



HILLINGDON  
LONDON



# Major Applications Planning Committee

## To Councillors on the Committee

Eddie Lavery (Chairman)  
John Hensley (Vice-Chairman)  
Janet Duncan (Labour Lead)  
David Allam  
Dominic Gilham  
Michael Markham  
John Morgan  
Brian Stead

**Date:** TUESDAY, 8 OCTOBER  
2013

**Time:** 7.00 PM

**Venue:** COUNCIL CHAMBER -  
CIVIC CENTRE, HIGH  
STREET, UXBRIDGE UB8  
1UW

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

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## A useful guide for those attending Planning Committee meetings

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### Petitions and Councillors

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

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

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

### How the Committee meeting works

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

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

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

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

The procedure will be as follows:-

1. The Chairman will announce the report;
2. The Planning Officer will introduce it; with a presentation of plans and photographs;
3. If there is a petition(s), the petition organiser will speak, followed by the agent/applicant

followed by any Ward Councillors;

4. The Committee may ask questions of the petition organiser or of the agent/applicant;
5. The Committee debate the item and may seek clarification from officers;
6. The Committee will vote on the recommendation in the report, or on an alternative recommendation put forward by a Member of the Committee, which has been seconded.

### About the Committee's decision

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

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

When making their decision, the Committee cannot take into account issues which are not planning considerations such 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

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### 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 meetings held on 28 August and 17 September 2013 1 - 14
- 4 Matters that have been notified in advance or urgent
- 5 To confirm that the items marked in Part 1 will be considered in public and those items marked in Part 2 will be heard in private

### Reports - Part 1 - Members, Public and Press

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#### Major Applications with a Petition

	Address	Ward	Description & Recommendation	Page
6	Former Master Brewer Site, Freezeland Way, Hillingdon - 4266/APP/2012/1544	Hillingdon East	Mixed use redevelopment comprising the erection of a 3,543 sq.m foodstore (GIA) (Use Class A1), (inclusive of delivery areas) with 181 car parking spaces and 32 cycle spaces; 3 additional retail units, totalling 1,037 sq.m (GFA) (Use Class A1 to A5); a 100 sq.m safer neighbourhoods unit (Use Class D1); a 7 storey (plus plant level) 84 bedroom hotel (Use Class C1), with 18 car parking spaces and 16 cycle spaces; together with associated highways alterations and landscaping.  <b>Recommendation – Approval</b>	15 – 130  <b>446 - 476</b>

7	Former Master Brewer Site, Freezeland Way, Hillingdon - 4266/APP/2012/1545	Hillingdon East	Erection of 5 part 4, part 5 storey blocks to provide 125 residential units (Use Class C3) with 99 car parking spaces and 150 cycle parking spaces and associated highways alterations, together with associated landscaping (outline application).  <b>Recommendation – Approval</b>	131 – 228  <b>477 - 493</b>
8	Land adjacent to Hillingdon Station and Swallow Inn, Long Lane, Hillingdon - 3049/APP/2012/1352	Uxbridge North	Demolition of the existing public house and timber yard, and the erection of a mixed use redevelopment comprising a foodstore (7829m2 GEA) (Use Class A1); a 6 storey 82 bed hotel (Use Class C1); a 720m2 restaurant/public house facility (Use Class A3/A4); and 107 residential units (Use Class C3), together with reconfiguration of the existing commuter car park, and associated landscaping, car/cycle parking and ancillary works.  <b>Recommendation - Refusal</b>	229 – 310  <b>494 - 526</b>
9	Cumulative Assessment		This item represents the assessment of cumulative impacts associated with Items 6, 7 and 8.	311 - 320
10	Comparative Assessment		This item represents a comparative assessment of proposals set out in Items 6, 7 and 8.	321 - 332
11	Northwood School, Potter Street, Northwood - 12850/APP/2013/1810	Northwood Hills	Demolition of existing 2-3 storey teaching block; construction of new 3-storey University Technical College (UTC); car parking; landscaping; retention of existing pedestrian and vehicular access; and ancillary development.  <b>Recommendation - That delegated powers be given to the Head of Planning, Green Spaces and Culture to grant planning permission, subject to the conditions in the officer's report.</b>	333 – 382  <b>527 - 559</b>

## Major Applications without Petitions

	Address	Ward	Description & Recommendation	Page
12	Royal Quay, Coppermill Lock, Park Lane - 43159/APP/2013/1094	Harefield	<p>Conversion and refurbishment of the Manor House to provide 4 x 2-bed flats, construction of 9 x 3-bed three-storey houses and 10 x 4-bed four-storey houses and a three-storey building comprising 6 x 2-bed flats, refurbishment of the Long Room for continued office use, together with associated car parking and landscaping.</p> <p><b>Recommendation - Grant planning permission subject to the Environment Agency not raising an objection to the scheme.</b></p>	<p>383 – 432</p> <p><b>560 - 576</b></p>
13	Royal Quay, Coppermill Lock, Park Lane - 43159/APP/2013/1095	Harefield	<p>Listed Building Consent for the conversion and refurbishment of the Manor House to provide 4 x 2-bed flats, together with associated car parking and landscaping works.</p> <p><b>Recommendation – Approval</b></p>	<p>433 - 444</p>

**Any Items transferred from Part 1**

**Any Other Business in Part 2**

## Minutes

### MAJOR APPLICATIONS PLANNING COMMITTEE

28 August 2013

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



HILLINGDON  
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	<p><b>MEMBERS PRESENT:</b> Councillors: Eddie Lavery (Chairman) John Hensley (Vice-Chairman) David Allam Dominic Gilham Michael Markham John Morgan Brian Stead Mo Khursheed</p>
	<p><b>OFFICERS PRESENT:</b> James Rodger, Head of Planning Meghji Hirani, Planning Team Leader Syed Shah, Principal Highways Engineer Tim Brown, Legal Advisor Charles Francis, Democratic Services Officer</p>
55.	<p><b>APOLOGIES FOR ABSENCE</b> (<i>Agenda Item 1</i>)</p> <p>Apologies for absence were received from Councillor Janet Duncan with Councillor Mo Khursheed acting as substitute.</p>
56.	<p><b>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING</b> (<i>Agenda Item 2</i>)</p> <p>Councillor John Hensley declared non-pecuniary interests in items 6, 7 and 8. He left the room and did not participate in the items.</p>
57.	<p><b>TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETING HELD ON 18 JULY 2013</b> (<i>Agenda Item 3</i>)</p> <p>Were agreed as an accurate record, subject to adding Cllr Brian Stead to the Members Present as he had been omitted in error.</p>
58.	<p><b>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT</b> (<i>Agenda Item 4</i>)</p> <p>None.</p>
59.	<p><b>TO CONFIRM THAT THE ITEMS MARKED IN PART 1 WILL BE CONSIDERED IN PUBLIC AND THOSE ITEMS MARKED IN PART 2 WILL BE HEARD IN PRIVATE</b> (<i>Agenda Item 5</i>)</p> <p>All items were considered in Part 1.</p>

60.

**SWAKELEYS HOUSE, MILTON ROAD, ICKENHAM**  
**23202/APP/2013/12** (*Agenda Item 6*)

**Change of use of Swakeleys House from Office (B1) use and Sports (D2) use and the erection of 7 buildings for use together as a single residential dwelling (C3) and gardens; alterations to listed building; demolition of 1980s entrance foyer attached to northern elevation of Swakeleys House, Vyners House, the connecting link between Vyners House and Swakeleys House and the Ice House building; and associated landscaping and servicing works within surrounding grounds.**

Officers introduced the report and the changes set out in the addendum.

At the end of the officer presentation, the Chairman confirmed that Councillor Mo Khursheed would not be voting on items 6, 7 and 8 as he had not been present to hear the entire debate, including the officers' presentations on the items.

In accordance with the Council's constitution a representative of the petitions received in objection and support to the proposals were invited to address the meeting.

The lead petitioner from the Ickenham Residents Association in objection to the application raised the following points:

- It was unacceptable for a residential building to be built on the Green Belt.
- The suggestion that the use of existing hard standing would not lead to a net loss to the Green Belt was rejected.
- The proposal to knock down Vyner's House and replace this with several structures would far exceed the footprint currently produced by Vyners House and would also affect the openness of the site.
- No special circumstances existed for the applicant to build on Green Belt land.
- It was unlikely that a private owner would support the Ickenham Festival in future as the proposal sought the use of the site as a private residential dwelling.

The lead petitioner from The Avenue Residents Association in objection to the application raised the following points:

- The Avenue welcomed the proposal for a change of use for Swakeley's House but felt that the current proposal was not right for the site.
- The proposal to increase the size of the dwelling was not sustainable.
- The proposal would lead to increased residential development in the Green Belt which was unacceptable.
- The proposal sought to develop the site further which was unsuitable development adjacent to a Grade 1 listed building.
- The claims made by the applicant that Bowl's Club gave rise to privacy and security concerns was a spurious argument.



- The risk of increased traffic in the Avenue both during construction and subsequently, would result in increased wear and tear on the road and pose an increased risk to pedestrians.

The lead petitioner from The Swakeley's Bowls Club in objection to the application raised the following points:

- The closure of the Bowl's Club was not necessary.
- The Bowl's Club had a long standing history which dated back to 1920. The Club was run by volunteers and the officer report underplayed the value and role of the Club to the local community.
- The Bowl's Club did not pose a security threat to the grounds of Swakeley's House.
- The Bowl's Club did not detract from residential amenity and the proposal to use the site as a single dwelling.
- Any concerns an applicant might have about privacy could be met through the use of planting and screening.

The lead petitioner from The Ickenham Festival in support of the application raised the following points:

- The application site had remained unoccupied for ten years and a viable use had to be found for the long term protection of the building.
- The proposal would maintain and improve access to the site for the Ickenham Festival.
- The proposal would put the building back to beneficial use.

A representative of the applicant raised the following points:

- The site had remained unoccupied for 10 years and had been subject to vandalism and arson. This would cease when the property underwent a change of use.
- English Heritage had reviewed the proposal and supported the application.
- The removal of Vyner's House was an essential step to improve the setting of the House.
- Extensive public consultation had been undertaken by the applicant and proposals had been modified in response to the feedback which had been received.
- The Bowl's Club could not be retained as it posed security and privacy concerns for the use of the site as a residential dwelling.
- A significant amount of restoration work was planned by the applicant which would safeguard the fabric of the building for future generations.
- An additional day for the Ickenham Festival had been negotiated and agreed by the applicant.

The Committee asked the representative of the applicant a series of questions which related to the Bowl's Club, the security of the site and the retention of the public path. In response, the Committee were informed that public access around the building had made the potential sale of the building more difficult. It was noted that the Bowl's Club was used throughout the day and its proximity to the house made pedestrian traffic a material consideration to the purchaser. In relation to security concerns, the Committee were informed that as Swakeleys House was private, with private gardens, the intention was to use a mixture of fencing and extensive landscaping including the use of trees and shrubs to enhance the security of

the site. It was noted that the public path was an ongoing issue to which no solution had currently been found.

In relation to concerns about building on the Green Belt, officers confirmed that a large reduction in hard standing would reduce the impact of the development on the Green Belt but there was a balance to be struck between the removal of various buildings and the construction of a number of smaller buildings in their place.

Officers explained that in their view, the proposal to incorporate a number of smaller newly constructed buildings spread across a wide area would have less impact than the current configuration.

In discussing the application, the Committee agreed that the site should be used as a private dwelling only and not for business or commercial purposes such as banqueting functions. Officers confirmed that Condition 2 could be strengthened in this regard. It was also noted that steps should be taken to safeguard the amenity of local residents and a condition should be added prohibiting the construction and use of a heli pad within the grounds of the application site.

It was moved, seconded and on being put to the vote agreed by four votes in favour and one against that the application be approved subject to the following amendments:

That Conditions 2 and 16 be strengthened to safeguard the amenity of local residents and for the exact wording to be agreed by the Chairman and the Labour Lead outside the meeting.

That Condition 8 come back to Committee for consideration and agreement.

That a further condition prohibiting the construction and use of a helipad be worded by officers.

**Resolved –**

**Approved as per agenda and addendum and additional condition preventing the installation of a helipad and amendments to conditions 2 and 16 to be agreed with Chairman and Labour Lead . All details relating to Condition 8 to be reported to committee. Subject to S106**

61. **SWAKELEYS HOUSE, MILTON ROAD, ICKENHAM**  
**23202/APP/2013/13** (*Agenda Item 7*)

**Alterations to listed building; demolition of 1980s entrance foyer attached to northern elevation of Swakeleys House, demolition of Vyners House, the connecting link between Vyners House and Swakeleys House and the Ice House building (Application for Listed Building Consent).**

See Item 6 for the discussions on this item.

**Resolved –**

**Approved as per the agenda.**

62.	<p><b>SWAKELEYS HOUSE, MILTON ROAD, ICKENHAM</b>  <b>23202/APP/2013/14</b> (<i>Agenda Item 8</i>)</p> <p><b>Demolition of 1980s entrance foyer attached to northern elevation of Swakeleys House together with the demolition of Vyners House. The connecting link between Vyners House and Swakeleys House and the Ice House Building located within the grounds of Swakeleys House (Application for Conservation Area Consent).</b></p> <p>See Item 6 for the discussions on this item.</p> <p><b>Resolved –</b></p> <p><b>Approved as per the agenda.</b></p>
63.	<p><b>PADCROFT WORKS, TAVISTOCK ROAD, YIEWSLEY</b>  <b>45200/APP/2012/3082</b> (<i>Agenda Item 9</i>)</p> <p><b>Comprehensive redevelopment of site to provide three buildings of part 7 storeys and part 5 storeys comprising 208 residential units, 190 sq.m (approx) of Use Class B1 floorspace with associated public and private amenity space, hard and soft landscaping, lower ground floor parking for vehicles and bicycles, and alterations to 9 High Street to form new pedestrian route (involving demolition of all existing buildings other than no.9 High Street)</b></p> <p><b>Deferred from Major Applications Planning Committee 07/08/2013</b></p> <p>Officers introduced the report and the changes set out in the addendum. Concerns were raised about amenity levels and parking provision. In response, Officers confirmed that the scheme complied with the wishes of the inspectorate and in relation to parking, the scheme exceeded the TfL requirements.</p> <p>In the course of discussions, the Committee enquired whether any of the parking provision could be allocated to the B1 retail use of the site and Officers confirmed that this could be incorporated through an additional Condition. The following amendments were agreed at the meeting:</p> <p>Condition 15: amended as follows: <i>The details pursuant to this condition shall include a final parking layout with 199 parking spaces.</i></p> <p>Condition 7: Add the words 'safe and secure' after 'details of' and before 'play areas'</p> <p>In the Deferred paragraph amend reason 6 by deleting the number '2' and replacing with the number '1' in reference to parking spaces.</p> <p>Add informative:</p> <p>The applicant is advised that the detailed design of the underground car park must be undertaken with the input of fully qualified Structural and</p>

	<p>Highways Engineers.</p> <p>It was moved, seconded and on being put to the vote agreed with five votes in favour, one against and with one abstention that the application be agreed.</p> <p><b>Resolved –</b></p> <p><b>That the application be Approved as per agenda and addendum, amendment to condition 15 and an additional informative concerning the parking allocation.</b></p>
64.	<p><b>HPH 4, MILLINGTON ROAD, HAYES 40652/APP/2013/1981</b> (<i>Agenda Item 10</i>)</p> <p><b>Variation of condition 14 (contamination) of planning permission 40652/APP/2012/2030 granted 5 July 2013 for the Erection of a four storey building to provide 6,966 sq.m of Class B1(a) Office floorspace, provision of 70 associated car parking spaces at basement level, associated landscaping and ancillary works.</b></p> <p>Officers introduced the report and provided a presentation on the item.</p> <p>It was moved, seconded and on being put to the vote agreed that the application be approved.</p> <p><b>Resolved –</b></p> <p><b>That the application be approved as per the agenda.</b></p>
65.	<p><b>HPH 5, MILLINGTON ROAD, HAYES 40652/APP/2013/1980</b> (<i>Agenda Item 11</i>)</p> <p><b>Variation of condition 14 (contamination) of planning permission 45753/APP/2012/2029 (Erection of five storey building to provide 13,880sq.m of Class B1(a) Office floorspace, provision of car parking spaces at surface and basement level, associated landscaping and ancillary works).</b></p> <p>Officers introduced the report and provided a presentation on the item.</p> <p>It was moved, seconded and on being put to the vote agreed that the application be approved.</p> <p><b>Resolved –</b></p> <p><b>That the application be approved as per the agenda.</b></p>
66.	<p><b>SENATOR COURT, BELMONT ROAD, UXBRIDGE 68385/APP/2013/902</b> (<i>Agenda Item 12</i>)</p> <p><b>Part demolition, part extension and refurbishment of existing building</b></p>

**to provide modern office accommodation (Class B1) totalling 20,267sqm GEA (including car park and plant areas) of which 516sqm GIA floorspace to be used interchangeably for Class A1, A2, A3, B1 uses, and associated works.**

Officers introduced the report and provided a presentation on the item.

It was moved, seconded and on being put to the vote agreed that the application be approved.

**Resolved –**

**That the application be approved as per the agenda.**

The meeting, which commenced at 6.00 pm, closed at 7.40 pm.

These are the minutes of the above meeting. For more information on any of the resolutions please contact on 01895 556454 . Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

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**Minutes****MAJOR APPLICATIONS PLANNING COMMITTEE**

17 September 2013

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



HILLINGDON  
LONDON

	<p><b>Committee Members Present:</b> Councillors Eddie Lavery (Chairman) John Hensley (Vice-Chairman) David Allam Dominic Gilham Michael Markham John Morgan Brian Stead Mo Khursheed</p> <p><b>LBH Officers Present:</b>  James Rodger, Head of Planning, Green Spaces and Culture Matthew Duigan, Planning Service Manager Syed Shah, Highway Engineer Rory Stracey, Legal Advisor Danielle Watson, Democratic Services Officer</p>
67.	<p><b>APOLOGIES FOR ABSENCE</b> (<i>Agenda Item 1</i>)</p> <p>Apologies had been received from Councillor Janet Duncan with Councillor Mo Khursheed substituting.</p>
68.	<p><b>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING</b> (<i>Agenda Item 2</i>)</p> <p>Councillor Mo Khursheed declared a non-pecuniary interest in Item 9 as the application was in his ward and remained in the room to discuss and vote on the item.</p> <p>Syed Shah declared a non-pecuniary interest in Item 7 and left the room for the duration of this item.</p>
69.	<p><b>TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETING HELD ON 7 AUGUST 2013</b> (<i>Agenda Item 3</i>)</p> <p>The minutes of the meetings held on 7 August 2013 were agreed as a correct record.</p>
70.	<p><b>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT</b> (<i>Agenda Item 4</i>)</p> <p>None.</p>
71.	<p><b>TO CONFIRM THAT THE ITEMS MARKED IN PART 1 WILL BE CONSIDERED INPUBLIC AND THOSE ITEMS MARKED IN PART 2 WILL BE HEARD IN PRIVATE</b></p>

	<p>(Agenda Item 5)</p> <p>It was confirmed that all items would be considered in Part 1 public.</p>
72.	<p><b>SNOWBASE, EASTERN PERIMETER ROAD, HEATHROW AIRPORT - 45151/APP/2013/1768</b> (Agenda Item 6)</p> <p><b>Expansion of the existing snow base to accommodate additional open parking and vehicle maneuvering areas plus within the footprint of the existing approved snow base the erection of a new snow vehicle storage shed and erection of enclosures for glycol, diesel and stand cleaning liquid (Consultation Under Part 18 of the Town and Country Planning (General Permitted Development) Order 1995).</b></p> <p>Officers introduced the report and referred members to the addendum sheet that had been circulated.</p> <p>The recommendation for approval was moved, seconded and on being put to the, vote was agreed.</p> <p><b>Resolved – That the application be approved subject to the conditions and informatives set out in the officer’s report.</b></p>
73.	<p><b>LAND AT MOORBRIDGE FARM AND BEDFONT COURT, STANWELL MOOR ROAD, LONGFORD - 69073/APP/2013/637</b> (Agenda Item 7)</p> <p><b>Use of land for the extraction of sand and gravel, filling with inert waste and restoration to agriculture including associated works. (Application for a Certificate of Appropriate Alternative Development under Section 17 of the Land Compensation Act 1961, as amended).</b></p> <p>Officers introduced the report and outlined details of the application.</p> <p>Officers explained that in 1996 a compulsory purchase order was made acquiring land to build the Heathrow Terminal spur road to the M25. The applicants had applied for a Certificate of Appropriate Alternative Development to assist with the valuation of the land.</p> <p>Officers informed Members the reason the item was being presented to the Committee was for them to decide whether approval to use the site for the extraction of sand and gravel would have been granted based on planning policy in 1996.</p> <p>Members discussed the application and questioned why there had been an objection to the application. Officers informed the Committee that this objection was received in 2013 not in 1996. The legal advisor informed the Committee that it was believed the objector had an interest in the outcome of the decision.</p> <p>The recommendation for approval was moved, seconded and on being put to the, vote was agreed.</p> <p><b>Resolved - That the Committee resolve to issue a positive Certificate of Alternative Appropriate Development, and note that had a planning permission been granted for the proposal in 1996 the following planning obligation and conditions would have been imposed:</b></p>



## Planning Obligations

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

- (i) **The provision of any off site highway works necessary to create the accessway into the site.**

## Planning Conditions

**B. That the positive certificate is granted subject to the conditions and informatives in the officer's report.**

74.

### **HONEYCROFT DAY CENTRE SITE, HONEYCROFT HILL, UXBRIDGE - 6046/APP/2013/1834 (Agenda Item 8)**

**Redevelopment of site to provide a three storey building comprising 36 residential units, consisting of 20 affordable units and a further 16 units for people with learning difficulties (including communal lounge, staff office and overnight room), as well as associated landscaping, access, parking and amenity space.**

Officers introduced the report and referred members to the addendum sheet and revised plans that had been circulated. A memo from the Highways was also circulated at the meeting which gave the most up to date comments for the proposal.

Officers highlighted that the scheme was not much larger than the previous scheme approved.

Members discussed the application and questioned if there would be a shortfall in parking spaces if the Learning Difficulty units were converted to residential units. Officers informed the Committee that condition 2 of the officers' report had been amended as per the addendum sheet to ensure that there was no shortfall in parking for the site. Members questioned the number of disabled parking spaces. Officers informed the Committee that there were 3 as indicated on the plans.

Members discussed the windows which were indicated on the plans. Officers informed the Committee that the applicant would be asked to adhere to what was proposed on the plans which included the partial obscured windows.

Officers informed the Committee a correction to the condition 10 of the addendum was made, replace word 'west' with 'east'. Members agreed to delete 1.8 metres of condition 10 of the addendum.

Members also questioned the additional informative in the addendum which highlighted the protection of badgers. Officers explained that the Council do not control the Wildlife and Countryside Act 1981; however, the informative had been added to make the applicant aware of their duty and responsibility.

Members requested that condition 14 be amended from 10% to the number 3 for clarity.

**Resolved - That delegated powers be given to the Head of Planning, Green Spaces and Culture to grant planning permission, subject to:**

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

**(i) Highways:**

**(a) Installation of a "Yellow Box" junction on Honeycroft Hill at the junction with Honey Hill.**

**(b) Tactile Pavers at the existing dropped kerb crossing point on Honey Hill.**

**(c) Repainting of the 2 right turns (to serve into the site and into Brookside opposite the site) within the existing filter lane.**

**(ii) Education: £43,530**

**(iii) Health: £11,808.52**

**(iv) Libraries: £1,253.50**

**(v) Affordable Housing:**

**vi) Construction Training: either a financial contribution in the sum of £23,626.88 or an in-kind scheme delivered to the equivalent of the financial contribution delivered during the construction phase of the development.**

**vii) Project Management and Monitoring Sum: a financial contribution equal to 5% of the total cash contribution.**

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

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

**D) If the Legal Agreement/s have not been finalised within 3 months, delegated authority be given to the Head of Planning, Green Spaces and Culture to refuse planning permission for the following reason:**

**'The applicant has failed to deliver necessary offsite highway works and to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of education, ng, health facilities, public realm, open space improvement, library improvements, construction and employment training and delivery of necessary offsite highway works. The proposal therefore conflicts with Policy AM2, AM7 and R17 of the adopted Local Plan and the Council's Planning Obligations SPG.'**

**E) That subject to the above, the application be deferred for determination by the Head of Planning, Green Spaces and Culture 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 conditions and informatives in the**

	<p>officer's report be attached subject to any changes negotiated by the Head of Planning, Green Spaces and Culture prior to issuing the decision and changes in the Addendum.</p>
75.	<p><b>STOCKLEY PARK GOLF CLUBHOUSE, STOCKLEY ROAD, WEST DRAYTON - 37850/APP/2012/2743</b> (<i>Agenda Item 9</i>)</p> <p><b>Provision of a hardstanding area on which to erect a marquee at Stockley Golf Course.</b></p> <p>Officers introduced the report and outlined details of the application.</p> <p>The recommendation for approval was moved, seconded, and on being put to the vote, was agreed.</p> <p><b>Resolved – That the application be approved as per the agenda.</b></p>
	<p>The meeting, which commenced at 6.04 pm, closed at 7.05 pm.</p>

These are the minutes of the above meeting. For more information on any of the resolutions please contact Danielle Watson on Democratic Services Officer - 01895 277488. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

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## Report of the Head of Planning, Green Spaces and Culture

**Address:** FORMER MASTER BREWER SITE, FREEZELAND WAY

**Development:** Mixed use redevelopment comprising the erection of a 3,543 sq.m foodstore (GIA) (Use Class A1), (inclusive of delivery areas) with 181 car parking spaces and 32 cycle spaces; 3 additional retail units, totalling 1,037 sq.m (GFA) (Use Class A1 to A5); a 100 sq.m safer neighbourhoods unit (Use Class D1); a 7 storey (plus plant level) 84 bedroom hotel (Use Class C1), with 18 car parking spaces and 16 cycle spaces; together with associated highways alterations and landscaping.

**LBH Ref Nos:** 4266/APP/2012/1544

**Drawing Nos:** SEE REPORT AT APPENDIX A

**Date Application Received:** 08-06-12

**Date Application Valid:** 12-06-12

### 1. EXECUTIVE SUMMARY

Planning permission is sought for a mixed use redevelopment of the former Master Brewer site, comprising the erection of a foodstore with 181 car parking spaces and 32 cycle spaces; 3 additional retail units, totalling 1,037 sqm (Use Class A1 to A5); a 100 sqm safer neighbourhoods unit, a 7 storey (plus plant level) 84 bedroom hotel with 18 car parking spaces and 16 cycle spaces; together with associated highways alterations and landscaping.

This full planning application has been submitted in association with an outline application for residential development on land to the east and south of the site, the latter application being subject to a separate report on this agenda. Although these full and outline applications have been submitted separately, they are intrinsically linked, as they represent different phases of an overall scheme at the former Master Brewer site, submitted by Spenhill Developments on behalf of Tesco.

The Council also has before it a separate scheme for retail and mixed use development at Hillingdon Circus (the Bride Hall development). Both the Master Brewer and Hillingdon Circus schemes propose a comprehensive mixed-use retail-led development incorporating residential, hotel, and in the case of the Master Brewer scheme, community and café bar. The most appropriate approach to adopt when considering two competing supermarket applications is to firstly assess the applications individually and if they are both acceptable individually in planning terms the starting point is that both should, in principle, be granted planning permission.

#### Individual Assessment

In terms of the Master Brewer scheme, this has been independently assessed and has been judged to be acceptable on an individual basis. The individual report is attached at Appendix A. In summary, there is no land use policy objection to the principle of a retail led mixed use development of the site, provided the retail element is of a scale that is appropriate to the continued viability of the local centre and offers convenience or specialist goods and services that are accessible to people who would otherwise need to travel further afield and gives due regard to the cumulative impact of planned or emerging development within

Hillingdon Circus, especially a potential food store development on land adjoining Hillingdon Station.

In terms of retail impact, the proposal is of scale that is considered appropriate to the centre and would not have an unacceptable impact on the other centres in the catchment area, meeting the relevant tests set out within the NPPF. As such, it is concluded that the development will not result in any impacts that would be significantly adverse in retail terms, in accordance with relevant policies in the London Plan.

In addition the development would incorporate adequate parking and including off-site highways works and contributions towards public transport improvements. The Council's Highways Officer is satisfied that the development would be served by adequate car parking and would not have any adverse impacts on the free flow of the highway network or on highway or pedestrian safety.

Whilst the design approach is generally low key, the hotel because of its height, would form a positive land mark feature. Nevertheless, the layout would reflect the established suburban character of the townscape context to the site. Landscaping has been incorporated within the adjacent open space in an attempt to mitigate the impact of the hotel on longer views towards the site.

In terms of the impact on the Green Belt, off-site woodland planting is proposed, which would, together with the tree planting on the site create a new landscape setting for the development, improve the landscape of the Green Belt, and mitigate the landscape/ecological impact caused by the loss of the majority of the trees on the site.

Furthermore, the development would integrate an appropriate level of inclusive design, measures to reduce energy use and other sustainable design features. Subject to appropriate conditions and planning obligations, the development would not have any unacceptable impacts on air quality. Furthermore, subject to appropriate conditions the development would not have any adverse impacts on the amenity of residential occupiers by way of noise.

The Council also has a public duty to pay due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations (Equality Act 2010). As a consequence, an Impact Assessment has been carried out and concludes that the positive benefits of the scheme outweigh any potential negative impacts on equality groups in the affected area.

#### Cumulative Impact Assessment

Consideration also needs to be given as to whether the grant of two planning permissions, (in this case the 'Spenhill' and 'Bride Hall Development' schemes). If there is evidence that the cumulative impact of both permissions being implemented would be unacceptable in planning terms, then that evidence should be taken into account in dealing with the two applications. In this case, Retail Impact Assessments and Environmental Impact Assessments have been undertaken for both the Hillingdon Circus and Master Brewer applications. A cumulative Impact Assessment has also been carried out by the Local Planning Authority and this is attached elsewhere on this agenda.

These assessments suggest that the cumulative impact of the two schemes together would be likely to have an unacceptable impact on town centres within the relevant catchment areas, on traffic congestion and on air quality.

#### Comparative Assessment

If it is judged that the two proposals' cumulative impact is unacceptable to the extent that only one permission can therefore be granted, then the approach to be taken is a full comparative assessment of each site against the other, in order to decide which scheme is preferred in planning terms. A full comparative assessment has therefore been undertaken, against relevant criteria in the Development Plan and against the material facts of the sites proposed. The comparative assessment is provided elsewhere on this agenda and includes (but is not limited to) consideration of the various relevant matters, including locational advantages of each site, any additional benefits each scheme would bring, traffic impact, visual impact, parking provision, housing delivery, landscaping, employment generation, residential amenity issues and impact on town centres, economic and fiscal impacts..

The comparative assessment concludes that the Spenhill scheme would be preferable. To this end it is recommended that the Spenill scheme should be approved and the Bride Hall scheme be refused.

## **2. RECOMMENDATION**

**1. That the application be referred back to the Greater London Authority.**  
**2. That should the Mayor not direct the Council under Article 6 to refuse the application, or issue a direction under Article 7 that he is to act as the Local Planning Authority for the purposes of determining the application, the Council enter into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) or Section 278 Highways Act 1980 (as amended) and all appropriate legislation to secure:**

**(i). Transport: All on site and off site highways works as a result of this proposal.**

**These include the following:**

- **Re-introduction of the right turn for traffic at the Hillingdon Circus junction from the Long Lane northbound approach;**
- **Modifying the existing right turn into the western site access for traffic coming from the A40 westbound;**
- **Introduction of an additional right turn lane for left turning traffic at the Hillingdon Circus junction from the Long Lane southbound approach. The left turn lane requires a widening of the Long Lane carriageway and footway, taking land from part of the south west corner of the development site;**
- **Narrowing of the island to the west of the Hillingdon Circus junction, to allow provision of two westbound traffic lanes on Freezeland Way to the west of the Hillingdon Circus junction;**
- **Provision of an informal pedestrian refuge crossing at the western site access;**
- **Provision of a shared cycle/footway into the site from the western site access towards the proposed food retail store and three non-food retail units;**
- **Traffic signal timings and operations ;**
- **Review lighting and the visibility of signs and road markings at and in the surrounding of Hillingdon Circus junction (extent of review to be agreed with the Council's Highways Engineer) and implement works required by the Council;**
- **Provide carriageway and footway resurfacing, anti-skid surfacing, and upgrade pedestrian islands and road markings (extent of works to be agreed with the Council's Highways Engineer); and**
- **Coach stop enhancements on Freeland Way**
- **Revised traffic modelling and signal timings and operations to be submitted to and approved in writing by the Council and TfL;**
- **Contribution to real time information system at bus stops prior to commencement;**

**(ii). Public Transport Infrastructure: A financial contribution in the sum of**

£220,000, being an annual contribution of £40,000 towards improvements to bus services for a period of 5 years and 2 bus stop upgrades at £10,000 each.

(iii). Travel Plans for both the store and hotel.

(iv). Employment and Hospitality Training: An employment strategy to be entered into and adhered to address how local people will gain access to employment opportunities.

(v). Construction Training: either a construction training scheme delivered during the construction phase of the development or a financial contribution secured equal to the formula as contained in the SPD (£2,500 for every £1m build cost + (total gross floor area/7,200m<sup>2</sup> x £71,675) = total contribution).

(vi). Landscape Screening and Ecological Mitigation: a financial contribution in the sum of £252,308.88.

(vii). Air Quality: a financial contribution in the sum of £25,000.

(viii). Delivery of the residential development which is subject to a separate outline application:

(ix) The applicants pay a sum to the Council equivalent to 2% of the value of contributions for compliance, administration and monitoring of the completed planning (and/or highways) agreement(s).

(x).The applicants pay a sum to the Council of up to 3% of the value of contributions for specified requirements to project manage and oversee implementation of elements of the completed planning (and/or highways) agreement(s).

3. That officers be authorised to negotiate and agree the detailed terms of the proposed agreements.

4. If the above Section 106 agreement has not been finalised within 6 months, then the application is to be referred back to the Planning Committee for determination.

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

8. That if the application is approved, the conditions set out at appendix A be attached:





## APPENDIX A

### Report of the Head of Planning, Green Spaces, and Culture

**Address:** FORMER MASTER BREWER SITE FREEZELAND WAY  
HILLINGDON

**Development:** Mixed use redevelopment comprising the erection of a 3,543 sq.m foodstore (GIA) (Use Class A1), (inclusive of delivery areas) with 181 car parking spaces and 32 cycle spaces; 3 additional retail units, totalling 1,037 sq.m (GFA) (Use Class A1 to A5); a 100 sq.m safer neighbourhoods unit (Use Class D1); a 7 storey (plus plant level) 84 bedroom hotel (Use Class C1), with 18 car parking spaces and 16 cycle spaces; together with associated highways alterations and landscaping.

**LBH Ref Nos:** 4266/APP/2012/1544

**Drawing Nos:** 09032/P0-100 REV I  
09032/P0-101 REV D  
09032/P0-102 REV N  
09032/P0-103 REV I  
09032/P0-105 REV L  
09032/P0-106 REV G  
09032/P1-120 REV J  
09032/P1-122 REV E  
09032/P2-102 REV H  
09032/P3-104 REV H  
09032/P3-105 REV H  
09032/P4-102 REV E  
09032/P1-100 REV K  
09032/P1-101 REV J  
09032/P1-102 REV J  
P09032/1-103 REV C  
09032/P2-100 REV F  
09032/P3-100 REV J  
09032/P3-101 REV J  
09032/P1-110 REV. L  
179751-TR-002 Rev. G  
179751/TR/008/01 Rev H  
179751/TR/008/02 Rev H  
179751/OS/010 Rev B  
W105860 L04 REV E  
W105860L07 REV A  
W105860L08 REV A  
W105860L09 REV  
W105860L10 REV I  
Archaeological Desk-Based Assessment  
Air Quality Assessment  
Report on Tree Inspections  
BREEAM Pre-assessments  
Daylight and Sunlight Report

Ecological Assessment  
 Potable Water Strategy  
 Statement of Community Involvement summary  
 Framework Travel Plan  
 Hotel Travel Plan  
 Spenhill Travel Plan  
 Planning Statement  
 Retail Assessment  
 Environmental Noise Assessment  
 Transport Assessment  
 Revised Transport Assessment  
 Final Addendum Transport Assessment with Appendices  
 March 2013  
 Commercial + Hotel Area Schedule  
 Flood Risk Assessment  
 Design and Access Statement  
 Site Statutory and Site Utility Services Investigations  
 Energy Statement  
 Lighting Impact Assessment  
 Environmental Statement  
 ES Non-Technical Summary  
 Addendum Report to ES Final 16.8.13  
 2016 Proposed Results  
 Pedestrian Crossing Times - Hillingdon Circus Junction  
 VISSIM Sensitivity Test Technical Note  
 Retail Assessment Addendum

<b>Date Plans Received:</b>	08/06/2012	<b>Date(s) of Amendment(s):</b>
		02/04/2013
		27/06/2012
		07/05/2013
		11/06/2013
		13/08/2013

**Date Application Valid:** 12/06/2012

**1. SUMMARY**

Planning permission is sought for a mixed use redevelopment on part of the former Master Brewer site, comprising the erection of a 3,543 sqm foodstore with 181 car parking spaces and 32 cycle spaces; 3 additional retail units, totalling 1,037 sqm (Use Class A1 to A5); a 100 sqm safer neighbourhoods unit, a 7 storey (plus plant level) 84 bedroom hotel with 18 car parking spaces and 16 cycle spaces; together with associated highways alterations and landscaping. This application has been submitted in association with an outline application for residential development for 125 units on land to the south and west of the site.

The former Master Brewer Hotel site has an extensive planning history stretching back to 2004 for retail led mixed use.

1,657 local residents, businesses and local amenity groups were consulted initially in June 2012, and re-consulted on receipt of further information in May 2013. 71 individual letters of objection have been received, objecting to the planning application, primarily on the grounds of increased traffic generation and traffic congestion at Hillingdon Circus and the surrounding

road network. Issues relating to the scale of the development, air quality, impact on retail provision and flooding have also been raised. In addition, 20 letters of support have been received. Both the Ickenham and Oak Farm Residents Associations have provided detailed responses to this application, and have objected on similar grounds to those made by individual residents.

Given the scale of the development, the application is referable to the Mayor of London.

There is no land use policy objection to the principle of a retail led mixed use development of the site, provided the retail element is of a scale that is appropriate to the continued viability of the local centre; offers convenience or specialist goods and services that are accessible to people who would otherwise need to travel further afield and gives due regard to the cumulative impact of planned or emerging development within Hillindon Circus, especially a potential food store development on land adjoining Hillingdon Station.

In terms of retail impact, the proposal is of scale that is considered appropriate to the centre and will not have an unacceptable impact on the other centres in the catchment area, meeting the relevant tests set out within the NPPF. As such, it is concluded that the development will not result in any impacts that would be significantly adverse in retail terms, in accordance with relevant policies in the London Plan (July 2011).

Whilst the design approach is generally low key, the hotel because of its height, would form a land mark feature. However, the layout would reflect the established suburban character of the townscape context to the site. Landscaping has been incorporated within the site and adjacent open land, to mitigate the impact of the hotel and associated residential development on longer views towards the site, particularly from the Green Belt to the west, where woodland planting is proposed, which would, together with the tree planting on the site itself, create a new landscape setting for the development, improve the landscape of the Green Belt, and mitigate the landscape/ecological impact caused by the loss of the majority of the trees on the site.

In addition the development would incorporate adequate parking and including off-site highways works and contributions towards public transport improvements. The Council's Highways Officer is satisfied that the development would be served by adequate car parking and would not have any adverse impacts on the free flow of the highway network or on highway or pedestrian safety.

The development would integrate an appropriate level of inclusive design, measures to reduce energy use and other sustainable design features. Subject to appropriate conditions and planning obligations, the development would not have any unacceptable impacts on air quality. Furthermore, subject to appropriate conditions the development would not have any adverse impacts on the amenity of residential occupiers by way of noise. In particular the Council's Environmental Protection Unit consider that 24 hour opening for the superstore would be acceptable in this instance.

### **3. RECOMMENDATION**

**This recommendation is based upon an individual assessment of the proposal , assuming that it were to be implemented in isolation. It does not take into account the cumulative impact of both the Master Brewer and Hillingdon Circus schemes together, or the comparative assessment of both schemes against the other. If the scheme was being proposed in isolation, it is recommended that the proposal be approved, subject to the following:**

1. That the application be referred back to the Greater London Authority.
2. That should the Mayor not direct the Council under Article 6 to refuse the application, or issue a direction under Article 7 that he is to act as the Local Planning Authority for the purposes of determining the application, the Council enter into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) or Section 278 Highways Act 1980 (as amended) and all appropriate legislation to secure:

(i). **Transport: All on site and off site highways works as a result of this proposal.**

These include the following:

- Re-introduction of the right turn for traffic at the Hillingdon Circus junction from the Long Lane northbound approach;
- Modifying the existing right turn into the western site access for traffic coming from the A40 westbound;
- Introduction of an additional right turn lane for left turning traffic at the Hillingdon Circus junction from the Long Lane southbound approach. The left turn lane requires a widening of the Long Lane carriageway and footway, taking land from part of the south west corner of the development site;
- Narrowing of the island to the west of the Hillingdon Circus junction, to allow provision of two westbound traffic lanes on Freezeland Way to the west of the Hillingdon Circus junction;
- Provision of an informal pedestrian refuge crossing at the western site access;
- Provision of a shared cycle/footway into the site from the western site access towards the proposed food retail store and three non-food retail units;
- Traffic signal timings and operations ;
- Review lighting and the visibility of signs and road markings at and in the surrounding of Hillingdon Circus junction (extent of review to be agreed with the Council's Highways Engineer) and implement works required by the Council;
- Provide carriageway and footway resurfacing, anti-skid surfacing, and upgrade pedestrian islands and road markings (extent of works to be agreed with the Council's Highways Engineer); and
- Coach stop enhancements on Freeland Way
- Revised traffic modelling and signal timings and operations to be submitted to and approved in writing by the Council and TfL;
- Contribution to real time information system at bus stops prior to commencement;

(ii). **Public Transport Infrastructure: A financial contribution in the sum of £220,000, being an annual contribution of £40,000 towards improvements to bus services for a period of 5 years and 2 bus stop upgrades at £10,000 each.**

(iii). **Travel Plans for both the store and hotel.**

(iv). **Employment and Hospitality Training: An employment strategy to be entered into and adhered to address how local people will gain access to employment opportunities.**

(v). **Construction Training: either a construction training scheme delivered during the construction phase of the development or a financial contribution secured equal to the formula as contained in the SPD (£2,500 for every £1m build cost + (total gross floor area/7,200m<sup>2</sup> x £71,675) = total contribution).**

(vi). **Landscape Screening and Ecological Mitigation: a financial contribution in the sum of £252,308.88.**

(vii). **Air Quality: a financial contribution in the sum of £25,000.**

(viii). **Delivery of the residential development which is subject to a separate outline application:**

(ix) **The applicants pay a sum to the Council equivalent to 2% of the value of contributions for compliance, administration and monitoring of the completed planning (and/or highways) agreement(s).**

(x).The applicants pay a sum to the Council of up to 3% of the value of contributions for specified requirements to project manage and oversee implementation of elements of the completed planning (and/or highways) agreement(s).

3. That officers be authorised to negotiate and agree the detailed terms of the proposed agreements.

4. If the above Section 106 agreement has not been finalised within 6 months, then the application is to be referred back to the Planning Committee for determination.

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

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

**1. 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. 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:

P0-105 REV L

P0-106 REV E

P1-120 REV H

P1-122 REV E

P2-102 REV H

P3-104 REV H

P3-105 REV H

P4-102 REV E

P1-100 REV K

P1-101 REV J

P1-102 REV J

P1-103 REV C

P2-100 REV F

P3-100 REV J

P3-101 REV J

W105860 L04 REV E

W105860L07 REV A

W105860L08 REV A

W105860L09 REV

W105860L10 REV I

P0-102 Rev M

P0-103 Rev H

P0-100 REV I

P0-101 REV D

P0-102 REV K

P0-103 REV F

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).

### **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:

Archaeological Desk-Based Assessment

Air Quality Assessment

Report on Tree Inspections

BREEAM Pre-assessments

Daylight and Sunlight Report

Ecological Assessment

Potable Water Strategy

Framework Travel Plan

Hotel Travel Plan

Spenhill Travel Plan

Planning Statement

Retail Assessment

Statement of Community Involvement

Environmental Noise Assessment

Transport Assessment

Revised Transport Assessment

Final Addendum Transport Assessment with Appendices March 2013

Design and Access Statement

Site Statutory and Site Utility Services Investigations

Energy Statement

Lighting Impact Assessment

Environmental Statement

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

### **4. Authorised use**

Notwithstanding the provisions of Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), (i) the main superstore building shall be used only for purposes within Use Class A1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended). (ii) The three independent retail units shall be used only for purposes within Use Classes A1, A2, A3, A4, A5 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended). (iii) The hotel building shall be used only for purposes within Use Class C1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended). (iv) The Safer Neighbourhood Centre shall be used only for purposes within Use Class D1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended).

#### **REASON**

1. In order to comply with the terms of the application.
2. In order to ensure that appropriate town centre uses are located on the site in compliance with Policy PR23 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).
3. In order to ensure that appropriate levels of on site parking are provided in accordance with Policies AM14 and AM15 of the Hillingdon Local Plan: Part Two Saved

UDP Policies (November 2012).

### **5. Floor Space Limitation**

Notwithstanding S55(2) of the Town and Country Planning Act 1990, or Article 3 of the Town and Country Planning (use classes) order 1987, no more than 27% of the retail floor space contained within the main retail food store unit hereby approved shall be used for the display or sale of comparison goods. Furthermore, the total gross internal floor space of the retail food store shall not exceed 3,543 sq.m. 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 floor space shall be created in excess of that area expressly authorised by this permission.

#### **REASON**

- (i) To enable the Local Planning Authority to assess all the implications of the development
- (ii) To ensure that the proposed retail development will not have a significant impact on the other centres in the catchment area and will meet the relevant tests set out within the NPPF and comply with policies 4.7, 4.8 and 4.9 of the London Plan (2011).
- (iii) To ensure that adequate parking and loading facilities can be provided on the site, in accordance with Policies PR23, AM7, AM14, and AM15 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

### **6. COM20 Air Extraction System**

No air extraction system shall be used on each of the buildings hereby approved until a scheme for the control of noise and odour emanating from that building has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of measures as may be approved by the Local Planning Authority. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

#### **REASON**

To safeguard the amenity of the occupants of surrounding properties in accordance with Policy OE1 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

### **7. Traffic Arrangements**

Development shall not begin until details of all traffic arrangements (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 shall not be occupied until all such works have been constructed in accordance with the approved details. Thereafter, the parking areas, sight lines and loading areas must be permanently retained and used for no other purpose at any time. Disabled parking bays shall be a minimum of 4.8m long by 3.6m wide, or at least 3.0m wide where two adjacent bays may share an unloading area.

#### **REASON**

In the interests of highway and pedestrian safety in accordance with policy AM7 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

### **8. Visibility Splays**

The access for the proposed car parking shall be provided with those parts of 2.4m x 2.4m pedestrian visibility splays which can be accommodated within the site in both directions and shall be maintained free of all obstacles to the visibility between heights of 0.6m and 2.0m above the level of the adjoining highway.



## REASON

In the interests of highway and pedestrian safety in accordance with policy AM7 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

### **9. Car Park Management Plan**

Before any part of the development is occupied a Car Park Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include details parking allocation and of 5 brown badge holders within the retail car park and measures for the sharing of the retail car parking with hotel overnight. The scheme shall be implemented and maintained in full compliance with the approved measures.

## REASON

To ensure pedestrian and vehicular safety and convenience and to ensure adequate off street parking, and loading facilities in compliance with Policy AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (July 2011).

### **10. Construction Logistics Plan**

Before any part of the development is occupied a Construction Logistics Plan (CLP) shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include but not be limited to the following:

- o Construction traffic generation by development phase;
- o Access routes;
- o Contractor parking;
- o Deliveries to avoid highway network peak hours and traffic sensitive hours;
- o Construction staff travel plan;
- o Measures to manage localised priorities.

The scheme shall be implemented and maintained in full compliance with the approved measures.

## REASON

To ensure pedestrian and vehicular safety and convenience and to ensure adequate off street parking, and loading facilities in compliance with Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (July 2011).

### **11. COM 29 No Floodlighting**

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

## REASON

To safeguard the amenity of surrounding properties and to protect the ecological value of the area in accordance with policies BE13, EC3 and OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

### **12. Levels**

No development shall take place until plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings have been submitted to and approved in writing by the Local Planning Authority. Such levels shall be

shown in relation to a fixed and known datum point. Thereafter the development shall not be carried out other than in accordance with the approved details.

#### REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### **13. Materials**

No development shall take place until details of all materials and external surfaces, including street furniture, lighting and signage have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such. Details should include information relating to make, product/type, colour and photographs/images.

#### REASON

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

#### **14. Retained trees**

Trees, hedges and shrubs shown to be retained on the approved plan shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during construction, or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' Remedial work should be carried out to BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

#### REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy BE38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and to comply with Section 197 of the Town and Country Planning Act 1990.

#### **15. COM 8 Tree Protection**

No site clearance or construction work shall take place until the details have been submitted to, and approved in writing by, the Local Planning Authority with respect to:

1. A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.
2. 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.

Thereafter, the development shall be implemented in accordance with the approved details. 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:

- 2.a There shall be no changes in ground levels;
- 2.b No materials or plant shall be stored;
- 2.c No buildings or temporary buildings shall be erected or stationed.
- 2.d No materials or waste shall be burnt; and.
- 2.e 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 can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy BE38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### **16. Landscaping scheme**

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

1. Details of Soft Landscaping
  - 1.a Planting plans (at not less than a scale of 1:100),
  - 1.b Written specification of planting and cultivation works to be undertaken,
  - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
2. Details of Hard Landscaping
  - 2.a Refuse Storage for the hotel and retail units
  - 2.b Cycle Storage for the hotel, retail units and store.
  - 2.c Means of enclosure/boundary treatments
  - 2.d Car Parking Layouts
  - 2.e Hard Surfacing Materials
  - 2.f External Lighting
  - 2.g Other structures (such as play equipment and furniture)
3. Living Walls and Roofs
  - 3.a Details of the inclusion of living walls and roofs, in particular, over the roof of the energy centre and north wall of the store.
4. Details of Landscape Maintenance
  - 4.a Landscape Maintenance Schedule for a minimum period of 5 years.
  - 4.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.
5. Schedule for Implementation
6. Other
  - 6.a Existing and proposed functional services above and below ground
  - 6.b Proposed finishing levels or contours

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

#### REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 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).

## **17. Ecology**

Prior to the commencement of development, a scheme for the inclusion of ecological enhancement features within the buildings and surrounding landscape shall be submitted to and approved in writing by the local planning authority. The scheme shall clearly identify the types and location of measures to enhance the habitat opportunities for wildlife, predominantly bats and birds. The development should proceed in accordance with the approved scheme.

### **REASON**

In order to encourage a wide diversity of wildlife on the existing semi-natural habitat of the site in accordance with policy EC5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and London Plan (July 2011) Policy 7.19.

## **18. Sustainable water management**

Neither the food store, independent retail units or the hotel approved by this permission shall be commenced until a scheme for the provision of sustainable water management relating to that building has been submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:

- i) provide details of water collection facilities to capture excess rainwater;
- ii) provide details of how rain and grey water will be recycled and reused.

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 and London Plan (July 2011) Policy 5.12.

## **19. Noise Management Plan**

The development shall not begin until a delivery noise management plan which specifies the provisions to be made for the control of noise from night-time delivery and service yard operation has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of physical, administrative measures, noise limits 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 Local Plan: Part 2 - Saved UDP Policies (November 2012).

## **20. Bird Hazard Management Plan**

Occupation of either building shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority in respect of the relevant building. The submitted plan shall include details of management of any flat/shallow pitched/green roofs on the relevant building 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 shall be implemented as approved from the date of occupation and shall remain in force for the life of the building.

### **REASON**

To avoid endangering the safe operation of aircraft through the attraction of birds in compliance with Policy A6 of the of the Hillingdon Local Plan: Part 2 - Saved UDP.

## **21. Security**

Prior to the commencement of the development of the hotel and retail units hereby permitted, details of the proposed CCTV scheme and other security measures shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Metropolitan Police. The CCTV should be implemented prior to first occupation of the retail units.

### **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.

## **22. Noise**

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

### **REASON**

To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

## **23. Condition (construction management plan)**

Before the development hereby approved commences, a Construction Environmental Management Plan (CEMP) shall be submitted to, and approved in writing by, the Local Planning Authority. The CEMP shall comprise such combination of measures for controlling the effects of demolition, construction and enabling works associated with the development as may be approved by the Local Planning Authority. The CEMP shall address issues including the phasing of the works, hours of work, noise and vibration, air quality, waste management, site remediation, plant and equipment, site transportation and traffic management including routing, signage, permitted hours for construction traffic and construction materials deliveries. It will ensure appropriate communication with, the distribution of information to, the local community and the Local Planning Authority relating to relevant aspects of construction. Appropriate arrangement should be made for monitoring and responding to complaints relating to demolition and construction. All demolition, construction and enabling work at the development shall be carried out in accordance with the approved CEMP unless otherwise 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 Local Plan: Part 2 - Saved UDP Policies (November 2012).

## **24. Archaeology**

A) No development shall take place until the applicant has secured the implementation of a programme of archaeological mitigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority.

B) No development or demolition shall take place other than in accordance with the Written Scheme of Investigation approved under Part (A).

C) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (A), and the provision made for analysis, publication and dissemination of the results and archive deposition has been secured.

**REASON**

Heritage assets of archaeological interest survive on the site. The Local Planning Authority wishes to secure the provision of archaeological investigation and the subsequent recording of the remains prior to development, in accordance with recommendations given by the borough and in the NPPF.

**25. Flooding/drainage**

No development shall take place 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 drainage strategy should demonstrate the surface water run-off generated up to and including the 1 in 100 year critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include provision of on-site surface water storage to accommodate the critical duration 1 in 100 year storm event, with an allowance for climate change.

**REASON**

- (i) The site is adjacent to a Local Wildlife Site (LWS) - Ickenham Marsh Complex. There should be no detriment to this LWS (also identified as a site of Grade 1 Borough importance) by this development, and where possible, there should be betterment of the LWS. The addition of green or brown roofs to this development will provide benefits for biodiversity on the site, and provide some green buffering between the adjacent LWS and the development. In accordance with Policies EC1, EC3 and EC5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).
- (ii) To prevent flooding on-site and off-site by ensuring the satisfactory storage of and/or disposal of surface water from the site using appropriate sustainable drainage techniques, in accordance with Policy OE8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

**26. Air Quality Action Plan**

Prior to first occupation of the development an air quality action plan shall be submitted to and approved in writing by the Local Planning Authority. The action plan shall set out the measures to be undertaken to promote, encourage and install measures to reduce impacts on air quality. The development must be operated in accordance with the approved plan.

**REASON**

To reduce the impacts on air quality in accordance with Policy EM8 of the Local Plan Part 1.

**27. Air Quality CHP Unit**

Prior to commencement of the development full specifications of the CHP unit shall be submitted to and approved in writing by the Local Planning Authority. The specifications shall demonstrate the use of the least polluting CHP system appropriate with and the relevant NOx emissions, the designs of the flue to reduce impacts to residents and further pollution abatement technology to ensure the CHP has minimal air quality impacts. The development must proceed in accordance with the approved scheme.

**REASON**

To reduce the impacts on air quality in accordance with Policy EM8 of the Local Plan Part 1.

### **28. Air Pollution Protection Measures**

Prior to commencement of development a scheme for protecting the proposed residential units from external air pollution shall be submitted and approved by the Local Planning Authority. The development must proceed in accordance with the approved scheme and completed prior to occupation. The development shall retain the air pollution protection measures throughout the lifetime of the development.

#### **REASON**

To reduce the impacts on air quality in accordance with Policy EM8 of the Local Plan Part 1 (November 2012).

### **29. Air Quality - Environmental Fleet Management (Mixed Use)**

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 measures to encourage 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 the life of the development.

#### **REASON:**

To safeguard the amenity of neighbouring properties in accordance with policy OE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

### **30. Energy strategy**

Prior to the commencement of development, a detailed energy assessment shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall consolidate all the information provided with the detailed planning submission and show clearly the baseline carbon footprint for each of the non residential uses. It shall also detail how each use contributes to the 25% reduction set out in the London Plan It will set out the phasing arrangements for the energy strategy and show that the CHP will be delivered as part of first building phases. Finally, it will clearly set out the maintenance arrangements for the CHP and air source heat pumps. The development will proceed in accordance with the approved scheme.

#### **REASON**

To ensure there is a clear understanding of how each use within the development contributes to the site wide strategy and to ensure the energy reduction targets of Policy 5.2 of the London Plan are met.

### **31. Electric charging**

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

#### **REASON**

To provide car parking for electric vehicles to help tackle air quality impacts and meet the climate change challenges in accordance with Policy 6.13 of the London Plan.

### **32. Sustainable Water Management**

No development approved by this permission shall be commenced until an outline scheme for the provision of sustainable water management has been submitted to, and approved in writing by the Local Planning Authority. Should the development be phased

the outline scheme should be developed to allow implementation of the phases independently or allow appropriate enabling works to occur. Prior to commencement of each phase of the outline element of the development, or any of the elements of development for which full planning permission is hereby approved, a scheme to dispose of foul and surface water for the relevant phase/relevant component of the full planning element, shall be submitted to and approved by the Local Planning Authority.

The scheme shall clearly demonstrate how it follows the strategy set out in the approved Flood Risk Assessment and Surface Water Drainage Strategy, and incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

- i. provide details of the surface water design including all suds features and how it will be implemented to ensure no increase in flood risk from commencement of construction and during any phased approach to building.
- ii. provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including details of appropriate inspections and
- iii. provide details of the body legally responsible for the implementation of the management and maintenance plan.
- iv. any overland flooding should be shown, with flow paths depths and velocities identified as well as any hazards. The scheme shall also demonstrate the use of methods to minimise the use of potable water, and will incorporate water saving measures and equipment; provide details of water collection facilities to capture excess rainwater; and provide details of how rain and grey water will be recycled and reused in the development.

Thereafter the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development, unless consent to any variation is first obtained in writing from the Local Planning Authority.

#### REASON

(i) To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding in accordance with Policy EM6 Flood Risk Management of the Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), Policy 5.12 Flood Risk Management of the London Plan (July 2011) and Planning Policy Statement 25.

(ii) To ensure that surface water run off be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (July 2011), and conserve water supplies in accordance with Policy 5.15 (Water use and supplies) of the London Plan (July 2011).

### **33. Imported soils**

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.

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.

#### 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 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)).

### **34. Changing Facilities**



Occupation of the food store, independent retail stores or hotel shall not commence until details of staff shower and changing facilities for that building have been submitted to, and approved in writing by the Local Planning Authority and the approved facilities have been installed. Thereafter, the facilities shall be retained for the life of the development.

#### REASON

To ensure that adequate facilities have been provided, in accordance with Policy 6.13 of the London Plan 2011.

### **35. 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 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 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 Two Saved UDP Policies (November 2012).

### **36. Accessible Hotel Bedrooms**

The design of the hotel shall ensure that the proposed hotel is designed to be fully accessible in accordance with BS 8300:2009 and incorporating horizontal evacuation and evacuation lifts as detailed in BS 9999:2008, and a minimum of 5 percent of the hotel rooms are to be designed with a fixed tracked hoist system (compliant with BS8300 Figure 59), a further 5 percent with a fixed track hoist system or similar system, a further 5 percent capable of being adapted in future to accessibility standards. In addition approach to the building shall be designed in accordance with BS 8300:2009. The facilities approved in compliance with this condition shall be provided prior to the occupation of the hotel and shall be permanently retained thereafter.

#### REASON

To ensure that people with disabilities have adequate access to the development and to ensure adequate facilities are provided for people with disabilities in accordance with Policies AM13 and R16 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### **37. Internal Layout**

Details of the internal layout of the independent retail units, including, toilets and disabled access shall be submitted to and approved in writing by the Local Planning Authority, prior to the occupation of that unit.

#### REASON

To ensure the development meets the sustainable design aims of the Council and London Plan Policy 5.13.

#### **38. Delivery & Servicing Plan**

Before any of the retail units or food supermarket are occupied, a delivery and servicing plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include but not be limited to the following:

- o Delivery and egress routes, include the number, type of vehicles and timing schedules;
- o Deliveries to avoid highway network peak hours and traffic sensitive hours;
- o Measures to manage localised priorities.

The scheme shall be implemented and maintained in full compliance with the approved measures.

#### REASON

To ensure pedestrian and vehicular safety and convenience and to ensure adequate off street parking, and loading facilities in compliance with Policy AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (July 2011).

#### **39. Trolley Traps**

Prior to the commencement of development, details of a trolley trap to prevent shopping trolleys leaving the site 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 in the surrounding area and associated anti-social behaviour, to the detriment of Health and Safety and the character and appearance of the area in accordance with Policies BE13 and OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### **INFORMATIVES**

1. The development of this site is likely to damage heritage assets of archaeological interest. The applicant should therefore submit detailed proposals in the form of an archaeological project design. The design should be in accordance with the appropriate English Heritage guidelines. Should significant archaeological remains be encountered in the course of the initial field evaluation, an appropriate mitigation strategy, which may include archaeological excavation, is likely to be necessary.

2. The building envelope of the hotel hereby approved should have adequate noise insulation against external noise to ensure satisfactory noise levels in the guest bedrooms

and any staff accommodation. Adequate ventilation with windows closed should be provided. The Council's Supplementary Planning Guidance on Noise contains advice on noise design criteria. For dwellings, these are daytime indoor noise levels of not more than 35 dB LAeq,T for indoor living area, and night-time noise levels of not more than 30 dB LAeq,T and 45 dB LAmax in bedrooms.

3. 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)."

4. Advice on the assessment of CHPs is available from EPUK at: [http://www.iaqm.co.uk/text/guidance/epuk/chp\\_guidance.pdf](http://www.iaqm.co.uk/text/guidance/epuk/chp_guidance.pdf). An area up to a distance of 10 times the appropriate stack height needs to be assessed. They should contact the Environmental Protection Unit if they have any queries.

5. (i). Accessible car-parking bays should be sited within 40m of the entrances into the Proposed supermarket, cafe and restaurant facilities and for the hotel. Details should be provided on how the accessible parking spaces would be distributed within the site. Additionally, the information should include a breakdown on the number of spaces to be allocated to each facility. It should be noted that the Council requires 10% of parking spaces in developments of this type to be designated as accessible with appropriate delineation in accordance with BS 8300: 2009.

(ii). A suitable access route to the building should be provided from the car parking area. Paths forming access routes should be a minimum of 1.5m clear wide, no steeper than 1:20 (unless designed as a suitable ramp), non-slip, well lit and clearly defined using texture and visual contrasts. Paths should include suitably dropped kerbs at key crossing points.

(iii). The presence of a glass doors should be made apparent with permanent strips on the glass (manifestation) within a zone of 850 mm -1000 mm and 1400mm - 1600mm from the floor, contrasting in colour and luminance with the background seen through the glass in all light conditions. The edges of a glass door should also be apparent when the door is open. If a glass door is adjacent to, or is incorporated within a fully glazed wall, the door and wall should be clearly differentiated from one another, with the door more prominent.

(iv). Cash point machines should be fully accessible. The maximum reaching height of controls and card slots should not exceed 1200mm.

(v) All signage for directions, services or facilities should be provided in a colour contrasting with the background. Signage and lighting levels should be consistent throughout the building and care taken to avoid sudden changes in levels.

(vi). Accessible toilets should be designed in accordance with BS 8300:2009. The cubicle should not incorporate baby change facilities. A combination of both left and right hand transfer spaces should be provided, as more than one unisex provision is proposed.

(vii). The accessible toilet should be signed either Accessible WC or Unisex. Alternatively, the use of the wheelchair symbol and the words Ladies and Gentlemen or Unisex would be acceptable.

(viii). Details of separate baby changing facilities should be provided.

(ix). As the proposed redevelopment would represent a key community resource, the Council should require a Changing Places toilet facility in accordance with the Accessible Hillingdon SPD (adopted January 2010). Such provision is in line with BS

8300: 2009 and the Department for Communities and Local Government (DCLG) strategic guidance 'Improving Public Access to Better Quality Toilets. No details in this regard have been submitted.

(xi). Details of refuge areas and/or emergency evacuation provisions and procedures should be provided. Advice from an appropriate fire safety officer or agency should be sought at an early stage to ensure that adequate and appropriate refuge areas are incorporated into the scheme as a whole. Refuge areas provided should be sized and arranged to facilitate manoeuvrability by wheelchair users (Refer to BS 9999: 2008). Refuge areas must be adequately signed and accessible communication points should also be provided in the refuge area.

(xii). Details of a fire in emergency plan should be submitted to demonstrate that adequate means of escape for disabled people has been incorporated into the design of all the proposed buildings.

#### Observations Specific to the Proposed Hotel

(xiii). Policy 4.5 (London's visitor infrastructure) of the London Plan 4.5, seeks to achieve 40,000 net additional hotel bedrooms by 2031, of which at least 10 per cent should be wheelchair accessible. To this end, the Council seeks to increase the quality and quantity of fully wheelchair accessible hotel accommodation, and, therefore, in accordance with the above mentioned Supplementary Planning Document and BS8300:2009, requires the minimum provision of accessible bedrooms as a percentage of the total number of bedrooms to be:

- i. 5% without a fixed tracked-hoist system (see example in Figure 59);
- ii. 5% with a fixed tracked-hoist system or similar system giving the same degree of convenience and safety;
- iii. 5% capable of being adapted in the future to accessibility standards (i.e. with more space to allow the use of a mobile hoist, wider doors, provision for services and with enclosing walls capable of supporting adaptations, e.g. handrails.

(xiv). The principal entrance door should be provided with a glazed panel giving a zone of visibility, in accordance with BS 8300:2009. It is strongly recommended that consideration be given to the use of an automatic opening door device.

(xv). Part of the reception/concierge desk should be provided at a height of 750-800mm. An assisted listening device, ie infra-red or induction loop system, should be fitted to serve all reception areas. Seating of varying heights should be provided and sited close to reception.

(xvii). All signage for directions, services or facilities should be provided in a colour contrasting with the background. Signage and lighting levels should be consistent throughout the building and care taken to avoid sudden changes in level.

xviii). Lighting levels should be consistent throughout the building and care taken to avoid sudden changes in levels.

(xix). Accessible toilets within the communal areas should be designed in accordance with the guidance given in Approved Document M to the Buildings Regulations 2004.

(xx). The accessible toilets should be signed either Accessible WC or Unisex. Alternatively, the use of the ladies and gentlemen with a wheelchair symbol and the word Unisex would be acceptable.

(xxi). Plans should detail room dimensions, particularly for the en suite bathrooms and confirm within the Design and Access Statement, that bath and shower rooms will accord with the design guidance in BS8300:2009. As the majority of wheelchair users prefer showers, a larger proportion

of the accessible rooms should feature shower rooms. Large-scale plans should be submitted detailing the specification of the proposed accessible bath and shower rooms.

(xxii). Corridors should be a minimum of 1500mm wide and internal doors across circulation routes should incorporate a suitable zone of visibility.

(xxiv). Internal doors, across circulation routes, should be held open using fire alarm activated magnetic closers.

(xxv). Details of where Hearing Enhancement Systems (e.g. induction loops) will be provided should form part of the scheme. Consideration should also be given, at this stage, to the type of system(s) that will be suitable for different areas of the hotel. (It is important to consider such detail now, as the design of a building and the material from which it is constructed, contribute to good acoustic travel and stability. A technical audit should form part of the Design & Access Statement, as the reliability of systems in proximity to other electrical equipment or materials can be adversely affected, e.g. fluorescent lighting and steelwork.)

(xxv). Signs indicating the location of an accessible lift should be provided in a location that is clearly visible from the building entrance.

(xxvi). The lifts should accord with BS 8300:2009.

(xxvii). A minimum of one fire rated lift should be incorporated into the scheme. The lift should be integrated to support Horizontal Evacuation and designed in accordance with BS 9999:2008 and all related standards contained within.

Fire exits should incorporate a suitably level threshold and should open onto a suitably level area. Advice from a suitably qualified Fire Safety Officer concerning emergency egress for disabled people should be sought at an early stage. It is, however, unacceptable to provide only a refuge in development of this type and scale. It is not the responsibility of the fire service to evacuate disabled people, and therefore, inherent in the design must be facilities that permit disabled people to leave the building independently in the event of a fire evacuation. The alarm system should be designed to allow deaf people to be aware of its activation. (Such provisions could include visual fire alarm activation devices, and/or a vibrating pager system. A technical audit should be considered at this stage to ensure that mobile phone and emergency paging system signals can transmit throughout the building.)

(xviii). Lighting levels should be consistent throughout the building and care taken to avoid sudden changes in levels.

(xix). Accessible toilets within the communal areas should be designed in accordance with the guidance given in Approved Document M to the Buildings Regulations 2004.

(xx). The accessible toilets should be signed either Accessible WC or Unisex.

Alternatively, the use of the ladies and gentlemen with a wheelchair symbol and the word Unisex would be acceptable.

(xxi). Plans should detail room dimensions, particularly for the en suite bathrooms and confirm within the Design and Access Statement, that bath and shower rooms will accord with the design guidance in BS8300:2009. As the majority of wheelchair users prefer showers, a larger proportion

of the accessible rooms should feature shower rooms. Large-scale plans should be submitted detailing the specification of the proposed accessible bath and shower rooms.

(xxii). Corridors should be a minimum of 1500mm wide and internal doors across circulation routes should incorporate a suitable zone of visibility.

(xxiv). Internal doors, across circulation routes, should be held open using fire alarm activated magnetic closers.

(xxv). Details of where Hearing Enhancement Systems (e.g. induction loops) will be provided should form part of the scheme. Consideration should also be given, at this stage, to the type of system(s) that will be suitable for different areas of the hotel. (It is important to consider such detail now, as the design of a building and the material from which it is constructed, contribute to good acoustic travel and stability. A technical audit should form part of the Design & Access Statement, as the reliability of systems in proximity to other electrical equipment or materials can be adversely affected, e.g. fluorescent lighting and steelwork.)

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6. You are advised this permission is based on the dimensions provided on the approved drawings as numbered above.

7. For compliance with the DDA please refer to the following guidance: -

- The Disability Discrimination Act 1995. Available to download from [www.opsi.gov.uk](http://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](http://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](http://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](http://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 and 8.

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

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

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

9. 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).

10. You should contact Thames Water Utilities and the Council's Building Control Service regarding any proposed connection to a public sewer or any other possible impact that the development could have on local foul or surface water sewers, including building over

a public sewer. Contact: - The Waste Water Business Manager, Thames Water Utilities plc, Kew Business Centre, Kew Bridge Road, Brentford, Middlesex, TW8 0EE.  
Building Control Service - 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

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

12. All proposed new street names must be notified to and approved by the Council. Building names and numbers, and proposed changes of street names must also be notified to the Council. For further information and advice, contact - The Street Naming and Numbering Officer, Planning & Community Services, 3 North Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250557).

13. You are advised by London Borough of Hillingdon, Highways Management, that any works on the Highway, in relation to the reinstatement of any existing vehicle access, must be carried out with approval from the Highway Authority. Failure to reinstate an existing vehicle access will result in the Highway Authority completing the works, and the developer may be responsible for the costs incurred. Enquiries should be addressed to: Highways Maintenance, 4W/07, Civic Centre, Uxbridge, UB8 1UW.

14. 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

15. 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.

16. You should ensure that your premises do not generate litter in the streets and nearby areas. Sections 93 and 94 of the Environmental Protection Act 1990 give local authorities the power to serve 'Street Litter Control Notices' requiring businesses to clear up the litter and implement measures to prevent the land from becoming littered again. By imposing a 'Street Litter Control Notice', the local authority has the power to force businesses to clean up the area in the vicinity of their premises, provide and empty bins and do anything else which may be necessary to remove litter. Amendments made to the 1990 Act by the Clean Neighbourhoods and Environment Act 2005 have made it immediately an offence to fail to comply with the requirements of a Street Litter Control Notice, and fixed penalties may be issued as an alternative to prosecution. Given the requirements of the Clean Neighbourhoods and Environment Act 2005, you are advised to take part in Defra's Voluntary Code of Practice for 'Reducing litter caused by Food on the Go', published in November 2004. Should you have any queries on the above, please contact the Environmental Enforcement Team within the Environment and Consumer Protection Group on 01895 277402 at the London Borough of Hillingdon.

17. 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).

18. 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) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

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

AM10 Incorporation in new developments of additions to the proposed cycle network

AM11 Improvement in facilities and promotion of safety and security at bus and rail interchanges; use of planning agreements to secure improvement in public transport services

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

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

AM3 Proposals for new roads or widening of existing roads

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

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.

BE20 Daylight and sunlight considerations.

BE21 Siting, bulk and proximity of new buildings/extensions

BE26 Town centres - design, layout and landscaping of new buildings

BE28 Shop fronts - design and materials

BE29 Advertisement displays on business premises

BE3 Investigation of sites of archaeological interest and protection of archaeological remains

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.

BE39 Protection of trees and woodland - tree preservation orders

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

H4 Mix of housing units

H5 Dwellings suitable for large families

LE6 Major offices and other business proposals in town centres

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

OE11 Development involving hazardous substances a requirement for ameliorative measures

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



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  
OL5 Development proposals adjacent to the Green Belt  
PR23 Hillingdon Circus  
R1 Accessibility for elderly people, people with disabilities, women and children  
R16 Development proposals in or near areas deficient in recreational open space  
R17 Use of planning obligations to supplement the provision of recreation, leisure and community facilities  
R2 Provision of recreation, entertainment and leisure facilities in Town Centres  
S9 Change of use of shops in Local Centres  
T4 Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements

LLP 3.18 (2011) Education facilities  
LPP 2.15 (2011) Town Centres  
LPP 3.9 (2011) Mixed and Balanced Communities  
LPP 4.1 (2011) Developing London's economy  
LPP 4.7 (2011) Retail and town centre development  
LPP 5.1 (2011) Climate Change Mitigation  
LPP 5.11 (2011) Green roofs and development site environs  
LPP 5.12 (2011) Flood risk management  
LPP 5.13 (2011) Sustainable drainage  
LPP 5.14 (2011) Water quality and wastewater infrastructure  
LPP 5.7 (2011) Renewable energy  
LPP 6.12 (2011) Road Network Capacity  
LPP 6.13 (2011) Parking  
LPP 6.3 (2011) Assessing effects of development on transport capacity  
LPP 7.16 (2011) Green Belt  
LPP 7.3 (2011) Designing out crime  
LPP 8.2 (2011) Planning obligations

#### NPPF

19. On this decision notice, policies from the Council's 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 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

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

21. In accordance with the provisions of the NPPF, the Local Planning Authority has actively engaged with the applicant both at the pre application and application stage of the planning process, in order to achieve an acceptable outcome. The Local Planning Authority has worked proactively with the applicants to secure a development that improves the economic, social and environmental conditions of the area. In assessing and determining the development proposal, the Local Planning Authority has applied the presumption in favour of

sustainable development Accordingly, the planning application has been recommended for approval.

### **3. CONSIDERATIONS**

#### **3.1 Site and Locality**

The application site area measures 2.99 ha (outline and detailed applications) and was formerly occupied by the Master Brewer Hotel, a public house/motel with 106 bedrooms, conferencing and restaurant facilities and 200 parking spaces. The site is close to Hillingdon Underground Station and falls within the North Hillingdon Local Centre. Currently the site comprises hard standing and semi mature vegetation with large advertising boards located on the boundary adjacent to Long Lane. Semi-mature and mature boundary planting envelope the site on each of its boundaries. Vehicular access to the site is provided via an entrance/exit point onto Freezeland Way, with an additional exit point available on Long Lane, both of which have been blocked with temporary concrete bollards and fencing.

The site is broadly flat but inclines at its boundary adjacent to Long Lane (approximately 2.5metres) and declines to the embankment adjacent to the A40 (approximately 3 metres). Following demolition of the former Master Brewer Hotel and associated buildings, the site is currently derelict and awaiting redevelopment. Immediately to the west of the site is Long Lane/A437, beyond which is a vacant site which lies adjacent to Hillingdon Station and benefits from planning permission for a 5storey office development measuring 11,574 sq.m and 289 car parking spaces. This permission has been partially implemented by the construction of a roundabout and associated access.

To the south of the site is Freezeland Way and beyond this, the North Hillingdon Local Centre. Green Belt land is located to the east of the site.

The site is approximately 200 metres east of Hillingdon London Underground Station. This station is adjacent to TfL bus routes and coach stops which provide services to Uxbridge, Oxford and Ickenham. The site has a Public Transport Accessibility Level of 3 (PTAL). The wider built environment is characterised by predominantly 2/3 storey detached and semi detached residential and commercial properties.

#### **3.2 Proposed Scheme**

The proposal comprises of the following elements:

##### **Retail Store**

The proposed 3,543 sqm food store would be situated on the north western part of the application site, towards the northern boundary with the A40/Western Avenue. The delivery/refuse area would be located to the west of the food store (between the food store and the embankment adjacent to Long Lane) and the back of house area immediately to the rear of the sales area. The principal point of access to the food store would front south onto the associated car park, which would provide for 198 car parking and 32 associated cycle spaces.

The proposed materials would predominantly comprise glazing and timber cladding panels. The proposed food store incorporates a number of energy efficient measures including rainwater harvesting technology, roof lights and a green wall.

##### **Independent Retail Units**

To the south-west of the proposed food store, 3 independent retail units are proposed,

which would each measure 445, 288 and 301 sq.m GFA respectively and collectively provide for 700 sq.m net internal sales area. The applicants are seeking a flexible approach to the proposed occupation/uses and as such, an open use class will be sought for these units (Use Classes A1 to A5)

It is proposed that the independent retail units would comprise a glazed facade, with timber cladding and a Standing Steam Roof, following a similar theme to the palette of materials selected for the proposed food store.

#### Hotel

The proposed hotel will front a piazza, located at the primary vehicular and pedestrian entrance to the site at its south-west corner. The hotel would provide for 84 rooms and be 7 storeys in height, with an associated plant level. The lobby area to the hotel would be provided at ground floor level, along with a proposed cafe/bar measuring 183 sqm and safer neighbourhoods unit measuring 100 sqm. The latter would be provided as a separate unit. To the rear of the hotel (adjacent to Long Lane) a servicing and car parking area is proposed, which would provide for 22 car parking spaces and 4 cycle spaces.

#### Access

Vehicular access to the proposed food store, 3 retail units and hotel (the detailed application) is proposed via a priority junction from Freezeland Way, approximately 50 metres east of the Hillingdon Circus junction. Vehicular traffic to the retail units would turn right into the dedicated car park area, whilst refuse, delivery vehicles and visitors of the hotel would turn left onto a dedicated road serving these uses and associated areas.

It is intended that the residential area (associated outline application) will be served via a separate access approximately 120 metres east of the western site access, at the south east corner of the food store car park. Pedestrian and cycle access to all proposed land uses will be provided through the site from the signalised pedestrian crossings at the Hillingdon Circus junction. A shared cycle/footway and an informal refuge crossing at the western site access is proposed.

#### External Highway Improvements

The proposals include highway alterations designed to improve the operation of the Hillingdon Circus junction. These changes are summarised below:

- Re-introduction of the right turn for traffic at the Hillingdon Circus junction from the Long Lane northbound approach.
- Modifying the existing right turn into the western site access for traffic coming from the A40 westbound.
- Introduction of an additional right turn lane for right turning traffic at the Hillingdon Circus junction from the Long Lane southbound approach.
- Narrowing of the island to the west of the Hillingdon Circus junction, to allow provision of two westbound traffic lanes on Freezeland Way to the west of the Hillingdon Circus junction
- Provision of one dedicated on-street coach bay on Freezeland Way, immediately east of the proposed site access for the Hotel land use.
- Provision of an informal pedestrian refuge crossing at the western site access; and
- Provision of a shared cycle/footway into the site from the western site access towards the proposed Spennyhill store and retail units.

#### Landscape

A site wide landscape strategy has been submitted to address the redevelopment of the entire site, which is underpinned by four key principles:

- Creation of a gateway entrance to the site adjacent to Hillingdon Circus;
- Establishment of an urban edge along Freezeland Way and Long Lane;
- Creation of an appropriate landscape setting adjacent to the Green Belt; and
- Provision of safe, attractive and effective amenity space for residents.

### Boundary Planting

The belt of existing tree and shrub planting along the site's western boundary (adjacent to Long Lane) falls within TfL land outside of the application boundary and is not affected by the proposals. It is proposed to extend this planting south towards Hillingdon Circus junction through new planting at the south-west corner of the application site. The existing and proposed planting will screen the hotel car park and servicing areas/back of house associated with the foodstore and independent retail units. The existing hedgerow along the northern boundary will be retained and enhanced through management and re-planting, to maintain and enhance its role in screening the site from the A40. It is proposed that selective thinning, coppicing, re-planting and supplementary tree and hedgerow planting will take place along the site's eastern boundary.

### Off Site Planting

The scheme includes provision of a woodland buffer to be planted on the adjacent Green Belt land, to further supplement the existing eastern boundary planting. This will be secured through a Section 106 Agreement, in the event of an approval.

### Gateway Entrance/Piazza

A new piazza is proposed at the south-west corner of the site, to mark the entrance to the site. The landscape treatment will be urban in character, comprising paving and tree/hedge planting, together with new lighting and seating. The proposed piazza will be designed to facilitate pedestrian movement and provide a link to the site from North Hillingdon Centre.

### Internal Planting

The application is supported by a number of documents which are summarised below:

- Design & Access Statement, including Visual & Landscape Assessment

This Statement accompanies the full and outline applications in respect of the comprehensive redevelopment of the wider site. This document provides an assessment of the existing site, its history and the evolution of the various design proposals for its redevelopment, culminating in the current scheme this document explains the relationship of the site to the surrounding areas and how this context has informed and the proposals to ensure compatibility within the local context.

- Planning Statement

This Statement has been submitted in support of this full (commercial) and the associated outline (residential) planning application. The Statement establishes planning policy context and identifies the principal issues arising from the proposals. The statement concludes that there is policy support for the principle of a retail-led mixed-use development incorporating residential use at the application site. The proposals represent a significant opportunity to re-use a vacant brown field site to create a sustainable and well-designed scheme which contributes towards the delivery of housing within the Borough, improves the vitality and viability and contributes towards the improvement of the retail function of North Hillingdon Local Centre. The proposals would make a significant contribution to local job creation both during the construction and operational stages. The proposals would improve the appearance of the site and immediate area, including adjacent Green Belt land. Accessibility to public transport and local services and

facilities provides an opportunity to maximise the intensity of the site, whilst respecting the sensitive nature of the adjacent Green Belt, in line with relevant policy.

- Retail Assessment (July 2011)

The Retail Assessment notes that the site is allocated in emerging planning policy for mixed-use retail-led development and it sits within a defined local centre. At present, North Hillingdon is under-provided for in terms of main food shopping, as evidenced by the limited role the centre currently plays for local residents. The supermarket and independent retail units included within will allow people to shop more locally by meeting main food shopping needs within North Hillingdon local centre, whilst still ensuring that the centre plays a subordinate role to surrounding, higher order centres and therefore addressing any concerns raised in relation to previous applications for retail development on the site.

- Retail Assessment Addendum Report (submitted June 2012)

This addendum report has been submitted in conjunction with the July 2011 Retail Assessment above. The purpose of this addendum report is to update the analysis to reflect the recent adoption of the NPPF, superseding the previous guidance set out in PPS4, and the changes to development plan, in the form of the adoption of the London Plan (2011). The report concludes that the application is in accordance with the London Plan and accords with the sequential approach as outlined at paragraph 24 of the NPPF and will not result in any significant adverse impacts on planned investment or the vitality and viability of town centres.

- Hillingdon Master Brewer - Retail Addendum (August 2013)

The addendum updates the submitted impact assessment tables, as well as provide cumulative impact analysis to take into account a recent application in North Hillingdon ('the Morrison's scheme').

The addendum concludes that the cumulative impact of the two stores would result in significantly adverse impact on an identified town centre, primarily as a consequence of prejudicing planned investment; the Spenhill proposal has presented a robust assessment of impact.

- Daylight & Sunlight Assessment

The study has been undertaken by preparing a three-dimensional computer model of the site and surrounding buildings and analysing the effect of the proposed development on the daylight and sunlight levels received by the neighbouring buildings. The analysis seeks to demonstrate that the proposed development would have no discernable effect on the daylight and sunlight amenity enjoyed by the residential properties on Freezeland Way. The proposed development is not considered to affect the adjoining properties daylight and sunlight amenity and will be in accordance with the guidance given in the London Borough of Hillingdon

- Energy Statement

The Statement assesses the energy efficiency, low carbon and renewable energy technologies that could be utilised to reduce the carbon footprint of the proposed mixed use development at Hillingdon, in line with the local and regional planning policy requirements. This report demonstrates how a variety of technologies could be incorporated into the design to reduce the CO2 emissions of the proposed mixed use development. In line with the adopted energy hierarchy, decentralised gas fired reciprocating engine CHP units are considered for the development. Air Source Heat Pumps are also considered to meet the complete space conditioning demands of the General retail units. Based on the analysis presented in this report, the proposed development could achieve circa 45% reduction in CO2 emissions beyond the baseline. Whilst achieving significant reduction in CO2

emissions, it is not likely to be viable to provide all of the reduction from renewable sources. The statement explains the constraints preventing this and demonstrated the rationale behind the proposed approach, which we consider to follow best practice and offer the most appropriate method of CO2 reduction for this development. Considering the residential units of the scheme alone, the proposals are expected to achieve circa 46% reduction in carbon emissions over the Part L 2006 compliant base case. Thereby allowing the scheme to qualify for Code for the Sustainable Homes Level 4.

#### · Sustainable Design & Construction Statement

The Statement comments on the environmental impacts and how they relate to environmental sustainability policies within the report. The Statement concludes that the reuse of this brownfield site will realise its potential and contribute to reducing the need for construction on previously undeveloped land (Greenfield land) which might result in a net loss of green space, a negative impact on flora and fauna, and/or a negative impact on infiltration rates or flooding. The proposed development accords Sustainable Design and Construction policies in the London Plan.

#### · Potable Water Strategy

This Potable Water Strategy provides a context review of key potable water minimisation policies and specific sustainability considerations that are relevant to the site and addresses the issues of potable water minimisation and water reuse within the development.

#### · Lighting Impact Assessment

This report considers the effects of the proposal on the amenity of residents of nearby dwellings from artificial lighting within the scheme. The report concludes that that the proposed mitigation measures will ensure that any lighting impact to the local residents and environment will be reduced to minor adverse at worst case, for all areas of lighting. The key factor in the artificial lighting design is to ensure minimal impact on the surrounding area and sensitive receptors. The artificial lighting design will be undertaken in accordance with the International Commission on Illumination (CIE) document Guide on the Limitation of the Effects of Obtrusive Light from Outdoor Lighting Installation. Careful selection and positioning of luminaires will reduce impact on local environment while maintaining safety and security of pedestrians and general users of public and common spaces.

#### · Site Statutory & Site Utilities Services Investigations

This report provides information on the services and plant/apparatus belonging to the various service providers and utility companies currently serving the site to be developed. Outlined in this report is a strategy for dealing with the site utility services.

#### · Air Quality Assessment

The site is in an AQMA, as such analysis is made of air quality impacts during construction and operation. The assessment identifies sources of pollutants and how these can be mitigated.

#### · Archaeological Assessment

This report comprises an update of the original assessments, following design scheme changes and based upon current (July 2011) standards, guidance, policy background (e.g. PPS 5 etc.) and archaeological knowledge.

#### · Phase 1 Environmental Risk Assessment

Based on the observations recorded and the information collated and reviewed as part of this Risk Assessment the site is considered to be suitable for its proposed use from a ground contamination perspective.

#### · Acoustic Assessment

The objective of the assessment is to determine how noise that may be generated as a result of the proposal would affect the amenities of existing and future residents and how existing road traffic noise would affect the residential element of the proposed scheme. The report contains a discussion of the available methods of assessment and assessment criteria, the findings of an acoustic survey, the prediction methodology and an assessment of noise for the residential element of the proposed development. The different components of operational noise and construction noise matters are also covered. The assessment concludes that with appropriate mitigation measures, the development could proceed without the likelihood of subsequent operations harming the amenity of existing or proposed residential dwellings by reason of noise on the basis of a 24 hour trading and servicing operation.

- Transport Assessment

The report provides a comprehensive description of the existing highway, pedestrian and cycling conditions in the study area, including a site description, existing traffic conditions, an accident analysis, and assessments of the existing public transport, walking and cycling networks and alternative car parking within the study area. The report summarises the relevant national, regional and local policies where they relate to the proposed development, sets out the quantum and type of development proposed for the site, including the residential mix, level of on-site parking provision and delivery and servicing arrangements.

- Transport Assessment Vol 2 Appendices

- Addendum Transport Assessment VN50286 (February 2013)

- Final Addendum Transport Assessment VN50286 (March 2013)

This Addendum Transport Assessment study has assessed the cumulative traffic and transport impacts of the proposed comprehensive redevelopment of the Master Brewer Site and the Hillingdon Circus Mixed used development. A capacity analysis has been carried out in order to determine the likely impact of the proposals on the local highway network. This assessment has used trip rates provided by LBH and they are considered to be robust.

- VISSIM Sensitivity Tests Technical Note (August 2013)

This report has been prepared as a result of officers' requests to revise the VISSIM models, to take into consideration the existing traffic conditions. The revised assessments have sought to demonstrate that the Hillingdon Circus junction and the wider network would not be adversely affected by the proposed development, following the construction of the agreed improvements to the Hillingdon Circus junction and site access. In terms of the cumulative impact analysis, journey times and queue lengths are worsening during the PM peak with the application of the background traffic growth and subsequently, with both the Master Brewer and Morrison's Schemes in operation.

- Framework Travel Plan

The purpose of this document is to provide an outline strategy for sustainable travel to and from the Master Brewer site as a whole, by providing an overarching travel plan strategy and recommending measures geared towards instigating a modal shift away from the private car. This travel plan also acts as the full travel plan for the residential portion of the site, including targets and a detailed package of measures. Separate travel plans have been prepared for the hotel (occupier unknown) and the food store.

- Travel Plan in respect of Food store

This is a travel plan for the food store and will sit under the framework travel plan that has been developed for the site.

- Travel Plan in respect of Hotel

This is a travel plan for the hotel and will sit under the framework travel plan that has been developed for the site.

· Flood Risk Assessment

This report provides a Site Specific Flood Risk Assessment (FRA) and surface water drainage strategy for the proposed redevelopment. The FRA seeks to demonstrate that any increase in surface water run off can be managed on Site through SUDS techniques. The FRA assesses the risk posed to the site from flood events, the risk posed to the site from the site storm water generation, the site storm water run off management and the risk the site poses to increase in flooding elsewhere. The FRA demonstrates that by mitigating for the consequences of flooding, by incorporating measures to accommodate flood risk within the development, and by providing a sustainable surface water drainage strategy, the proposed development does not pose any flood risk.

· Statement of Community Involvement

This report details the consultation process and community response to plans for redevelopment of the Master Brewer site. Key issues identified are as follows:

- Local people were concerned about congestion on local roads which was considered to be poor
- The future of local shops with the opening of a Spenhill store
- Some residents were concerned at the impact of housing on local services
- Many people were interested in jobs and whether these could be guaranteed to the local community
- Residents wanted to see local facilities and a restaurant/bar was popular at the drop-in exhibition
- Some asked whether a hotel was needed
- Respondents wanted to ensure that the greenbelt next to the site was protected and designs sympathetic to the area

· Arboricultural Survey and Impact Assessment

The purpose of the Assessment is to produce a base inventory of the tree stock, advise on any safety issues, calculate BS root protection areas and produce a Tree Constraints Plan that can be used for advising potential development layouts.

· Phase 1 Habitat Survey

The work consisted of a desk review of available data, a field survey to assess the site and surrounding habitats and the production of an ecological report. Habitats on site were found to be currently of limited ecological value, though a non-statutory conservation site is present immediately to the east.

The site has potential to support a range of protected species including bats, amphibians, reptiles and stag beetles. Further surveys are recommended to confirm if indeed these animals are present and determine the need for mitigation and/or enhancement. Nesting birds are also likely to be present on site, and recommendations are made to avoid impacts. Species of Cotoneaster, an invasive plant now listed on Schedule 9 of the Wildlife and Countryside Act, are also present on site. Recommendations are made to avoid spreading these plants.

· Ecology Report

The report documents the Phase 2 survey work for bats, Great Crested Newt, reptiles and Stag Beetle, and includes recommendations for mitigation measures where appropriate. Finally, opportunities for ecological enhancement and beneficial management are proposed with reference to national and local Biodiversity Action Plans (BAPs). Based on the evidence obtained from detailed ecological survey work and with the implementation of the recommendations set out in this report, the report concludes that no ecological designations,



habitats of nature conservation interest or any protected species will be significantly harmed by the proposals.

- Environmental Impact Assessment

Since the first submission of applications on the site in July 2011, a planning application has also been submitted in relation to a retail-led development on nearby land to the west (Hillingdon Circus). A request for a Screening Opinion in relation to this proposal was submitted to LBH on 14 October 2011, with an opinion subsequently issued on 1<sup>st</sup> November 2011. The Council concluded that the Spenhill applications (submitted in July 2011) required Environmental Impact Assessment of the potential cumulative impacts arising from development on both sites.

The applicants requested a Screening Direction from the Secretary of State (SoS), who confirmed that the proposals constitute EIA development. Whilst the SoS did not consider there to be any significant environmental effects regarding use of natural resources; production of waste; risk of accidents; or landscapes of historical, cultural or archaeological significance, he did consider that the environment was sensitive in terms of traffic and air quality. In addition, the SoS makes specific reference to the proposed Hillingdon Circus development, and the potentially cumulative impacts from both developments on traffic and air quality. On balance, he therefore concluded that EIA should be carried out in relation to these proposals.

This application, together with the associated outline application for residential development is therefore subject to an EIA and a full Environmental Statement has been submitted. The EIA comprises the following volumes:

- Volume 1: Main Text Individual environmental topics covered are as follows:

Townscape & Visual Change, Traffic & Transport, Air Quality, Noise and Vibration, Daylighting, Sunlighting, Overshadowing and Solar Glare, Ecology and Nature Conservation, Ground Conditions and Contamination, Surface Water Drainage & Flooding, Cultural Heritage and Socio Economic Effects.

- Volume 2: Townscape, Conservation and Visual Impact Assessment

- Volume 3: Appendices

- Volume 4: Non-Technical Summary (this document)

Chapter 7 consists of statements for the individual environmental topics that have been subject to EIA, which are contained within a number of sub-chapters, as follows:

Townscape & Visual Change; Traffic & Transport; Air Quality; Noise and Vibration; Daylighting; Sunlighting; Overshadowing and Solar Glare; Ecology and Nature Conservation; and Ground Conditions and Contamination

#### Addendum to Environmental Statement (Submitted March 2013)

The forecast traffic generation from both the Spenhill scheme and the Bride Hall Development scheme have been refined to reflect accurately local traffic conditions. Further consideration has been given to the reported air quality effects arising from the development, because of the close link between transport emissions and ambient air quality.

The March 2013 Environmental Statement considered the socio-economic effects of the Spenhill Development proposals, as well as the cumulative impacts that might arise if the Bride Hall Developments scheme also went ahead. In order to ensure complete coverage on the social and economic effects arising from the proposals, both the original and supplementary retail information is also reported in this Addendum.

### **3.3 Relevant Planning History**

2004 - outline application (reference; 4266/APP/2004/2715) was submitted for the

redevelopment of the site to provide a comprehensive mixed use scheme comprising class A1 food store (8,819m<sup>2</sup>), 4 retail units (805m<sup>2</sup>) and retail parking for 538 vehicles, plus 220 residential units including affordable housing and parking for 230 vehicles, highway alterations to Long Lane and Freezeland Way including new access to the site off Freezeland Way (involving demolition of the Master Brewer Motel). The application was refused on 23 December 2004 for a total of 12 reasons which are summarised as follows;

- The impact of the proposed foodstore on the vitality and viability of North Hillingdon Local centre
- The overdevelopment of the site and adverse impact on the existing street scene and openness and visual amenity of the adjacent Green Belt by virtue of the overall scale, density, site coverage and lack of landscape screening.
- Inadequate housing provision for persons with disabilities.
- Inadequate cycling facilities.
- Insufficient provision towards affordable housing
- Insufficient provision towards education, health, community facilities, leisure facilities, public transport, town centre and environmental/public open space improvements.
- Creation of a poor residential environment by virtue of the proximity to noise and poor outlook
- Inadequate provision towards the storage of refuse and recyclables.
- Failure to provide sufficient supporting evidence of trip generation associated with the proposed development.
- Failure to make provision towards energy efficiency measures and renewable energy technology and the associated impact on air quality (2 reasons); and
- Inadequate provision towards amenity space for residential occupants

2005 - duplicate applications in outline form (Reference: 4266/APP/2005/2978 & 4266/APP/2005/2979) were submitted for the erection of a superstore (7,673 m<sup>2</sup>), 1,244m<sup>2</sup> of additional space for A1, A2, A3, A4 or D1 uses within the Use Classes Order, Car parking for 409 cars, 205 residential apartments, including affordable housing, together With 205 car parking spaces, highway alterations and landscaping and the demolition of the Master Brewer Hotel. Application 4266/APP/2005/2978 was refused on 14/6/2006 for the following reasons:

- The detrimental impact of the proposed foodstore on the borough's retail hierarchy by virtue of scale and the failure of the Retail Assessment to demonstrate qualitative or quantitative need and undertake a robust sequential site analysis.
- The overdevelopment of the site and adverse impact on the existing street scene and openness and visual amenity of the adjacent Green Belt by virtue of the overall scale, density, site coverage and lack of landscape screening (subsequently dropped at inquiry).
- Insufficient provision towards town centre and environmental/public open space improvements and recycling and community safety.
- Failure to demonstrate that the arising traffic generation can be adequately accommodated within the adjoining highway network; and
- The cumulative impact of the proposals in the event the adjacent IKEA site was granted planning permission (subsequently dropped at inquiry).

Duplicate application 4266/APP/2005/2979 was the subject of an appeal for Non determination. The Council subsequently resolved that if they had the power to do so the application would have been refused for the above-mentioned reasons. It should be noted that during the inquiry process the Council's reasons for refusing the application in respect of Green Belt and cumulative impact were removed. The appeal was subsequently withdrawn in January 2007.

The following applications were submitted on 08-08-11 and are awaiting determination.

- A full application ref: 4266/APP/2011/2034 for a Mixed use redevelopment comprising the erection of a foodstore, measuring 3,312 sq.m (GFA) (use class A1), with 198 car parking spaces and 32 cycle spaces; an additional 3 retail units, measuring 1,034 sq.m (GFA), (use class A1 to A5); a safer neighbourhoods unit, measuring 100 sq.m (GFA) (use class D1); an 84 bed hotel (use class C1) and 22 car parking spaces and 4 cycle spaces;
- Outline Planning application ref: 4266/APP/2011/2035 for 53 residential units (use class C3) with 56 car parking spaces and 60 cycle parking spaces and associated highways alterations together with landscape improvements.

The applicant has advised that its preference is to progress the proposed development as set out in this report.

#### **4. PLANNING POLICIES AND STANDARDS**

##### Part 1 Local Plan Policies

- PT1.BE1(2012) Built Environment
- PT1.CI1 (2012) Community Infrastructure Provision
- PT1.E5 (2012) Town and Local Centres
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM11(2012) Sustainable Waste Management
- PT1.EM2(2012) Green Belt, Metropolitan Open Land and Green Chains
- PT1.EM4 (2012) Open Space and Informal Recreation
- PT1.EM7 (2012) Biodiversity and Geological Conservation
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.T1 (2012) Accessible Local Destination

##### Part 2 Local Plan Policies

- AM1 Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
- AM10 Incorporation in new developments of additions to the proposed cycle network
- AM11 Improvement in facilities and promotion of safety and security at bus and rail interchanges; use of planning agreements to secure improvement in public transport services
- 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) Shop mobility 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
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM3 Proposals for new roads or widening of existing roads
- 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
- 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.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions

BE26 Town centres - design, layout and landscaping of new buildings  
 BE28 Shop fronts - design and materials  
 BE29 Advertisement displays on business premises  
 BE3 Investigation of sites of archaeological interest and protection of archaeological remains  
 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.  
 BE39 Protection of trees and woodland - tree preservation orders  
 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  
 H4 Mix of housing units  
 H5 Dwellings suitable for large families  
 LE6 Major office and other business proposals in town centres  
 OE1 Protection of the character and amenities of surrounding properties and the local area  
 OE11 Development involving hazardous substances a requirement for ameliorative measures  
 OE3 Buildings or uses likely to cause noise annoyance - mitigation measures  
 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  
 OL5 Development proposals adjacent to the Green Belt  
 PR23 Hillingdon Circus  
 R1 Accessibility for elderly people, people with disabilities, women and children  
 R16 Development proposals in or near areas deficient in recreational open space  
 R17 Use of planning obligations to supplement the provision of recreation, leisure and community facilities  
 R2 Provision of recreation, entertainment and leisure facilities in Town Centres  
 S9 Change of use of shops in Local Centres  
 T4 Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements

Site specific policy:-

PR23 On land at Hillingdon Circus delineated on the proposals map the Local Planning Authority will pursue the following objectives;

A. Within the Green Belt:-

- (i) reinforce and enhance the Green Belt landscape to improve its visual function;
- (ii) improve access to freezeland covert to promote open space of recreational value;
- (iii) secure effective management, including planting of woodland at freezeland covert and the pond;
- (iv) enhance ecological and wildlife interest on land west of freezeland covert;
- (v) enhance pedestrian access between the green belt areas east and west of long lane;

B. Within the developed area :-

- (vi) secure substantial planting and landscaping in association with any development;
- (vii) promote a mix of uses that takes advantage of the north-south and east-west communication network to serve community and borough wide interests;
- (viii) secure the provision, where appropriate, of leisure/social/community facilities;
- (ix) environmental improvements and landscaping as necessary to enhance the local shopping and residential environment; and Architecture and design which maintains a satisfactory relationship with nearby residential properties, Hillingdon Circus, the Green Belt and surroundings from which it is prominent.

London Plan 2011 policies.

LLP 3.18 (2011) Education facilities

LPP 2.15 (2011) Town Centres  
LPP 3.9 (2011) Mixed and Balanced Communities  
LPP 4.1 (2011) Developing London's economy  
LPP 4.7 (2011) Retail and town centre development  
LPP 5.1 (2011) Climate Change Mitigation  
LPP 5.11 (2011) Green roofs and development site environs  
LPP 5.12 (2011) Flood risk management  
LPP 5.13 (2011) Sustainable drainage  
LPP 5.14 (2011) Water quality and wastewater infrastructure  
LPP 5.7 (2011) Renewable energy  
LPP 6.12 (2011) Road Network Capacity  
LPP 6.13 (2011) Parking  
LPP 6.3 (2011) Assessing effects of development on transport capacity  
LPP 7.16 (2011) Green Belt  
LPP 7.3 (2011) Designing out crime  
LPP 8.2 (2011) Planning obligations

NPPF1  
NPPF10  
NPPF2  
NPPF4  
NPPF7  
NPPF9

## **ADVERTISEMENT AND SITE NOTICE**

Advertisement Expiry Date: 1/8/2012

Site Notice Expiry Date: 11/7/2012

## **6. CONSULTATIONS**

### **6.1 EXTERNAL CONSULTEES**

The application has been advertised under Article 13 of the Town and Country Planning General Development Management Order 2010 as a Major Development. 1,757 surrounding property owners/occupiers have been consulted. At the time of writing the report, 71 letters or internet representations have been received objecting on the following grounds:

1. The traffic in that area particularly in the morning and late afternoon/evening rush hour is gridlocked. A Spenhill store proposal will only add to the traffic.
2. Long lane is already the major route north and south for the three main emergency services. Creating more traffic and more junctions will only slow these very important services down
3. Question the need for another store.
4. The local shops are struggling to survive in the economic climate so putting a supermarket on its doorstep will make things much harder and many will not be able to compete. Loss of trade for local stores.
4. There are already a sufficient number and variety of food stores, bakers, butchers, Coop, restaurants, takeaways, anymore and it will reduce sales margins for each, and probably result in the eventual loss of the current pleasant shopping area of Hillingdon circus.
6. If a Hotel is allowed it will need more parking spaces
7. This development will ensure that there is an urban sprawl along every metre of Long Lane.

8. Disruption during construction Nuisance to residence and increased noise and air pollution.
9. Noise from deliveries
10. A 7-storey hotel is out of keeping for the site but a lower height is more acceptable. .
11. Overdevelopment of the site
12. Against the principle of the hotel
13. Intrusion into Green Belt land
14. Design unattractive
15. Eye sore on the landscape
16. What disruption is going to be caused by the Construction of this site
17. Development should be coordinated with the IKEA site opposite
18. More housing will add to the traffic congestion
19. More parked cars and vehicles within this vicinity
20. The local doctors and dentists are very full, can they cope with many more people on their books. The local primary schools are also very full, as is the secondary schools. Strain on local services
21. Any deliveries would be extremely noisy during the night or early hours of the morning
22. Wildlife will also suffer due to the removal of extant trees and undergrowth.(i)
23. Will bring crime to the local area.
24. The supermarket will compete with higher order centres.
25. The trade draw and resulting retail impact on both North Hillingdon and Uxbridge Town Centre has been underestimated.
26. There will be a direct treat to planned town centre investment in Uxbridge.

In addition 20 letters supporting the proposals and 13 letter providing comments were received and are summarised below:

1. A Hotel on the site is a good idea, as the Master Brewer Hotel was well used by locals
2. A new hotel which would be an asset to the area, the old Master Brewer hotel was well patronised.
3. The addition of a decent restaurant would also be an asset.
4. This will be a good for the area as the site has been an eye sore for sometime. Its about time someone developed the site
5. The proposed application it does appear to have a financial benefit and convenience to the area.
6. This 'Circus Area' badly needs regeneration and more jobs; a Shopping Centre will provide them and the proposed site is ideal.
7. This will be great for the area, bring in some more business with the hotel, and great for the local community with access to a quality super market, and jobs for local residents.
8. The Master Brewer site is an eyesore, and something needs to be done, we welcome Spenhill on this site as it means we do not have to travel to Uxbridge or Hayes to do our shopping. Our local shops do not provide a good range of products.
9. I am totally in favour of the above plan. This site has been ruined by the demolition of the Master Brewers, which has been a land mark of Hillingdon for a very long Time.
10. I fully support their plan
11. I would like to see Spenhill's get permission to build as there is no local supermarket in Hillingdon except the co-op who are too expensive and unreliable for fresh food.
12. I am a pensioner who has had a stroke and I would be able to get a bus from right by my house to Spenhill and back again and this would make a big difference to my life and make me more independent.
13. The Master Brewer site is in need of regeneration and the area needs more affordable housing and the Spenhill store, hotel and other shops will create much needed employment in the area
14. Local weekly shopping on our doorstep and 200+ extra jobs can't be a bad thing.
15. It would be a great for the regeneration of the area as long as traffic could be controlled in an efficient & adequate way.

16. It would benefit all local people especially the elderly.
17. It would add to employment.
18. The shops in Long Lane are of a very poor quality. Spenhill would not only provide more jobs in the area, but provide quality to the shopper.
19. This site is now an eye saw and needs to be established. More housing is certainly a welcome idea. I would welcome Spenhill.

On 07-05-13 further consultations were undertaken, upon receipt of an Environmental Impact Assessment and revised Transport Statement.

29 letters of objection were received raising similar concerns to the previous consultation. In addition 7 letters of Support were received; 3 letters of support for hotel and 4 letters of support for supermarket and/or retail units.

A petition has also been received objecting to the proposal.

As well as the consultations carried out by the Council, the applicants organised a public exhibition.

## **GREATER LONDON AUTHORITY**

The Mayor considers that the application does not comply with the London Plan, but that the possible remedies could address those deficiencies. The application represents EIA development for the purposes of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011. The environmental information made available to date has been taken into consideration in formulating these comments.

The Mayor observed, in particular, that the overall design of the scheme was most unimpressive and related poorly to the existing local centre and surrounding area. In its existing form, he considered that the hotel represented a missed opportunity to create a landmark building of exemplary design at the prominent and highly exposed Hillingdon Circus. He, therefore, requested that the applicant consider a complete review of the scheme, in order to achieve significant improvements in design quality prior to any further referral of the scheme back to him.

If your Council subsequently resolves to make an interim decision on the application, it must consult the Mayor again under Article 5 of the Order and allow him fourteen days to decide whether to allow the draft decision to proceed unchanged, or direct the Council under Article 6 to refuse the application, or issue a direction under Article 7 that he is to act as the local planning authority for the purpose of determining the application and any connected application. You should therefore send me a copy of any representations made in respect of the application, and a copy of any officer's report, together with a statement of the decision your authority proposes to make; and ( if it proposed to grant permission) a statement of any conditions the authority proposes to impose and a draft of any planning obligation it proposes to enter into and details of any planning contribution.

### **GLA STAGE 1 REPORT (Summary)**

London Plan policies on retail and town centre developments: visitor accommodation, housing, design, inclusive access, transport/parking, energy, ambient noise and air quality are relevant to this application. The application complies with some of these policies but not with others and on balance does not comply with the London Plan. The reasons and the potential remedies to issues of non-compliance are set out below;

Retail: The applicant should demonstrate how the proposed food store would be effectively

integrated with the existing parade of shops within North Hillingdon local centre and address the implications of an upgrade in status of the centre within the strategic and borough wide arising from the cumulative impact of other known or potential retail developments.

**Affordable housing:** The financial viability appraisals, to which reference has been made in the affordable housing statement should be submitted for assessment and independent review. Should Hillingdon Council be minded to grant permission for this development, a copy of the appraisal and the results of the independent review commissioned by the council should be submitted to the GLA before any referral of this application back to the Mayor.

**Housing choice:** The applicant should review the low (7.2%) proportion of three bedroom units, for which specific need is identified in Policy H2 of the emerging Core Strategy and in line with the objective set out in the revised London Housing Strategy.

**Urban design:** The layout of the scheme requires reconsideration to reduce the visual dominance of parking and service areas and their impact on the public realm, and to improve its relationship to the existing local centre.

**Inclusive design and access:** Additional details should be provided to ensure an exemplary inclusive environment for residents and visitors to the scheme. The requirements include indicative floor plans of the proposed hotel; illustrations to demonstrate that the automated teller machines (ATMs) would comply with the relevant standard of accessibility; and details of the routes, crossing points, dropped kerbs and tactile paving to facilitate pedestrian access from the housing, bus stops, tube station etc to the site.

**Transport:** TfL requires a sensitivity test to ascertain the highways impact of the development in conjunction with the neighbouring application that has been submitted on land to the west of Long Lane. Further contributions towards extension of the U10 bus route, count down and improvements to the pedestrian environment should also be secured.

### **TfL (INITIAL COMMENTS) (summary)**

This application follows on from previous applications submitted in 2011 (refs 4266/APP/2011/2034 and 4266/APP/2011/2035).

#### **Car Parking**

It is proposed that the retail units on site (both food and non-food) would be served by a 181 space car park, of which 7 spaces (4%) would be parent and child spaces and 20 spaces (11%) would be for blue badge users. In addition, 9 spaces (5%) would be provided with electric vehicle charging points (EVCPs), with passive provision for a further 27 spaces (15%). Separate to this, 18 car parking spaces and a coach parking space would be provided for the proposed hotel. This represents a reduction in retail car parking since the previous application, towards the level that TfL had agreed as appropriate at the pre-application stage (178 spaces). This is welcomed by TfL.

The residential application is non referable under the Mayor of London Order. A total of 99 residential car parking spaces will be provided (at a ratio of just under 0.8 spaces per unit), with 10% of spaces being wheelchair accessible. It was agreed at the pre-application stage that given the location and PTAL of the site this provision is acceptable. However, as per London Plan policy 6.13 Parking, 20% of all spaces must be for electric vehicles with an additional 20% passive provision for electric vehicles in the future.

A Car Park Management Strategy (CPMS) will be secured by condition on the application, and this is welcomed by TfL.



### Trip Generation

TfL had previously raised a number of concerns with respect to the trip generation associated with the previous application, which remains unchanged for this application. However, the applicant subsequently submitted information that showed the trip generation provided a worst case assessment and as such this is accepted by TfL.

### Highways Impact

As with trip generation, the latest submission addresses the concerns previously raised by TfL with respect to the modelling methodology. However, it is noted that the TA considers an office scheme to the west of Long Lane at Hillingdon Circus as committed development. It is understood that prior to the submission of this application, a new application was submitted for this site which includes provision of a food store, hotel and residential units. The impact of this on the local road network should be taken into account as a sensitivity test, although this should only be carried out once trip rates for this new development are agreed with the borough and TfL. This is to ensure that the application complies with London Plan Policy 6.12 Road Network Capacity.

### Public Transport

At present, the U10 bus service serves Swakeleys Drive and Court Road (Hail & Ride section) to the north of Hillingdon station. It is around 800m walk from Hillingdon station to a boarding point for the route. TfL have in the past received requests from passengers for the service to be rerouted via Hillingdon station, although it has not been felt that demand has been sufficient in the past to justify this. Notwithstanding the comments on trip generation above, this development is likely to create sufficient additional demand in the area that the extension of this route becomes desirable, providing a bus link from the development to Ruislip and Ickenham to the north. It is anticipated that the U10 can be re-routed to Hillingdon station without requiring any additional vehicles, and as such the required mitigation from the development would just be to cover the cost of an additional driver on duty. However, since the 2011 application further feasibility work has been carried out on this option and the cost of the extension has now increased slightly to £50,000 a year for five years. In addition to this, there are two bus stops near the development site that could meet the criteria for a Countdown installation in the future and at which the development will generate additional demand. A s106 contribution towards the installation of Countdown is requested at £10,000 per stop, requiring a total s106 contribution of £270,000 towards mitigating the impact on bus services in line with London Plan Policy 6.2 Providing Public

### Transport Capacity and Safeguarding Land for Transport.

The development is predicted to generate a relatively significant number of Underground trips in comparison to the number of passengers that use the station at present. However, we do not anticipate that this will cause any capacity issues at the station.

### Coaches

It is noted and supported that a coach parking space will be provided to serve the hotel use on site. In addition the site is also served by two frequent express coach routes between London and Oxford; the Oxford Tube and Oxford Express (X90). TfL had previously requested that the developer improves both the access to and the waiting environment at the Oxford bound coach stop on Freezeland Way, as identified in the PERS audit which would also be of benefit to the wider community. It is understood that the applicant has been in discussions with the borough about this and this is welcomed by TfL.

### Walking, Cycling and Accessibility

In addition to the pedestrian improvements identified within the TA, TfL would recommend that the Legible London way finding system is implemented as part of the development in order to strengthen links between the site, the existing shopping area on Long Lane and Hillingdon Underground station. This should form part of the s106 package for the

development. TfL suggests implementation of 2 sign posts and a capped financial contribution of £30k. The proposed cycle parking provision is welcomed. However, all the non-residential units should have provision for showers and lockers for those members of staff who wish to cycle to work.

#### Travel Plan

TfL had previously highlighted that whilst the Travel Plan was generally of high quality, there were some minor issues that could be addressed to further improve it. Predominantly, TfL feel that the target relating to car use could and should be more ambitious, but it is accepted that at present these targets are only based on TRAVL data and as such may require revision following initial surveys in any case. As such, the Travel Plan is accepted in its current form for planning purposes.

#### Servicing and Construction

A Construction Logistics Plan (CLP) and Delivery and Servicing Plan (DSP) should both be secured for the site by condition. To this end, the section on Construction within the TA is welcomed although the CLP should also include mention of vehicle booking systems, the use of re-timed or consolidated construction vehicle trips, protection of vulnerable road users and using operators committed best practice as demonstrated by membership of TfL's Freight Operator Recognition Scheme (FORS) or similar. The DSP should identify efficiency and sustainability measures to be undertaken once the site is operational, in order to minimise the impact of peak time deliveries on the network. Community Infrastructure Levy (CIL) The Mayor of London introduced his Community Infrastructure Levy (CIL) on 1 April 2012. Most development that receives planning permission after this date will be liable to pay this CIL. The proposed development is in the London Borough of Hillingdon, where the charging rate is £35 per square metre of floor space. Further details can be found at <http://www.london.gov.uk/publication/mayoral-community-infrastructure-levy>.

#### TfL comments on Addendum TA

TfL's previous comments on this scheme were in a letter dated 16th July 2012, which raised the need for a sensitivity test on highways capacity taking into account the Morrison's planning application at the neighbouring Hillingdon Circus site. This addendum TA includes this testing. The response also identified a need for contributions from any development on this site towards the extension of the U10 bus service to Hillingdon station, bus stop improvements, Legible London signage and improvements to the coach stop on Freezeland Way. It is expected that these will be secured as part of any consent. The addendum TA builds upon modelling included within the applicant's revised TA, submitted to Hillingdon at the end of last year. It is understood that whilst the proposed development remains unchanged, the revised TA was produced in response to Hillingdon's request that consideration be given to the use of revised trip rates and modal splits which resulted in increased development vehicle trips, as well as the use of 2008 highways data as a baseline which showed higher background flows than the 2009 data originally used methodology, both TEMPRO growth and flows from committed development have been added to the 2008 baseline to reach a 2016 opening year, which should result in a robust assessment.

Using this revised methodology, the 2016 baseline model (i.e. with growth but without development) shows a number of links operating above capacity, notably the right turn from Long Lane southbound into Freezeland Way in all peak periods, Long Lane northbound across all peak periods and Freezeland Way eastbound in the PM peak. Modelling undertaken in the revised TA also shows the southbound arm of the junction of Long Lane and the A40 eastbound on-slip operating over capacity, which although primarily an issue for Hillingdon may be of concern for TfL if it is felt that this could prevent drivers from accessing the A40.

The modelling then considers a 'with development' scenario, which also includes changes to the Long Lane / Freezeland Way junction and an increase in cycle times in all peak periods. As the pedestrian crossings are 'walk with traffic', this increase in cycle times is likely to be acceptable. Although several arms operate close to capacity and overall the junction performance is likely to be worse, only one arm operates above capacity, the westbound right turn from Freezeland Way in the AM peak.

When traffic from the neighbouring Hillingdon Circus application is added to the network, a number of arms then operate above capacity, even with the changes proposed as part of the Spenhill application. Further changes to the network have therefore been proposed, and the modelling shows that capacity on the network would then be similar to that without the Bride Hall Developments development coming forward (i.e. a number of arms operating close to capacity but only one arm in one time period operating over capacity). It is understood that Parsons Brinckerhoff will be auditing the modelling on behalf of Hillingdon and TfL, but Hillingdon will also need to satisfy themselves that the loss of landscaping outside the Bride Hall Developments store on Freezeland Way is acceptable, and TfL would also recommend the proposed layout is safety audited. In particular, TfL is not sure that two HGVs (as the worst case) could simultaneously make the right turn from Long Lane southbound into Freezeland Way now two right turn lanes are marked out, and appropriate swept paths should be provided. If the changes are seen to be appropriate, a mechanism will need to be agreed by which the changes can be delivered should both schemes come forward, with appropriate responsibility for delivery being assigned between the two developers.

Given the above, although the submission of sensitivity testing relating to the proposed Bride Hall Developments development is welcomed, Hillingdon will need to satisfy themselves that the proposed changes are acceptable both in terms of highway capacity and safety. TfL will only be able to support the application moving forward if the proposals are seen to be deliverable.

## **ENGLISH HERITAGE (ARCHAEOLOGY)**

The proposed development is situated in an area where archaeological remains may be anticipated. Of particular significance is the Iron Age/Roman period, when the application site appears to have been ringed by settlement activity, as shown by recent works along Long Lane, to the north of the site, and along the corridor route for a National Grid pipeline to the south of Western Avenue. The latter investigations, in particular, found extensive archaeological deposits including evidence for landscape management, settlement and ritual activity. Also of note are the numerous medieval moated manors in the area. In accordance with the recommendations given in paragraphs 135 and 141 of the NPPF and in the borough's Saved Policy BE3, a record should be made of the heritage assets prior to development, in order to preserve and enhance understanding of the assets.

The archaeological position should be reserved by attaching a condition to any consent granted under this application. This condition might read:

- Condition A) No development shall take place until the applicant has secured the implementation of a programme of archaeological mitigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority.
- B) No development or demolition shall take place other than in accordance with the Written Scheme of Investigation approved under Part (A).
- C) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under

Part (A), and the provision made for analysis, publication and dissemination of the results and archive deposition has been secured.

Reason: Heritage assets of archaeological interest survive on the site. The planning authority wishes to secure the provision of archaeological investigation and the subsequent recording of the remains prior to development, in accordance with recommendations given by the borough and in the NPPF.

Informative: The development of this site is likely to damage heritage assets of archaeological interest. The applicant should therefore submit detailed proposals in the form of an archaeological project design. The design should be in accordance with the appropriate English Heritage guidelines. Should significant archaeological remains be encountered in the course of the initial field evaluation, an appropriate mitigation strategy, which may include archaeological excavation, is likely to be necessary.

### **LONDON UNDERGROUND LTD**

I can confirm that London Underground Infrastructure protection has no comment to make on this planning application.

### **NATS (EN ROUTE)**

No safeguarding objections.

### **DEFENCE INFRASTRUCTURE ORGANISATION**

The MOD has no safeguarding objections to this proposal.

### **ENVIRONMENT AGENCY**

The proposed development will be acceptable if the condition below is included on any planning permission granted. The Flood Risk Assessment provided by the applicant demonstrates that sustainable drainage techniques can be used on this site. However, the sustainable drainage systems (SuDS) hierarchy does not appear to have been followed. For example, green roofs, which are at the top of the SuDS hierarchy have been identified as a solution on site, but their use has then been ruled out without adequate explanation. The applicant should use the most sustainable drainage techniques as fully as possible across the site where it is possible to do so.

#### **Condition**

No development shall take place 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 drainage strategy should demonstrate the surface water run-off generated up to and including the 1 in 100 year critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include provision of on-site surface water storage to accommodate the critical duration 1 in 100 year storm event, with an allowance for climate change.

#### **Reason**

The site is adjacent to a Local Wildlife Site (LWS) - Ickenham Marsh Complex. There should be no detriment to this LWS (also identified as a site of Grade 1 Borough importance) by

This development, and where possible, there should be betterment of the LWS. The addition of green or brown roofs to this development will provide benefits for biodiversity on the site, and provide some green buffering between the adjacent LWS and the development. This is in line with your Unitary Development Plan (UDP) Saved Policies EC1, EC3 and EC5. Furthermore, to prevent flooding on-site and off-site by ensuring the satisfactory storage of and/or disposal of surface water from the site using appropriate sustainable drainage techniques. This is in line with your UDP Saved Policy OE8.

## **ICKENHAM RESIDENTS ASSOCIATION (6/8/12)**

### Traffic Impact and the Environment

Hillingdon Circus is set on one of only three North South routes connecting the south of the Borough to the North, and two of these merge at the junction of Swakeleys Road and Long Lane. These routes are heavily congested during the am and pm traffic peaks. Therefore any development must consider policy AM7 of the UDP which states:

*The LPA will not grant permission for developments whose traffic generation is likely to:*  
*(i) unacceptably increase demand along roads or through junctions which are already used to capacity ..... ; or*  
*(ii) prejudice the free flow of traffic or conditions of general highway or pedestrian safety;*

We also refer to UDP S1 (viii) which requires that a new development *has no harmful effect on road safety and does not worsen traffic congestion .....*

The proposals include changes to the junction and phasing of the traffic signals which the applicants claim will improve the flow of traffic through the junction even with the additional traffic they claim will be generated by their development.

However, the Transport Assessment is flawed for a number of reasons and cannot be relied upon, and for this reason alone the application should be rejected. The flaws are as follows:

The applicants have failed to acknowledge the length of the queues and the exit congestion at the junction during the am and pm peaks, and despite repeated requests they have failed to provide us with their evidence of the same taken during their traffic surveys. The length of the queues, particularly on Long Lane Northbound, is evidence that the junction is already operating at capacity, and this is partly because of the exit congestion that limits the number of vehicles that can cross the junction during a green phase. We have provided our own video evidence of this congestion to LBH officers.

Their LINSIG modelling shows the junction currently operating below capacity in am and pm peaks. On page 52 Table 6.2 of the Transport Assessment, the LINSIG modeling predicts a mean maximum queue length for traffic crossing the junction northbound of only 19.4 vehicles in the pm peak. Everyone who uses the junction in the evening rush hour knows this not to be the case; queues regularly tailback to the Court Drive to the South and often even to the Uxbridge Road and therefore the model is not simulating the junction correctly.

Equally the VISSIM model shows traffic flowing freely beyond the junction Northbound to the Ickenham Pump. Because the evidence clearly shows this is not the case, their models cannot be validated which is a requirement of a Transport Assessment. Rather their models can be shown not to reflect the actual conditions of the junction and nearby road network, and therefore the LPA cannot draw the conclusion that their proposals will not *unacceptably increase demand* and is bound to reject the application.

In addition the congestion along Long Lane (North) and the High Road will increase as the Ickenham Park development becomes occupied and the consequential traffic activates the

lights at the junction of Aylsham Drive and the High Road more frequently, leading to more exit congestion at Hillingdon Circus. The applicants have failed to take this into account in their modelling as they are required to do. In fact recent experience shows that even with the current partial occupation of Ickenham Park, activation of the lights at Aylsham Drive is already creating more congestion south of the Hillingdon Circus.

Moreover the data they used for existing traffic flows was based on an outline survey they claim was conducted by TfL in February 2009, not the detailed survey they undertook in 2008. The 2008 survey results are consistent with previous studies in terms of volumes, but the 2009 study is significantly lower. The applicants have failed to provide details of this study, including the dates, so we cannot check its validity. Spenhill have in the past submitted survey data taken on a Teacher Training day when traffic was abnormally low. Spenhill sent details of a revised model using the 2008 data on 14<sup>th</sup> November 2011 relating to the two previous proposals (2034 and 2035) which showed a marked increase in the saturation of the junction above levels which would normally be accepted by TfL.

There is also an increase in the cycle time to 106 secs. Spenhill claim this is the current TfL setting; it may be the MAXIMUM setting (the MOVA signals will vary the cycle) but our observations in the peak hour show it to be between 83 secs and 103 secs with an average of 94.4sec over 10 observations.

The estimates of traffic generated by the store are also to be questioned since they include for comparison a store in the Borough of Kensington and Chelsea. Shoppers are much more likely to use car transport to go to suburban stores than those in the centre of London. Indeed the modal split assumed is extremely suspect. On page 39 of the transport assessment visits by "Walk and Public Transport" or by "Walk only" account for 47% of all visits to the store which the applicants claim will be mainly for weekly shopping trips. It is also worth comparing this with data on page 41 table 5.8 for modes of transport to work in Hillingdon, showing over 70% use cars. It is our opinion that in Hillingdon people are more likely to use public transport to go to work than to do their weekly supermarket shopping trips.

There is a high probability that in the pm peak especially, significant volumes of traffic using the A40 would divert to the store. The Transport Assessment has not shown what the impact of such a behavioural change would have on the Hillingdon Circus junction; no stress tests are included.

The applicants have failed to provide details of how the changes they propose will affect pedestrians. We have asked for details of the pedestrian crossing times under their proposed re-phasing for the previous application 2034/2035 which appears unchanged in the current applications. Spenhill did not provide us any detail of the crossing times but did admit that in their letter to us dated 16<sup>th</sup> November 2011 that PEDESTRIAN CROSSING TIMES WOULD BE IMPACTED.

An increase in the time available for motor vehicles to cross the junction WILL be at the expense of pedestrians. For example, we have calculated that the maximum time to cross the junction from the NW corner to the SE corner via the SW increases from 3min 12 secs to 5 mins 36 secs under the proposals, and the minimum from 1 min 28 sec to 3 mins 51 secs. This not only prejudices the free flow of pedestrians, but with such long waits it is likely that pedestrians will lose patience and jump the lights PUTTING THEIR OWN LIVES AT RISK.

It is of note that the pedestrian crossing on Hillingdon Parade is also disadvantaged which is already the subject of complaints by Hillingdon residents. Not only does this raise safety issues, but also undermines Spenhill's claim that the shopping experience in the North Hillingdon centre will be improved.

Of most concern is that despite our warning, the proposed timing of the traffic lights still has a CONFLICT BETWEEN PEDESTRIANS AND TRAFFIC. There is no time gap allowing traffic to clear the junction turning right from Long Lane northbound before pedestrians are allowed to cross from the NE corner to the traffic island on Freezeland Way East (phases A and O). If a suitable gap were introduced it could reduce the time available for the pedestrian crossing to below the minimum required.

This gives us grave doubts about the quality of the modelling and the Transport Assessment in general.

We are also concerned about the proximity of the entrance to the store on Freezeland Way to the Hillingdon Circus junction. We understand that there are statutory limits in the number of car parking places that can be made available, but the consequence is that there will be a high probability that it will overflow. The position of the junction will mean that such an overflow is bound to block the junction, with tailbacks South to the convergence of the lanes on Long Lane and to the West.

Moreover the applicants are assuming that NO STAFF will use the car park. Those travelling to work by car will then use surrounding streets increasing the congestion there.

### **Environmental Statement**

The main contributor to the poor air quality in the residential areas close to the A40, is the congested traffic on this transport corridor, including large numbers of freight vehicles, and the operation of the junctions at Swakeleys Road, Hillingdon Long Lane and the Polish War Memorial. The monitoring data confirms that the poor local air quality continues into the residential areas surrounding this major road, due to congestion on its feeder roads. The proposed development would result in an increase in Nitrogen Dioxide, because of vehicle emissions, and to the detriment of air quality within an Air Quality Management Area. Accordingly the proposal is inconsistent with Policy 4.A7 of the London Plan, Policy OE6 of the Council's Unitary Development Plan and the Council's Supplementary Guidance on Air Quality. It is likely the proposed and surrounding residential development would be subject to unacceptable levels of noise, in addition to fumes and general disturbance to the residential amenities of future and adjoining occupiers. This is contrary to Policy OE1 and OE5 of the Unitary Development Plan. Local residents who already suffer poor air quality, are not the main polluters in Hillingdon. Nevertheless, they are exposed to a significant threat to their health. Consequently improvement of air quality in the Borough is necessary for the well being of people who live and work in Hillingdon. Current levels exceed the limit values laid down in the UK's Air Quality Strategy and the European Unions Directive on Air Quality.

### **Height and Appearance**

Our main objection in this respect is the height of the Hotel and, also, whilst not being part of either of these applications, the height of the possible three Accommodation blocks fronting Freezeland Way.

- Due to the way the Hotel sits right at the front of the site and being very visible the impact on the street scene is in our view unacceptable.
- Additionally, such height as proposed would intrude into views from the Green Belt at Hillingdon House Farm.

Further the proposal as currently exists is almost twice the height of the buildings forming the North Hillingdon shopping centre, which produces an incongruous mix of building size.

- Finally, we are concerned that the height of the Hotel as proposed could be considered a safety hazard to aircraft operations at Northolt Airfield.

We feel the Hotel height should be reduced by a minimum of two storeys and should approval be sought for the remainder of the site, the height of the Accommodation blocks along Freezeland Way should be restricted to only four storeys. These features would provide a more pleasing appearance to the eye and be more acceptable to the street scene and the green corridor of the A40 (Freezeland Way).

For all of the above reasons we feel these applications do not comply with either all, or part of, the following Policies as detailed in the Hillingdon Unitary Development Plan (adopted September 1998).

BE13; BE14; BE19; BE35; BE36; S1(iii); H6 and A6.

### **Retail Impact**

In order to protect our local Ickenham retailers, it is a minimum requirement of ours that neither the proposed new store nor the associated additional retail units contain a butchery counter, a craft baker, a hardware store or a pharmacy. For the protection of residents living nearby, we would also expect to have a significant input into the decisions relating to the hours for both opening and deliveries.

We refer to UDP S1 –

(i) Taking account of the cumulative impact of recent and committed shopping developments, new developments are not likely to harm the viability, vitality or attractiveness of any town or local centre or to damage the general pattern of local shops which provide essential local services.

Our objection to 4266/APP/2012/1544 is based on two grounds: traffic impact and consequential pollution of the environment, and the height and appearance of the proposed buildings. We are not objecting on grounds of retail impact, but this is subject to enforceable conditions on retail activity being imposed. Our objection to 4266/APP/2012/1545 is based on the height and appearance of the proposed buildings.

### **ADDITIONAL RESPONSE**

#### **TRAFFIC IMPACT**

We are objecting to the proposal because:

4.2 The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied. Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."

and:

LB Hillingdon Unitary Development Plan Saved Policies (2007) Policy AM2 states that all proposals for development will be assessed against:

"Their contribution to traffic generation and their impact on congestion and in particular the proposal is contrary to policy AM7 the LPA will not grant planning permission whose traffic generation is likely to:

i) unacceptably increase demand along roads or through junctions which are already used to capacity,



In summary our objection is that the increased traffic flows due to the proposed development will increase demand unacceptably, and that the proposed changes to traffic signalling will only make matters worse. The applicants reasoning is fundamentally flawed because they have assumed the traffic flows freely away from the junction at all times of day: their "observed saturation flows" are by their own admission taken when the traffic is flowing freely. Anyone who uses the junction at peak hours knows this to be untrue; that is why it is a box junction, to prohibit traffic from entering the junction when the exit is not clear. So the conclusions they draw in the Transport Assessment are wrong, and the changes to the junction they propose will be detrimental to vehicular traffic and pedestrians alike.

For example in the pm peak, northbound traffic in Long Lane to the north of the junction is slow moving or backed up to the junction. The result is queuing in the approaches to the junction which is worst in the case of Long Lane South where the queue usually starts at Court Drive and often at the Uxbridge Road itself. The applicants fail to acknowledge this, and claim their observed maximum queue is only 18 vehicles long. Again anyone who uses the road will know this to be untrue.

The demand to travel north up Long Lane from Long Lane South, Freezeland Way East and Freezeland Way West exceeds the capacity of Long Lane North to carry it. The effect of the traffic signal phasing is to share the limited capacity between the three streams. The applicants propose to change the signal phasing to allow less green light time for Long Lane South, and more for Freezeland Way. This will clearly make the longest queues even longer. Our estimate is that this would be around one mile longer, ie backing up along the Uxbridge Road in both directions. Moreover the changed phasing would mean considerably longer pedestrian crossing times at Hillingdon Circus as detailed in our report attached; this we consider completely unacceptable since they already exceed the maximum recommendations. This will increase the incidence of pedestrians crossing against a red light, and the consequential safety risks.

Our detailed traffic objections can be found in the addendum attached.

## ENVIRONMENTAL STATEMENT

### Air Quality Response

Our apparent insatiable appetite for new cars, as recent figures show in a report from The Society of Motor Manufacturers and Traders, goes on unabated. This gives a clue to the skepticism we must show to the over optimistic traffic study figures presented by Spennell Hill for Hillingdon Circus. There is a high level of public concern over existing traffic flow problems and that the situation would be bound to worsen if their proposals were to be approved.

Leading on from this, it is widely known that air pollution is worsened by traffic emissions. Petrol and diesel engines emit a variety of pollutants and the UK AQS identifies nitrogen dioxide(NO<sub>2</sub>), carbon monoxide(CO), but also benzene and particulate matter(PM<sub>10</sub>). Currently, Air Quality Management Areas (AQMAs) designated in the UK attributable to road traffic emission, are associated with high concentrations of NO<sub>2</sub> and PM<sub>10</sub>. Drawing on from this, the following equation is self-evident: Traffic Congestion = Poor Air Quality & Pollution = Health Problems. This becomes a public health issue, because NO<sub>2</sub> can irritate the lungs and lower resistance to respiratory infections. People with asthma are particularly affected. The Mayor of London is responsible for strategic planning in London. The current version of the "London Plan" was published in July 2011. The plan acts as an integrating framework for a set of strategies including improvements to air quality. Policy 7.14 is the key policy relating to air quality. In this document "the Mayor recognises the importance of tackling air pollution and improving air quality to London's development and the health and well-being of its people". Development proposals should "minimise increased exposure to existing poor air quality and make provision to address local problems of air quality, particularly within AQMAs". It also states that any proposed development should "promote sustainable

design and construction to reduce emissions from the demolition and construction of buildings, following the best practice guidance in the Greater London Area (GLA) and London Councils". Another important policy statement is that any development "be at least air quality neutral and not lead to further deterioration of existing poor quality air such as designated AQMAs.

The London Borough of Hillingdon sets out policies to guide a proposed development, and whether a particular proposed development will affect air quality significantly is a matter for consideration by local planning authority, being based on matters of fact and degree related to the development being proposed. In our opinion the proposals would adversely affect the environment at the Hillingdon Circus junction and its major and secondary road network. In this regard, we can also take into account the accumulative effects of what are dual development proposals "Spennyhill and Bride Hall Developments".

Regarding Air Quality, the LBH Environmental Services Map indicates that within the Borough, air pollution at Hillingdon Circus is second only to levels found at Heathrow airport. It is self-evident that the development will generate significant additional traffic at the junction, and as a result increase the levels of nitrogen dioxide at Hillingdon Circus. Road traffic is the largest source of NO<sub>2</sub>, contributing 49% of total emissions.

#### Noise Pollution

The area of the proposed development has already high levels of noise, again due to excessive road traffic usage, particularly from the M40 corridor. As previously stated, heavy congestion during peak times, morning and evening, at the Hillingdon Circus road network has a detrimental impact on the local environment. Loudness of noise is purely a subjective parameter, but it is accepted that an increase/ decrease of ten decibels corresponds to a doubling / halving in perceived loudness. External noise levels are rarely steady but rise and fall according to activities in the area. It is concluded that the predicted noise levels for the proposed development will be above the Council's recommended guidelines, and that even an increase of three decibels is significant. We consider that the activities associated with the proposed development would increase noise levels and cause disturbance to local residents both existing and new. Any noise assessment for residential development should include noise from mechanical service plant, noise from delivery events, noise from car parking activity, noise from road traffic, and construction noise. In addition, it should be mentioned that the proposed development is near to the flight path of RAF Northolt. We have been warned that this facility as an aerodrome will see increasing usage over the next few years, in both military and commercial aircraft.

Some of the proposed residential dwellings will require a higher level of glazing/ and ventilation. The building design should be constructed to provide an acceptable internal noise climate. We must strongly disagree with Spennyhill's contention, in their environmental statement on Noise (9.6), in which they state "the predicted change in noise level from road traffic at the nearest dwellings would be around one decibel or less. As such the change would be imperceptible, and there would be no detriment to residential amenity by reason of road traffic noise". However this assumes that residents will keep their windows shut at all times. This is plainly unreasonable. To conclude, the large retail unit together with the proposed hotel and residential properties, will cause a considerable increase in the concentration of pollutants and noise in the area.

#### Height and Appearance

We refer to our previous comments contained in our letter of 6th August 2012 which outlined our initial objections. These, we feel, are still pertinent to the current revision and must register our disappointment that, now the 3 Residential Blocks are part of this formal full application, they remain at 5 storeys. We include therefore for the sake of completeness an extract from our original comments:

Our main objection in this respect is the height of the Hotel and, also, whilst not being part of either of these applications, (now applied for in this application) the height of the possible three Accommodation blocks fronting Freezeland Way.

- Due to the way the Hotel sits right at the front of the site and being very visible the impact on the street scene is in our view unacceptable.
- Additionally, such height as proposed would intrude into views from the Green Belt at Hillingdon House Farm. Further the proposal as currently exists is almost twice the height of the buildings forming the North Hillingdon shopping centre, which produces an incongruous mix of building size.
- Finally, we are concerned that the height of the Hotel as proposed could be considered a safety hazard to aircraft operations at Northolt Airfield.

We feel the Hotel height should be reduced by a minimum of two storeys and should approval be sought for the remainder of the site, (as now being considered) the height of the Accommodation Blocks along Freezeland Way should be restricted to only four storeys. These features would provide a more pleasing appearance to the eye and be more acceptable to the street scene and the green corridor of the A40 (Freezeland Way).

For all of the above reasons we feel these applications do not comply with either all, or part of, the following Policies as detailed in the Hillingdon Unitary Development Plan (adopted September 1998). BE13; BE14; BE19; BE35; BE 36; S1(iii); H6 and A6.

In view of the undetermined "process" situation in relation to the parallel "Bride Hall Developments Application" we would wish to comment that this current Spenhill Application has in our opinion taken into account our many objections and comments that we have made over their last 4/5 applications and appeals over many years and will be less damaging to the environment and street scene than the Bride Hall Developments proposal.

The site layout and the fact that the store itself will be single storey, with the Residential Blocks arranged at ground level around it, produces a more open appearance to the site as a whole. Looking at the overall plan of the proposal and our objection to the height of the hotel, we feel a small increase in the hotel's footprint would enable at least a floor to be removed from the height whilst still maintaining any operator's minimum bedroom requirement for operational reasons. Should such accommodation not be possible, we re-iterate our objections to the hotel's current planned height and the height of the new residential blocks facing Freezeland Way.

#### RETAIL IMPACT

In order to protect our local Ickenham retailers, it is a minimum requirement of ours that neither the proposed new store nor the associated additional retail units contain a butchery counter, a craft baker, a hardware store or a pharmacy. For the protection of residents living nearby, we would also expect to have a significant input into the decisions relating to the hours for both opening and deliveries.

We refer to UDP S1 -

(i) Taking account of the cumulative impact of recent and committed shopping developments, new developments are not likely to harm the viability, vitality or attractiveness of any town or local centre or to damage the general pattern of local shops which provide essential local services. In view of all the comments above, we trust you will be able to take them into consideration, when you make a decision.

#### **ICKENHAM RESIDENTS ASSOCIATION TRAFFIC ADDENDUM (summary)**

This addendum provides a detailed critique of the Traffic Assessment Report in the Spennhill Environmental Assessment Statement. This is a highly technical and lengthy document and as such, has not been reproduced in full. However, its contents have been fully taken into consideration by the Highway Engineer.

In summary, the difference in the number of trips generated estimated by Morrison's and the figures Spennhill have included, throw the findings of their modelling into doubt and demonstrates the claim that the figures used are Robust, is incorrect.

Although the existing traffic models have been built using 2008 traffic data, spot traffic count check surveys were carried out in February 2011 at key junctions and it was noted that the overall traffic flow at Hillingdon Circus junction has not changed significantly (i.e shown overall reduction of around 1.8%). Therefore this model represents the existing situation. The modelling undertaken in 2012 by Robert West on behalf of the London Borough of Hillingdon excludes your proposals and shows higher saturation level in at Hillingdon Circus in 2016 than your 2016 base case.

Exit congestion, flawed.

The Journey time comparisons do not take account of the existing congestion that occurs in both the am and pm peaks. The existing congestion may have been identified, if Spennhill had extended the survey area as requested by the London Borough of Hillingdon, following the previous application.

From a survey undertaken over 5 days in October 2011, it can be seen that timings are thrown into doubt, as queuing commonly occurs from Court Road on the South section of Long Lane, to Ruislip Golf club on the Northern section. A known fact to the Council and regular users of this route.

The Queue comparison table shows the queue length at Hillingdon Circus/Long Lane Northbound rising from the 11 vehicles maximum in the base case to approximately 38 with Committed Development by 2016. We believe these figures to be understated, as we know traffic regularly queues back from the Hillingdon Circus junction to past Court Road on Long Lane South.

## **ICKENHAM RESIDENTS ASSOCIATION (Additional Response 2)**

With the additional information available the Association is again writing to object to the above application on behalf of our membership. The objection is submitted in order to comply with the consultation timeline granted by the LBH. We had consulted our members formally about the previous applications (2011/2034 & 2035) and our opposition was based on their views. We cannot see anything in the above new proposals that is likely to reduce these objections.

We also cannot see anything in the above amended proposals that is likely to reduce these objections and would like to state that the objections raised in the response we submitted on the 10th June 2013 still remain. Our objection is based on the flawed traffic impact assessment and consequential pollution of the environment.

Additional Traffic Assessment Comments

Comment on VISSIM Sensitivity Test Technical Note;

1.6 shows the rationale adopted.

If it is not possible to make use of the Bride Hall Developments models, the preferred option is that SKM include a capacity restraint in the agreed 2008 base year models as a non-validated sensitivity test to replicate the queue and use this to test their development impacts during PM peak. This will protect the integrity and robustness of the original models. This means the data used is out of date and invalid and that the observations made in our previous objections remain valid.

2.3.2 Defines how Spenhill's created the new bottleneck for NORTH BOUND traffic.

The capacity restraint is applied to the model in the form of a dummy signal head at the location shown in Figure 1. This signal head is coded with a 40s cycle time and a 21s green time resulting in a reduction to 53% of the normal link capacity. This capacity constraint creates a bottle neck on Long Lane which reduces the capacity of the northbound link and generates a northbound queue which reaches as far back as the Hillingdon Circus junction as shown in Figure 2. For future reference, the capacity constraint is described as a "bottleneck". This does create an exit queue but there is little detail provided for third party validation. For example, the simulation has a 15 minute warm up time. Does this give sufficient time for the exit queue to build up? i.e. is the queue in operation for the entirety of the simulation? Also, there is no validation of queuing behaviour witnessed in reality. i.e Spenhill has produced an exit queue but there is no discussion of human behaviour, or of how this queue relates to actual physical queues seen by residents on a daily basis.

The false signal introduced to create the bottleneck allows traffic to move along according to a 40s cycle time and a 21s green time. We have no access to the information in the model, nor was any survey undertaken to verify these parameters are realistic.

The given figures appear to be completely arbitrary and have only been selected to generate some kind of bottleneck. No effort has been made to capture the actual rate the queue clears at. In our opinion, this therefore means that the model is non-validated and the results generated from the model completely unreliable.

Comment on Glebe School modelling

7.12 Glebe Primary School has planning consent for the demolition of the existing school and erection of a new 3 form entry school including nursery. Traffic flow diagrams have been obtained from the Transport Assessment submitted in support of the application, however it is noted that the AM and PM peak hours do not coincide with the network peak periods set out above. 7.13 During the AM peak, the identified peak period overlaps with the network peak set out above by 15 minutes, and therefore one quarter of the peak hour traffic generation has been included within this assessment. The PM peak identified for the Glebe Primary School occurs before the network peak hour, and therefore no additional trips will be generated during this period. LBH have confirmed that this approach is acceptable. Can LBH please provide proof of this agreement.

As no detail has been provided and no surveys undertaken, this assumption is invalid. We also believe that as there is no correlation between the Spenhill and Bride Hall Developments Traffic Assessments and because we know that data from an LBH survey has not been provided, a real risk that the Consultation Process has been flawed from the outset and that a Judicial Review may be required, should be accepted.

Transport Assessment Conflict

Because there is no correlation between the Spenhill and Bride Hall Developments Transport Assessments, despite the fact they both say they have included/modelled each others assessments. We believe both assessments are fatally flawed and present the potential for a significant impact on the local transport network.

The Bride Hall Developments TA States:

The effects of any development needs to be assessed against the criteria in the NPPF, with the key tests:

"Plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- safe and suitable access to the site can be achieved for all people;
- and improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development.

Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

7.42 The addition of traffic flows generated by the Master Brewer development proposals (scenarios 4 and 7), and associated junction modifications, results in a significant worsening of junction performance such that the junction is predicted to operate significantly above capacity during the AM, PM and Saturday peak periods in both 2014 and 2022. This is considered to primarily be as a result of the introduction of the right turn movement from Long Lane (south) to Freezeland Way (East), which results in the requirement for an alternative staging arrangement to accommodate this movement.

7.51 The addition of the Master Brewer proposals (scenarios 4 and 7) results in the VISSIM model becoming overloaded and effectively 'locking up', with vehicles becoming stationary, and blocking the path of other vehicles which are therefore unable to pass through the network. As such, it is not possible for the model to report any meaningful results, particularly journey times, as vehicle trips through the network are not completed.

7.52 Whilst a lock up of the highway network is unlikely to occur in practice, as vehicles will give way to turning vehicles rather than blocking their path, or can change their journey in response to such conditions, this outcome within the VISSIM effectively concludes that the addition of the Master Brewer proposals would result in a significant worsening of the operation of the highway network such that the impact could be classified as significant.

7.73 The addition of the Master Brewer proposals results in a significant detrimental impact on the operation of the highway network such that the VISSIM model locks up, and journey times, vehicle speeds and queues are not able to be accurately reported. It can therefore be concluded that the addition of the Master Brewer proposal results in a significant impact.

8.18 The addition of the Master Brewer proposals so that there would be two food stores in the area results in a detrimental impact on the operation of the highway network such that the VISSIM model locks up, and journey times, vehicle speeds and queues are not able to be accurately reported. It can therefore be concluded that the addition of the Master Brewer proposal results in a significant detrimental impact

#### Retail Impact

1. The Ickenham Residents' Association registered its detailed objections to each of these proposals on 10th June 2013 .

2. These objections can be summarised as:

2.1 Traffic pollution/environmental impact: pollution levels at Hillingdon Circus are already above lawfully permitted levels and the inevitable additional traffic would make them even worse

2.2 Traffic concerns: the Hillingdon Circus junction is already beyond capacity levels, particularly at peak times, and could not cope with additional vehicle movements

2.3 Retail Impact: we are concerned about the impact on our local Ickenham shops, particularly in the case of Bride Hall Developments whose meat counter we consider to be a threat to Williams' butchers, with potential knock-on effects on the entire "High St"

2.5 Housing: whilst we welcome the provision of extra homes the local schools, medical facilities etc are already fully stretched and could not cope with additional demand.

3. Since we lodged those objections we have not seen any submission from either retailer that has diminished our concerns in any way, and the threat of future traffic gridlock in the area has increased with the evolving proposals for HS2.

4. Our concerns have been exacerbated by the information that LBH are considering the possibility of approving both proposals. We believe that the impact of such a decision would not just increase these problem areas in an incremental way but move them into a whole new dimension as Spenhill and Bride Hall Developments competed for business across the junction, with bargain hunters attracted from a wide area by the prospect of comparison shopping and the ability to "cherry pick" choice promotions. The exception would be housing where the increase in problems would "only" be incremental.

5. On the evidence of their submissions of 13th August 2013 [Spenhill] and 21st August 2013 [Bride Hall Developments] neither retailer considers that the North Hillingdon centre could support two major food stores.

**Built Environment - Height & Appearance. (Spenhill & Bride Hall Developments)**

Our objections in relation to both applications individually, in respect of the above aspects, are well documented in our previous letters of 06.08.12 and 10.06.13 concerning Spenhill and 24.09.12 and 06.06.13 concerning Bride Hall Developments.

The purpose of this addendum to our letters is to raise the issue that IF consideration should be given to both applications at the same time, and for whatever reasons they were both recommended for approval, then our individual objections would be combined, amplified, and stressed far more strongly.

Our current objections relate to each individual proposal. If forced to choose between the two, then it is our opinion that the Spenhill proposal is far less intrusive, they having listened to our many previous objections over many years. Bride Hall Developments puts more area 'under concrete', is considerably larger and higher, with less desirable housing design and location, and impinges on car parking provision at Hillingdon station.

## **OAK FARM RESIDENTS ASSOCIATION**

The members of OFRA object to the Planning Application 4266/APP/2012/1544 on 3 major grounds. These are:

1. Flooding and Ground Water removal.
2. Excessive Noise and Nitrous Oxide Pollution.
3. Existing Heavy Traffic congestion being increased to almost "Gridlock" conditions.

1. Flooding and Ground Water removal.

The area under proposal is at the bottom of Hillingdon Hill and has a thick non permeable clay layer just below the top soil surface. The proposal largely relies on heavy rain running off into the top soil surface and then evaporating. This is only just adequately done now with areas such as the adjacent Elephant Park often underwater for long periods of the year. If this proposal goes ahead much existing evaporation area will be lost, and a great deal more run off water will be created by the large built up areas of this proposal. Hence this proposal would greatly increase risk of local flooding, and has totally inadequate provision for dealing with this serious hazard.

2. Excessive Noise and Nitrous Oxide Pollution.

The area under proposal is right next to the A40 feeder road carrying traffic to and from the M40 less than 2 miles away. On this part of the A40 both the Noise and Nitrous Oxide pollution levels are the second highest in our Borough, with only Runway 1 (27Right/09Left) at Heathrow being higher. Expecting people to park, go shopping, or reside in this area for

any length of time should be out of the question, and will probably be outside EU permitted pollution levels. About 2 years ago OFRA with the help of our Council measured the A40 road noise levels around the entrance to Hillingdon Station at a relatively low traffic flow time, and found them to be around 80dBa. Since then traffic noise has increased as can be heard across a large area of Oak Farm Estate. This proposal will increase these noise levels, and subject people to long term suffering from these excessive and increasing noise levels. These will be added to by the aircraft movements from RAF Northolt, which go almost overhead this site under proposal, being increased from 7000 to 12000 a year by 2016.

The Nitrous Oxide pollution level around the A40 Hillingdon underpass is already extremely high, and with the extra traffic that would be generated by this proposal often leading to gridlock conditions would become excessive and a serious health threat to people in the surrounding area. At times the morning rush hour traffic Eastbound into London queues up from Acton all the way back to the Hillingdon Underpass area. This already near stationary traffic adding further to the existing high level of pollution. Hillingdon Council should check these existing real pollution levels in this area especially at Rush Hours times, instead of being swamped by hundreds of pages of figures, statistics, and other expensive propaganda. The 5000 extra flights overhead from RAF Northolt every year will also add to this pollution level.

3. Existing Heavy Traffic Congestion being increased to "almost" Gridlock conditions. The "existing" traffic conditions presented in this proposal are very optimistic, ignore dangerous conditions, and out of date from recent changes. Again, instead of being swamped by hundreds of pages of figures, statistics, and other expensive propaganda, our Council should go out and view the surrounding traffic conditions to see how bad they really are already, especially during the 2-3 daily rush periods, not the "1 hour ones" discussed in the Proposal documentation. As part of this fact finding exercise our Council should also talk to the local residents about the existing real local traffic conditions.

#### 3.1 Optimistic.

These proposals are widely optimistic because they state there are free traffic flow conditions currently available. Photographs do not lie, see photos 1 & 2 for typical queues already along Long Lane heading North towards Hillingdon Circus. These were taken at 4.45 p.m on a Summer Monday afternoon (June 17th 2013), a very long traffic queue already in Long Lane. This when some commuters are on holiday, in broad daylight, with good dry road conditions. What is this like on a dark wet November evening?

#### 3.2 Dangerous Conditions.

Dangerous conditions ignored include funnelling 2 lanes into 1 when left turning from Freezeland Way or right turning from the bridge over the Underground North into Long Lane. 2 into 1 does not go and our Council have already stopped 2 lanes going from Freezeland Way into Long Lane. This would only work if all of Long Lane from Hillingdon Circus to the A4020 was made into 2 lane dual carriageways. Spenhill planners should realise Long Lane is not a "BOGOF" or Buy One get One Free, there are no second free carriageways along Long Lane. Also the proposed right turn lane from Long Lane into Freezeland Way was removed as unworkable and dangerous by our Council some years ago. See attached photo 3 showing the remnants of this "4th" lane, which only exists inside the traffic light junction. Again no extra "BOGOF" lane is available.

#### 3.3 Out of Date.

Since this proposal's traffic analysis was carried out traffic flows around Hillingdon Circus have already changed significantly in several ways.

a) With the "upgrade" of the traffic signals" at Hillingdon Circus nearly 2 years ago, Freezeland Way was given a huge positive Green signal timing bias, longer green phases than A437 Long Lane. Motorists have realised this so many more are now using this A40



exit route into Uxbridge in preference to the Swakeley Roundabout exit. This has recently significantly increased traffic flow along Freezeland Way which is not taken into account in this planning proposal, rendering it invalid. Long queues now form in Freezeland Way despite its' very long "Green phase", as shown in photo 4.

b) Also as shown in photo 4 the long queues go back past the Oxford Tube coach stop. This planning application relies on this coach stop being removed from the main Freezeland Way carriageway, but Hillingdon Council have abandoned this idea. If this is eventually moved it should either go into Hillingdon Station forecourt, or on the currently unused white shaded carriageway area on the hill over the Underground shown in photo 5. The Station area would be convenient for transport connections, but would add 5-10 minutes to every Westbound journey and an extra 125 coach circuits around Hillingdon Circus, while the unused white shaded carriageway may save time and still give good public transport connections. Both these solutions are low financial cost, move the noisy coach stop away from local residents, and do not take away any parking facilities.

c) Since this proposal's traffic analysis, about 1 mile along Long Lane Ickenham a nearly 500 dwelling new estate at Ickenham Park has opened requiring 2 new sets of traffic lights to be added into the North-South traffic flow. This recent major increase in traffic flow along Long Lanes Hillingdon & Ickenham has caused a lot more traffic congestion around Hillingdon Circus back up into Long Lane Hillingdon as shown in photos 1 & 2. This planning application does not take this existing extra traffic into account and hence again is no longer valid.

d) During the 2-3 hours evening rush hour period it is often very difficult to turn right out of Granville Road into Long Lane to exit Oak Farm Estate. It can take up to 30 minutes queuing time in Granville Road just waiting to turn right into Long lane to then approach Hillingdon Circus. No mention of such already existing local traffic congestion is made in these proposals, again rendering them invalid.

Positive suggestion for Forward Planning around the Hillingdon Circus area.

We are surrounded by many Supermarkets already and do not need any more. In addition to other company supermarkets Spenhills have a Metro at West Ruislip just a mile away, a large town centre Supermarket in Uxbridge 2 miles away, and big Supermarket stores at West Drayton, Yeading and Hayes amongst many others in our area. They have bought the Hillingdon Circus site, which is on the 1 of only 3 North-South routes through our Borough without a through bus route, for totally the wrong purpose. The hard surface area already present there should be turned into an overflow car park area for Hillingdon Station to reduce some of the commuter street parking around Hillingdon Circus. The remaining green amenity space area should be developed with more trees, hedges and bushes. This will absorb more of the local noise and Nitrous Oxide pollution, and more quickly disperse ground water by absorption and evaporation.

## **NICK HURD MP**

I am writing to register my objection to both applications to construct supermarkets on the edge of Ickenham. In registering this objection, I believe that I am reflecting the view of many Ickenham residents who are opposed to these applications. From a planning perspective, the central concern is with the traffic consequences in an area which already suffers serious congestion problems at peak periods. In this context, the traffic assessments assume great importance. Unfortunately I understand from the Ickenham Residents Association that the process of drawing up these assessments may have been insufficiently rigorous. I understand that the first assessments were only rejected after the Residents Association had to physically walk officers up and down the affected roads at peak traffic points. I also understand that the new Tesco's assessment is just a technical note without visibility of the underlying model. Bizarrely I understand that it claims that the traffic situation will be improved by the addition of the Morrison's site. The latter have apparently just moved the proposed entrance/exit in a way which has not convinced residents that it will make a significant difference. The Residents Association also report that the conclusions of

your own traffic consultant has not been made available to them. They are also concerned that the significant impacts of HS2 construction- if it should go ahead — have not been factored into anyone's calculations. The obvious concern is that the Council has not done enough to validate the models underpinning the key traffic assessments. In addition to noting my objection, I would ask for your assurance that you believe that the officers have run a sufficiently rigorous process in the face of these two very sensitive applications.

## **6.2 INTERNAL CONSULTEES**

### **ENVIRONMENTAL PROTECTION UNIT**

#### **Noise**

I have considered the noise report prepared by Sharps Redmore Partnership dated 22nd May 2012 (ref. 1011389/R1). The SRP report considers the development covered by (i) detailed application 4266/APP/2012/1544 including the main foodstore, (ii) outline application 4266/APP/2012/1545 including five residential blocks A to E.

My comments on noise issues on detailed application 4266/APP/2012/1544 are given below. These comments take account of the proposed development covered by the associated outline application.

The noise assessment in the SRP noise assessment is based on the Government's National Planning Policy Framework (NPPF) of March 2012, which cancelled PPG24 "Planning and noise" giving the Government's previous guidance on noise issues. NPPF paragraph 123 states that planning decisions should (i) avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development, and (ii) mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from new development, including through the use of conditions. According to the Government's Noise Policy Statement for England (NPSE) of March 2010, these aims should be achieved within the context of Government policy on sustainable development.

As discussed below, I accept that the policy requirements of the NPPF and NPSE can be met for the various noise issues by the imposition of appropriate planning conditions controlling noise impacts. It should be noted that a condition will be imposed on associated planning application 4266/APP/2012/1545 requiring noise insulation and ventilation to provide satisfactory internal noise levels in the proposed new residential blocks A to E.

The SRP report concludes in paragraph 11.1 that with appropriate mitigation measures, the development could proceed without the likelihood of harming the amenity of existing or proposed residential dwellings on the basis of 24 hours trading and 24 hours servicing. This conclusion was repeated in SRP letter dated 11 January 2012. Therefore, the discussion below considers whether or not restrictions are required for trading hours of the main store and retail units, and for hours of servicing deliveries.

#### Car parking activity noise

Section 8 of the SRP report contains an assessment of car parking activity noise. Tables 8.4A and 8.4B give predicted  $L_{Aeq,T}$  average noise levels from car parking for daytime and night-time respectively at the existing properties of Swallow PH, Barnards Lodge Hotel, and residential properties in Freezeland Way. Table 8.6A gives predicted  $L_{Aeq,T}$  noise levels from car parking activity for daytime and night-time respectively at the proposed residential blocks C, D and E, and the proposed new hotel.

Report paragraph 8.6 claims that the predicted car park activity  $L_{Aeq,T}$  average noise levels at existing and proposed properties are within World Health Organisation (WHO) guideline

values for day and night-time, and significantly below the existing noise climate in the vicinity of the nearest dwellings. On this basis, report paragraph 8.7 claims that the main store could trade unrestricted for 24 hours per day without noise from customer car parking activity adversely affecting residential amenity.

I accept that the provision of  $L_{Aeq,16h}$  average noise levels for car parking activity provides an adequate form of assessment for daytime, and that car parking activity noise should not be a problem during the day. I would, however, have expected the assessment of car parking activity noise at night to use  $L_{Amax}$  peak noise predictions, in addition to  $L_{Aeq,8h}$  average noise predictions. The absence of predictions of  $L_{Amax}$  peak noise levels at night for car parking activity noise at the existing and proposed residential properties is a shortcoming of the noise assessment. An email was sent on 3 March 2012 to SRP requesting provision of  $L_{Amax}$  peak noise levels from car parking activity at night, but no reply was received. Owing to the relatively large separation distances involved, I now accept that noise from customer car parking will not be a problem at the existing residential properties in Freezeland Way. Although the proposed residential blocks A to E are closer to the car park area, those properties will be provided with noise mitigation in the form of noise insulation and ventilation. I therefore now also accept that provision of  $L_{Amax}$  peak noise levels for these new properties at night from car parking activity is unnecessary.

Noise impact at the proposed hotel from car parking activity is discussed later, and will be dealt with by application of noise insulation and ventilation to the proposed hotel.

In view of the above, I believe that car parking activity noise will not be significantly detrimental to residential amenity during daytime and night-time, and does not justify restricting trading hours at night for the main store and 3 retail units.

#### Road traffic noise

Section 9 and Annexe B of the SRP report contain an assessment of road traffic noise. Annexe B gives predicted daytime noise contours from road traffic, with Annexe B1 giving existing daytime noise contours, Annexe B2 giving existing plus development daytime noise contours, and Annexe B3 giving daytime noise change contours. Paragraph 9.6 concludes that changes in road traffic noise at the nearest dwellings would be around 1 dB or less and, as such, there would be no detriment to residential amenity due to road traffic noise.

The predictions of road traffic noise contained in Annexe B are in terms of  $L_{Aeq,16h}$  average noise levels over the daytime period, and do not cover road traffic noise at night. However, Annexe C gives contours of predicted overall  $L_{Aeq,8h}$  average noise levels at night. Since the contours are for overall noise, they include road traffic noise. Annexe C4 gives contours of predicted changes in night-time overall  $L_{Aeq,8h}$  average noise levels. These contours show that overall  $L_{Aeq,8h}$  average noise levels at night do not increase by more than 1 dB at the existing residential properties in Freezeland Way. The SRP letter dated 11 January 2012 also suggests that there would be no significant increase in noise levels from customer traffic at night at existing residential properties.

In view of the above, I believe that road traffic noise will not be significantly detrimental to residential amenity during daytime and night-time, and does not justify restricting trading hours at night for the main store and 3 retail units.

#### Delivery noise

Section 7 and Annexe A of the SRP report contains an assessment of delivery noise, including both noise from service yard activity and noise from moving delivery vehicles. Predicted  $L_{Aeq,T}$  average noise contours from servicing activity are given in Annexe A. Tables 7.4a and 7.4b give predicted  $L_{Aeq,T}$  average noise levels at existing properties from servicing activity for daytime and night-time respectively. Paragraph 7.5 claims that that these

predicted  $L_{Aeq,T}$  average noise levels comply with the World Health Organisation guideline values, and are significantly below the existing noise climate. Additional consideration is given to  $L_{Amax}$  peak noise levels from deliveries at night, as discussed below.

Report paragraph 7.6 gives predicted  $L_{Amax}$  peak noise levels from deliveries (assumed caused by passing delivery lorries) at existing properties. The predicted  $L_{Amax}$  peak noise levels are 65.1 dB at Barnards Lodge Hotel, and between 63 dB and 64.9 dB at existing residential properties in Freezeland Way. Report paragraph 7.7 acknowledges that  $L_{Amax}$  peak noise levels are “slightly” in excess of WHO guideline values. It points out, however, that the existing noise climate already includes noise events in excess of this level throughout the night period.

Paragraph 7.8 gives predicted  $L_{Amax}$  peak noise levels from night-time deliveries (assumed caused by passing delivery lorries) at the proposed new properties. The predicted  $L_{Amax}$  peak noise levels are up to 75.4 dB at proposed Block E and up to 78.3 dB at the proposed new hotel. Report paragraph 7.9 recognises that the predicted  $L_{Amax}$  peak noise levels at Block E and the hotel exceed the WHO guideline values. It is stated that mitigation in the form of appropriate glazing and alternative ventilation would be provided at the proposed residential blocks and the hotel to ensure that future residents and guests are not disturbed by night-time deliveries.

Noise from service yards of large foodstores can be problem, particularly at night, if residential properties are situated nearby. Noise sources to consider include vehicle reversing alarms, loading and unloading activities, delivery vehicle refrigeration units, staff shouting, and use of roll cages and trolleys. Report paragraph 7.3 claims that reversing alarms do not operate during hours of darkness as the alarms are disabled when the vehicle lights are on. It should also be noted that the layout of the servicing yard is advantageous in that the buildings of the main store and adjacent retail units will screen noise from the service yard from the proposed residential blocks A to E.

Appendix C of the report gives draft wording for a delivery noise management plan for controlling noise from night-time deliveries and service yard operation. On this basis, report paragraph 11.1 maintains that servicing could be carried out on a 24 hours per day basis without the likelihood of harming the amenity of existing or proposed residential dwellings.

In view of the above, I believe that the SRP noise report demonstrates that there is no justification for imposing a restriction on delivery hours for the main store and the 3 retail units, provided that condition is imposed requiring a delivery noise management plan.

#### Mechanical services plant noise

Noise from mechanical services plant is considered in SRP report section 6. Paragraph 6.6 proposes limiting plant noise to a “rating noise level” not exceeding the lowest existing background noise level. The Council's Supplementary Planning Document on noise recommends in paragraph 4.24 that the rating noise level should be at least 5 dB below the existing background noise level. Therefore, in order to control noise from mechanical services plant, a condition is recommended limiting the rating level of noise emitted from plant and/or machinery at the development to be at least 5 dB below the existing background noise level. The noise levels shall be determined at the nearest residential property.

#### Construction environmental issues

Construction noise is considered in section 10 of the SRP report. In order to control noise and other environmental impacts during construction, a condition is recommended recommend for the submission of a Construction Environmental Management Plan (CEMP)

which should address issues including the phasing of the works, hours of work, noise and vibration, air quality, waste management, site remediation, plant and equipment, site transportation and traffic management including routing, signage, permitted hours for construction traffic and construction materials deliveries.

## Hotel

Predicted overall noise levels at the proposed hotel are given by the noise contours in Annexe C. Table 8.6A gives predicted levels of car parking noise at the proposed new hotel. The car park noise levels are given as  $L_{Aeq,16h}$  average noise levels for daytime and  $L_{Aeq,8h}$  average noise levels for night. Paragraph 8.6 claims that these car parking noise levels are within WHO guidelines for day and night-time. Paragraph 7.8 gives predictions of delivery event  $L_{Amax}$  peak noise levels at the proposed new hotel. Although the predicted  $L_{Amax}$  peak noise levels are well above WHO guideline values, paragraph 7.9 states that adequate noise mitigation will be incorporated in the hotel. We regard the provision of satisfactory noise levels in guest accommodation at new hotels as the developer's concern. I would, however, recommend an informative advising on the need for adequate noise insulation at the proposed new hotel.

## Comments on EIA

I have reviewed section 7.4 of the additional ES (Noise and Vibration) concerning cumulative assessment of this development together with other nearby developments. I have the following comments/observations: The additional information provided in section 7.4 of the ES is the same for both applications and looked at the combined effect of the master brewer site development together with the Hillingdon circus site development (planning ref: 3049/APP/2012/1352). What assumptions were made for the Hillingdon Circus site is not specified.

Noise contour maps are provided in appendices NVB4 and 5 which shows the changes in noise levels due to cumulative effect. NV4 shows the daytime and night time cumulative effect on proposed residential development blocks A-E. Comparing this with the contour maps in Annex C1 and C2 of the Sharps Redmore acoustic report dated 22nd May 2012 shows the overall cumulative noise effect will only be slight. The facade noise levels on each of the blocks will only change by few decibels. This is something which can be addressed by the previously recommended noise condition for facade sound insulation.

The assessment also looked at changes in road traffic noise levels and found this to be negligible on existing residential in Freezeland Way i.e. only 1dB change. Car park noise will also be negligible and can be addressed by the previously recommended condition for delivery management plan.

## Contaminated Land

The RPS desk study report reviewed and referred to in my memo of 11 November 2011 is submitted with both applications. Therefore my previous comments in my memo of 11 November 2011 still apply. A contaminated land condition should be attached.

The contaminated land information can be submitted later in a combined geo-environmental report as this site is a low risk. For any areas of soft landscaping in the residential element of the development, in addition the standard contaminated land condition, a condition is advised with regard to soil contamination, a condition to minimise risk of contamination from garden and landscaped areas is recommended.

## **Air Quality**

The following information was submitted with regard to air quality for both the applications:

- Mixed-Use Development Air Quality Assessment, Former Master Brewer Site, Hillingdon onBehalf of Spenhill Regeneration Limited by RPS (Project No. JAP6873, Rev0), dated 29 May 2012. The only change of note from version JAS6121, Rev3 dated 28 July 2011 relates to an update in policy documents relating to the site and the use of a slightly higher background NO2 in the modelling.

As part of the Construction Management Plan requirements, management of potential dust generation including fugitive dust, and minimising emissions to air of pollutants needs to be considered as set out in the air quality assessment (identified as medium risk without mitigation). There is potential in the area for further development and congestion as a result of development. The applicant needs to include mitigation in order to ensure the development is at least air quality neutral. Some of the mitigation proposals submitted the the planning application are noted. There does not appear to be any specific provision for protecting future residents from poor 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 A40 (CERC modelling for 2011 indicates an exceedance across most of the site).

With the proposed development in operation the magnitude of change in the level of pollutants have been classified as imperceptible and the impact as negligible. Officers do not agree with this finding.

The modelling does not appear to have considered the residential development in relation to the CHP. The new energy statement (May 2012, Appendix G) indicates the energy centre (and stack) will be located in the north western corner of the site. The London Plan, Policy 7.14, supports the need for development to be at least air quality neutral and not lead to further deterioration of existing poor air quality. The A40 and the areas around the junctions within Hillingdon have been identified as priority areas for improvement in regards to poor air quality.

Source apportionment work undertaken by CERC for 2011 for Hillingdon indicates the main contribution of NOx at Warren Road (HD53) and Freezeland Way (HD69) are from the roads, with the emissions arising from the TfL-controlled A40 and cars queuing to gain access to, and to cross, the A40 on the local authority roads. Cars, followed by HGVs and LGVs are the main sources of NOx at both locations. As the development is in and will cause increases in an area already suffering poor air quality the following is requested:

### **Section 106**

Section 106 obligation for up to a total of £50,000 should be sought for contribution to the air quality monitoring network in the area with regard to these applications. (Note, this is in addition to the Travel Plan contributions indicated in the Travel Plans.)

The BREEAM pre-assessment report by URS dated May 2012 for the commercial element of the development appears to indicate no points will be picked up for indoor air quality in occupied areas.

The following conditions are advised specifically in connection the proposed store, retail units and hotel as it appears this part of the development will house the energy centre. 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.

1. A scheme for protecting the proposed accommodation from external air pollution

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.

2. A condition is recommended 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. This is because a CHP will be installed in a dedicated energy centre to the north west of the site adjacent to the superstore.

Notes: This condition relates to the operational phase of residential and commercial development and is intended for the protection of future residents in a designated AQMA and Smoke Control Area.

#### Travel Plans

It is noted a Framework Travel Plan, Hotel Travel Plan and a Food Store Travel Plan have been submitted with the application. It is understood if the application is given permission the travel plans will be implemented as part of a s106 agreement. On that basis no conditions are advised with regard to travel plans

#### **ACCESS OFFICER**

The Equality Act 2010 seeks to protect people accessing goods, facilities and services from direct 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 might impede disabled people. It is appreciated that design team for Spenhill stores will likely have a defined model that meets best practice design guidance, however the Design and Access Statement does not explain in detail how the principles of access and inclusion have been applied.

In view of the above, the following observations are provided:

1. Accessible car-parking bays should be sited within 40m of the entrances into the proposed supermarket, cafe and restaurant facilities and for the hotel. Details should be provided on how the accessible parking spaces would be distributed within the site. Additionally, the information should include a breakdown on the number of spaces to be allocated to each facility. It should be noted that the Council requires 10% of parking spaces in developments of this type to be designated as accessible with appropriate delineation in accordance with BS 8300: 2009
2. A suitable access route to the building should be provided from the car parking area. Paths forming access routes should be a minimum of 1.5m clear wide, no steeper

than 1:20 (unless designed as a suitable ramp), non-slip, well lit and clearly defined using texture and visual contrasts. Paths should include suitably dropped kerbs at key crossing points.

3. The presence of a glass doors should be made apparent with permanent strips on the glass (manifestation) within a zone of 850 mm -1000 mm and 1400mm - 1600mm from the floor, contrasting in colour and luminance with the background seen through the glass in all light conditions. The edges of a glass door should also be apparent when the door is open. If a glass door is adjacent to, or is incorporated within a fully glazed wall, the door and wall should be clearly differentiated from one another, with the door more prominent.
4. Cashpoint machines should be fully accessible. The maximum reaching height of controls and card slots should not exceed 1200mm.
5. All signage for directions, services or facilities should be provided in a colour contrasting with the background. Signage and lighting levels should be consistent throughout the building and care taken to avoid sudden changes in levels.
6. Accessible toilets should be designed in accordance with BS 8300:2009. The cubicle should not incorporate baby change facilities. A combination of both left and right hand transfer spaces should be provided, as more than one unisex provision is proposed.
7. The accessible toilet should be signed either "Accessible WC" or "Unisex". Alternatively, the use of the "wheelchair" symbol and the words "Ladies" and "Gentlemen" or "Unisex" would be acceptable.
8. Details of separate baby changing facilities should be provided.
9. As the proposed redevelopment would represent a key community resource, the Council should require a 'Changing Places' toilet facility in accordance with the 'Accessible Hillingdon' SPD (adopted January 2010). Such provision is in line with BS 8300: 2009 and the Department for Communities and Local Government (DCLG) strategic guidance 'Improving Public Access to Better Quality Toilets'. No details in this regard have been submitted.
10. Details of refuge areas and/or emergency evacuation provisions and procedures should be provided. Advice from an appropriate fire safety officer or agency should be sought at an early stage to ensure that adequate and appropriate refuge areas are incorporated into the scheme as a whole. Refuge areas provided should be sized and arranged to facilitate manoeuvrability by wheelchair users (Refer to BS 9999: 2008). Refuge areas must be adequately signed and accessible communication points should also be provided in the refuge area.
11. Details of a fire in emergency plan should be submitted to demonstrate that adequate means of escape for disabled people has been incorporated into the design of all the proposed buildings.

#### Observations Specific to the Proposed Hotel

12. Policy 4.5 (London's visitor infrastructure) of the London Plan 4.5, seeks to achieve 40,000 net additional hotel bedrooms by 2031, of which at least 10 per cent should be wheelchair accessible. To this end, the Council seeks to increase the quality and



quantity of fully wheelchair accessible hotel accommodation, and, therefore, in accordance with the above mentioned Supplementary Planning Document and BS8300:2009, requires the minimum provision of accessible bedrooms as a percentage of the total number of bedrooms to be:

- i. 5% without a fixed tracked-hoist system (see example in Figure 59);
  - ii. 5% with a fixed tracked-hoist system or similar system giving the same degree of convenience and safety;
  - iii. 5% capable of being adapted in the future to accessibility standards (i.e. with more space to allow the use of a mobile hoist, wider doors, provision for services and with enclosing walls capable of supporting adaptations, e.g. handrails.
13. The principal entrance door should be provided with a glazed panel giving a zone of visibility, in accordance with BS 8300:2009.
  14. It is strongly recommended that consideration be given to the use of an automatic opening door device.
  15. Part of the reception/concierge desk should be provided at a height of 750-800mm. An assisted listening device, ie infra-red or induction loop system, should be fitted to serve all reception areas.
  16. Seating of varying heights should be provided and sited close to reception.
  17. All signage for directions, services or facilities should be provided in a colour contrasting with the background. Signage and lighting levels should be consistent throughout the building and care taken to avoid sudden changes in level.
  18. Lighting levels should be consistent throughout the building and care taken to avoid sudden changes in levels.
  19. Accessible toilets within the communal areas should be designed in accordance with the guidance given in Approved Document M to the Buildings Regulations 2004.
  20. The accessible toilets should be signed either "Accessible WC" or "Unisex". Alternatively, the use of the "ladies" and "gentlemen" with a "wheelchair" symbol and the word "Unisex" would be acceptable.
  21. Plans should detail room dimensions, particularly for the en suite bathrooms and confirm within the Design and Access Statement, that bath and shower rooms will accord with the design guidance in BS8300:2009. As the majority of wheelchair users prefer showers, a larger proportion of the accessible rooms should feature shower rooms. Large-scale plans should be submitted detailing the specification of the proposed accessible bath and shower rooms.
  22. Corridors should be a minimum of 1500mm wide and internal doors across circulation routes should incorporate a suitable zone of visibility.
  23. Internal doors, across circulation routes, should be held open using fire alarm activated magnetic closers.
  24. Details of where Hearing Enhancement Systems (e.g. induction loops) will be provided should form part of the scheme. Consideration should also be given, at this stage, to the type of system(s) that will be suitable for different areas of the hotel. (It

is important to consider such detail now, as the design of a building and the material from which it is constructed, contribute to good acoustic travel and stability. A technical audit should form part of the Design & Access Statement, as the reliability of systems in proximity to other electrical equipment or materials can be adversely affected, e.g. fluorescent lighting and steelwork.)

25. Signs indicating the location of an accessible lift should be provided in a location that is clearly visible from the building entrance.
26. The lifts should accord with BS 8300:2009.
27. A minimum of one fire rated lift should be incorporated into the scheme. The lift should be integrated to support Horizontal Evacuation and designed in accordance with BS 9999:2008 and all related standards contained within.
28. Fire exits should incorporate a suitably level threshold and should open onto a suitably level area.
29. Advice from a suitably qualified Fire Safety Officer concerning emergency egress for disabled people should be sought at an early stage. It is, however, unacceptable to provide only a refuge in development of this type and scale. It is not the responsibility of the fire service to evacuate disabled people, and therefore, inherent in the design must be facilities that permit disabled people to leave the building independently in the event of a fire evacuation.
30. The alarm system should be designed to allow deaf people to be aware of its activation. (Such provisions could include visual fire alarm activation devices, and/or a vibrating pager system. A technical audit should be considered at this stage to ensure that mobile phone and emergency paging system signals can transmit throughout the building.)

## **URBAN DESIGN AND CONSERVATION OFFICER**

COMMENTS: The scheme is much as previously discussed. The design of the hotel has changed and is improved. The first floor green roof is welcomed. There are still some issues to be addressed:

- The long term maintenance of the buffer area along Long Lane
- The design of the energy centre
- The introduction of more landscaping within the car park areas
- Further information on the landscaping and design of the Freezeland Way frontage (adjacent to the hotel)
- Treatment of the boundary with the A40

If minded to approve, details of the elevational treatment of the hotel will be required, including the ground floor glazing and roof/fascia design and finish. Details of the windows, louvers, balconies and plant enclosure at roof level should also be required. Details/ samples of all external materials and finishes will need to be agreed.

## **POLICY AND ENVIRONMENTAL PLANNING**

### **Development Plan Policies**

#### The London Plan

The Mayor provided the Council with comments on how the proposals relate to specific policies in the London Plan on 17 October 2012.

## A Vision for Hillingdon 2026: The Hillingdon Local Plan Part 1

The relevant policies adopted Local Plan are as follows:

- Policy E5: Town and Local Centres seeks to accommodate retail growth in town centres in accordance with the latest evidence base. If appropriate, specific locations for retail growth will be determined through the Local Plan Part 2.
- Policy H1 and H2 refer to Housing Growth and Affordable Housing respectively. Hillingdon's current target is to provide 425 additional residential units per annum. The Council seeks to maximise the delivery of affordable units in accordance with the London Plan. In particular, it seeks to deliver 35% of all new units as affordable with an indicative tenure mix of 70% social rent and 30 % intermediate housing.

### Unitary Development Plan Saved Policies (2007)

The Masterbrewer site is specifically identified in policy PR23 of the Unitary Development Plan Saved Policies 2007. This sets a number of objectives for the 'developed area' and also the parts of the site within the Green Belt. The site is within a designated Local Centre in the UDP. Policies S9 and S10 refer to the change of use of A1 shops in these areas and are not considered to be relevant to the proposals.

### **Local Plan Evidence Base**

#### 2012 Convenience Goods Retail Assessment

This study was produced as an evidence base document for the Local Plan Part 1. The key conclusions are firstly the growth figures for convenience floorspace over the period of the plan. There is no capacity in the borough for additional convenience goods retailing in the years up to 2016. For the following five year period from 2016 through to 2021, capacity grows to 2,709 sqm. The study notes that there could be a qualitative argument to support the provision of an additional foodstore in the northern half of the borough.

Convenience goods provision in North Hillingdon has remained static since 2004 and represents 26% of total floorspace in the centre. This is above the national average of 17%. Vacancies amount to 1% of total floorspace, which is well below the national average and indicates that the centre serves an important role for providing goods and services to local residents.

The study makes the following observations in relation to overtrading in the borough at paragraph 7.45:

*'Our qualitative assessment of existing stores in the Borough has identified that whilst some stores appear to be 'over trading' according to national averages, no stores appear to be experiencing the symptoms of overtrading. Indeed, we consider that these stores are trading at reasonable levels for stores in London. As a result, we have assumed that the larger stores are not 'over trading' in 2011 and that this should not be used justify additional convenience goods floorspace over the study period.'*

#### Town Centres and Retail Study 2006

This study provides an assessment of comparison and convenience goods provision in the borough and a health check of all designated centres. The assessment of North Hillingdon notes a relatively low level of comparison provision, which is due to the suburban nature of the centre. Overall, North Hillingdon is a vital and viable centre that offers an adequate range of retail uses to serve the local population.

## **National Planning Policy Guidance**

### The National Planning Policy Framework (NPPF)

The NPPF states that planning policies should be positive, promote competitive town centre environments and set out policies for the management and growth of centres over the plan period. Paragraph 24 requires Local Planning Authorities to apply a sequential test to applications for main town centre uses that are not in an existing centre and are not in accordance with an up to date Local Plan. Paragraph 26 sets out the criteria relating to the submission of an impact assessment for retail proposals and refers to a threshold of 2,500 sqm. The applicant has submitted a sequential and an impact assessment with the application.

### Planning for Town Centres: Practice guidance on need, impact and the sequential approach

In December 2009 the Government produced a companion guide to Planning Policy Statement 4 (sustainable economic development). Whilst the PPS was deleted following the introduction of the NPPF, the companion guide remains extant. The Council has used this document to assess the applicant's sequential and impact assessments.

The practice guidance provides advice on when to assess the cumulative impact nearby proposals. Paragraph D7 states:

*'First, it is relevant to consider the effect of known commitments, and to consider the cumulative impact of the proposals in question. Conventionally, cumulative impact assessments take into account the effect of known commitments i.e. schemes with planning permission. However, it may be relevant, in policy terms, to judge the cumulative effect of other proposals, particularly where there is a choice between two competing proposals and the combined impact of both needs to be considered.'*

## **Conclusions**

The Council does not object to the principle of mixed use development on the site and the key principles of UDP policy PR23 appear to have been met. The key issues relate to the delivery of the scheme, affordable housing provision, the impact of the store on nearby town centres and the adequacy of the applicant's Retail Assessment.

It is noted that the proposed retail and residential uses are subject to separate planning applications. A phasing plan should be put in place to ensure that both elements of the scheme are delivered in a timely manner. The Council would not wish to see the residential element dropped.

The absence of affordable housing on the site would be at odds with policy H2 in the Local Plan Part 1. This element of the scheme should be reviewed in the context of the London Plan, which seeks to maximise affordable housing delivery and the borough-wide target to provide 35% of all new homes as affordable housing

Comments from the Mayor indicate that the location of the proposed store will not have an adverse impact on the North Hillingdon or other centres in the catchment area. The comparison element of the scheme will not be in direct competition with retailers in North Hillingdon and the store could play a role in retaining a significant amount of local expenditure that would have gone outside the area.

## **SUSTAINABILITY OFFICER**

## **Air Quality**

The site is in an air quality management area and there are recorded levels of poor air quality near the site that are close to or exceeding the minimum EU limits for health (40µm<sup>3</sup> NO<sub>2</sub>). This limit relates to the levels at which there are significant impacts on health.

Whilst the air quality assessment seems to have estimated the impact of the development(s) to be imperceptible/negligible, they have failed to adequately characterise the air quality in the area in the modelling, which based on monitoring data suggests it may be close to or above the EU limit value.

It is likely the air quality will continue to be poor in the area due to existing traffic issues without development, and it will likely worsen due to increase in traffic as a consequence of the development.

The Council considers that the impacts on air quality will be negative. However, this should not automatically result in a refusal as this would result in blight across the area. Through conditions and planning obligations, if implemented in isolation (and considering the benefits of the scheme), this proposal could be considered acceptable in air quality terms.

The cumulative impacts of this scheme as well as the proposal at the site adjacent Hillingdon Underground station present a greater problem. Cumulative impacts would be worse (and more complex) than just the sum of an individual scheme. This is, for example, due to the extra traffic congestion (at junctions resulting from both schemes) resulting in greater emissions from vehicles.

I therefore do not object to the application on its own (subject to clear measures to reduce the impacts of the development). The need to provide green travel plans and contributions to public transport will assist and conditions are also necessary.

### **Air Quality Impacts to new residents**

The air quality assessment does not identify any mitigation as being necessary for the proposed development. However, it does note the façade of the building nearest to the A40 will be at and slightly exceed the EU annual limit value for NO<sub>2</sub> (receptor 1 - 41.6 mg/m<sup>3</sup>, receptor 2 - 40.8 mg/m<sup>3</sup>). The most recent modelling carried out by Hillingdon has indicated that this transport corridor and associated junctions are contributing to levels of air pollution above recognised air quality standards and NO<sub>2</sub> is predicted to be over the annual mean in 2011 and 2015 (this is also the case for the hourly mean). The following condition is advised for the residential block to ensure some mitigation for the poor air quality in the area.

1. The submission of a scheme for protecting the proposed residential units from external air pollution

### **CHP**

There are limited details regarding the air quality impacts from the proposed CHP unit or the pollution abatement technology to reduce impacts. The following condition is therefore necessary:

1. The submission of specifications of the CHP unit which shall demonstrate the use of the least polluting CHP system appropriate with and the relevant NO<sub>x</sub> emissions, the designs of the flue to reduce impacts to residents and further pollution abatement technology to ensure the CHP has minimal air quality impacts

### **REASON**

To reduce the impacts on air quality in accordance with Policy EM8 of the Local Plan Part 1.

## Energy

All the information submitted to date broadly equates to an appropriate strategy. There are still gaps in the information expected for a design stage application and therefore there is a need for planning conditions to ensure the final energy solutions are appropriate.

There is a significant concern that the London Plan energy targets (Policy 5.2) have little impact on the superstore as most of the energy use is from unregulated sources.

Some updated information has been provided to outline the energy efficiency improvements for the general retail units, and the superstore. As the housing development is subjected to the Code for Sustainable Homes and an outline planning application, the issue can be considered as part of conditions.

The information about the renewable energy solution for the development is also broad at this stage although a bit more information has been provided. Further information is required to ensure the final design of the development incorporates the broad strategy.

The following conditions are therefore required for the developments Superstore, Hotel and

### General Retail Units

A condition requiring a detailed energy assessment, to consolidate all the information provided with the detailed planning submission and show clearly the baseline carbon footprint for each of the non residential uses. It shall also detail how each use contributes to the 25% reduction set out in the London Plan. It will include specific technological details relating to the location, type and amount of air source heat pumps, and the CHP plant. It will set out the phasing arrangements for the energy strategy and show that the CHP will be delivered as part of first building phases. Finally, it will clearly set out the maintenance arrangements for the CHP and air source heat pumps. The development will proceed in accordance with the approved scheme.

Energy Note 1: The S106 will include a monitoring and reporting requirement for the first years of the development. If the targets set out in the energy strategy have not been achieved (i.e. the performance of technologies were overestimated or the changes to the building fabric were made) then the Council will seek action through onsite improvements or offsite contributions.

Energy Note 2: A maintenance schedule will be required for the district heating network. This will need to be included within the S106.

### Living Walls and Roofs

The drainage plan suitably shows the drainage attenuation to be installed. I therefore have no further objections subject to the development proceeding in accordance with the plans submitted. Living walls and roofs have been previously discussed but little or no justification has been put forward for not including them within the designs. Since the original designs a district heating centre has been included within the plans and there is no reason that this structure cannot be 'greened' in some manner. In accordance with comments previously made a condition needs to be applied to any subsequent approval requiring the incorporation of living walls and a living roof onto the energy centre.

### Sustainability - Electric Vehicle Charging Points

Condition requiring a plan showing provision for electric charging points to serve 5% of all car parking spaces should be submitted to and approved in writing by the Local Planning Authority. A further 5% should be adequately serviced to allow for the future

installation of further charging points. The plan shall set out the location of the charging points, the chosen technology and clear presentation of how the bays will be marked.

#### S106 Inclusion

##### 1 Ecology Protection and Enhancement Works

[£50,000 for the clearance of vegetation and trees, new landscaping, fencing, re-modelling and re-contouring, and placement of bat boxes, bird boxes and beetle loggeries.]

##### 2 Maintenance and operation of district heating network

##### 3 Monitoring and reporting of energy use

##### 4 Maintenance of SUDS

### **TREE AND LANDSCAPE OFFICER**

**LANDSCAPE CHARACTER / CONTEXT:** This vacant site was formerly occupied by the old Master Brewer hotel. The building has since been demolished and the land cleared. Situated to the northeast of the junction between Long Lane and Freezeland Way, the site is bounded to the north by A40(M), with Greenbelt open space and Freezeland Covert to the east. North Hillingdon Town Centre is across the road, immediately to the south of Freezeland Way.

The site is generally flat with notable changes of level immediately beyond the west boundary, where the land rises in wooded embankment supporting the approach to the Long Lane bridge. To the north of the site, the A40 lies in a cutting beneath the Long Lane road bridge and the Metropolitan Line to the west. Although the immediate site boundaries are dominated by roads and railways, the land immediately to the east, further west and to the north of the A40 is semi-rural, in character.

There are a number of trees on the site including the vestigial landscape associated with the former Master Brewer, the Long Lane road embankment, groups of trees along the northern boundary and self-set scrub which has colonised the site following the site clearance. The site is covered by Tree Preservation Order No.6. However, this is an old order and many of the scheduled trees no longer exist.

**LANDSCAPE CONSIDERATIONS:** Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

#### Environmental Statement

- The Environmental Statement considers Townscape and Visual Change in chapter 7, Effects on the Local Environment. The assessment methodology is described in 7.1.6. One of the documents referred to is the 'Guidelines for Landscape and Visual Assessment' Second edition, 2002. This guidance has recently been superseded by a third edition, in 2013. However, the report will have been prepared prior to the publication of the latest guidance and is considered to be valid.
- The Environmental Statement sets out a site wide landscape strategy for the comprehensive redevelopment of the site which is underpinned by four key principles: the creation of a 'gateway' entrance to the site adjacent to Hillingdon Circus, the establishment of an urban edge along Freezeland Way and Long Lane, the creation of an appropriate landscape setting adjacent to the Green Belt and the provision of safe, attractive and effective amenity space for residents (7.1.146).
- The ES(Technical Summary) confirms that a comprehensive planting scheme will be provided within the site specifically to: assist with the overall softening of the appearance of the built form, define the proposed use of the various zones, reduce the impact of the car parks, and to mark the transition between the residential and commercial areas.
- At 7.1.303 the ES considers the 'Residual Effects' of construction (temporary, short-medium term) on townscape character will be minor adverse to negligible significance to the townscape character areas (CA) 2b, 6 and 7, with minor adverse effects on CA 3 and minor adverse to negligible.

- 'Residual visual effects' during the construction phase will be minor adverse from viewpoint 3 for local residents and minor adverse to negligible from viewpoints 4 and 21 (7.1.305).
- Once operational, the ES concludes that the residual effect on townscape character to CA2A and CA2B is of minor beneficial to negligible significance, moderate to minor beneficial significance on CA3 (7.1.306) and minor adverse to negligible significance on CA5 (7.1.307).
- At 7.1.308 it concludes that as the proposed planting matures and performs its screening / integrating function, the residual visual effects will be moderate beneficial for residents at viewpoint 3 and minor beneficial for residents at viewpoint 4. After mitigation, there would be minor adverse significance from viewpoint 21.

#### Design & Access Statement

- The Design & Access Statement provides a scheme overview, assesses the existing site and context and considers the policy context before describing the design evolution. The proposal is then described in detail.
- In section 7.2 the Phase 1 proposal is a detailed application which seeks to develop a Spenhill store in the north-west corner, with an energy centre, retail and a hotel extending along the west boundary towards Freezeland Way and North Hillingdon Town Centre. This will be supported by surface level car parking in the centre of the site and to the east of the Spenhill store.
- Section 7.3 describes the Phase 2 proposal which is an outline application to develop an 'L'- shaped residential scheme which wraps around the east and south-east boundaries in five separate blocks. Forming the interface with the Green Belt land to the east, there are generous spaces between the blocks which will permit visual permeability through to the Green Belt. Collado Collins' drawing No. PO-106 Rev F Illustrative Masterplan clearly shows the proposed site layout for both phases with regard to the arrangement of buildings and circulation.
- Section 8 of the Design & Access Statement describes the landscape objectives for the scheme, describing the main features for both the Phase 1 (retail) and Phase 2 (residential) developments.

The Landscape Proposal - General Arrangement illustrates and annotates the key landscape features, including: hedge planting (native, retained and proposed), tree planting (including large specimens, avenues, woodland) retained trees (protected during construction), play area provision (residential area), footpath provision and pond enhancement (in public open space).

#### Existing Trees

- The site is covered by tree Preservation Order No. 6 which features 10No. individual tree specimens and 3No. groups. According to the TPO records several of the trees are dead or have been deleted / removed. The Tree Survey confirms that only two of the trees protected by the original Tree Preservation Order remain and these are poor ('C') and justify removal ('R' grade).
- The tree retention and removal strategy for the site has been the subject of detailed discussion with the local planning authority. Grontmij's drawing No. W105860 L10, Trees to be removed and retained: All Works, indicates that most of the trees in the centre of the site will be removed in order to accommodate the development. However, the off-site woodland planting along the Long Lane road embankment will be retained, as will on-site trees and hedgerows along the north, south and east boundaries. Additionally, the trees and hedgerows along the northern boundary will be managed / rejuvenated.
- The drawing confirms that 29No. 'B' category trees will be removed, together with 75No. 'C' category trees, 12 'C' category groups and 23No. 'R' category trees (which should be removed in the interest of sound arboricultural management). This drawing also specifies tree protection measures for the retained trees.
- A more detailed (phased) tree strategy is shown on Grontmij drawing Nos. W105860 L03 Rev E Trees to be Removed and Retained: Outline Application and No. W105860 L04 Rev E Trees to be Removed and Retained: Detailed Application.

#### Landscape Proposals



- By way of mitigation, Grontmij's drawing No. W105860 L09 On and off Site Landscape Proposals: All Works indicates a comprehensive soft landscape proposal to plant over 190No. specimen trees within the site (Environmental Statement 7.1.300). Additional landscape benefits include the retention / protection and rejuvenation of existing trees and hedges. Off-site benefits include the development of the fields and woodland between the residential blocks and Freezeland Covert, with the installation of a new footpath link, proposed indigenous woodland blocks and possible pond enhancements.
- It is noted that Ash *Fraxinus excelsior* is amongst the species on the Typical Planting Schedule. Due to the bio-security risks associated with the outbreak of Ash Dieback (*Chalara fraxinea*) Ash should not be included in the planting mixes.
- Grontmij drawing Nos. W105860 L07 Rev A and L08 Rev A illustrate On and Off Site Landscape Proposals: Phase 1 and Phase 2 respectively.
- If the application is recommended for approval, landscape conditions should be imposed to ensure that the detailed proposals preserve and enhance the character and appearance of the area.

#### RECOMMENDATIONS:

- At the time of writing, Forestry Commission guidance indicates that Ash should not be included within any new planting schemes until further notice.
- The proposed landscape enhancements have been developed and adjusted in accordance with advice from Hillingdon's former Principal Landscape Conservation Officer and incorporates measures to mitigate residual effects of the development on the local townscape character and viewpoints.
- The provision of off-site planting and other landscape improvements to the adjacent Green Belt land to the east are to be secured through a S.106 agreement.

No objection subject to the above observations and conditions COM6, COM8, COM9 (parts 1,2,3,4,5 and 6), COM10.

#### HIGHWAY ENGINEER

The Council has appointed an external transport consultancy Parsons Brinckerhoff (PB) to undertake the review of the Transport Assessments and related technical documentation submitted by the applicant's transport consultants SKM Colin Buchanan (SKMCB).

Given the complexity, volume and technical nature of the submitted documentation and the reviews undertaken by PB, it is not considered practical to include all the information in the comments here. Instead, these comments highlight the main issues for consideration by the Planning Committee.

An analysis has been carried out of the reported accidents over a period of 5 years to August 2010. At this stage there does not appear to be any cluster of specific accident types that would cause concern. Just less than 40% of the collisions occurred during the hours of darkness. A review of lighting and the visibility of signs and road markings should be undertaken.

A series of static and micro-simulation models have been submitted by SKMCB. The modelled traffic flows are made up of three parts as described in the list below:

- 2008 base year flows;
- Committed development flows; and
- Proposed development flows, containing the Tesco development with and without Morrisons development.

There are some discrepancies between the calculated and modelled flows, but the variations are small and considered negligible. PB has created a model using the 2016 PM base

VISSIM scenario with the calculated flows and has advised that the observations of this model showed that the network operates similarly to the models SKM has submitted. Therefore it could be said that the flow difference has negligible effects on the modelling results.

The traffic flows have been combined to develop the scenario models listed below. Adequate traffic growth has been applied to the future years 2016 and 2022 modelling scenarios.

- 2008 base
- 2016 base+committed
- 2016 base+committed+Tesco
- 2016 base+committed+Tesco+Morrisons
- 2022 base+committed
- 2022 base+committed+Tesco
- 2022 base+committed+Tesco+Morrisons

The latest modelling of 2016 base+committed+Tesco+Morrisons and 2022 scenarios is submitted for the PM peak only. This is based on the assumption that traffic demand is lower in the AM and Saturday peak periods. It would be preferable for SKM to have also provided models for the missing periods to confirm this. However, given the time available, and in the interest of deriving some indication of the likely impact, PB has had to use the LinSig models provided to assess the cumulative impact of Tesco and Morrisons developments in the AM and Saturday peaks in 2022.

There are two highway layouts used for the proposed development. The highway layout plans are presented in Appendix C / Appendix D of March 2013 Addendum TA and described as:

Layout A –Highway improvements required to accommodate the Tesco development traffic in isolation include:

- Re-introduction of the right turn for traffic at the Hillingdon Circus junction from the Long Lane northbound approach;
- Modifying the existing right turn into the western site access for traffic coming from the A40 westbound;
- Introduction of an additional right turn lane for left turning traffic at the Hillingdon Circus junction from the Long Lane southbound approach. The left turn lane requires a widening of the Long Lane carriageway and footway, taking land from part of the south west corner of the development site;
- Narrowing of the island to the west of the Hillingdon Circus junction, to allow provision of two westbound traffic lanes on Freezeland Way to the west of the Hillingdon Circus junction;
- Provision of one dedicated on-street coach bay on Freezeland Way, immediately east of the proposed site access for the Hotel land use;
- Provision of an informal pedestrian refuge crossing at the western site access; and
- Provision of a shared cycle/footway into the site from the western site access towards the proposed food retail store and three non-food retail units.

The proposals to mitigate the traffic impact for the Tesco development only include the proposed changes to the Long Lane and Freezeland Way junction layout; staggering of the southern crossing, introduction of the northbound right turn and introduction of a southbound left turn flare. The changes required a revised staging plan.

Layout B – Cumulative scheme highway improvements with further mitigation measures needed to accommodate the Morrisons development traffic, which includes all of the high improvements proposed under layout A and in addition:

- Widening and introduction of two left turning flare slip lanes of over 85m in length on Freezeland Way Eastbound approach lane; and
- Providing a two lane approach on Freezeland Way westbound approach road to the Morrisons.

Due to the increase in background traffic, the latest 2022 base model has several over-saturated turns, and the results are worse than those presented in the 2016 base model.

The modelling results show that the operation of Hillingdon Circus would deteriorate in all peak periods in 2022. This is mainly caused by the substantial background growth applied from 2008 to 2022 which is at least 15% in all peaks.

The results show that in 2022 Hillingdon Circus will be over-saturated in all modelled peaks. This is true for the Tesco development in isolation and when both Tesco and Morrisons developments are in place. The results are worse with Tesco and Morrisons than with Tesco in isolation, as would be expected.

Only the PM peak was modelled in VISSIM in 2022 as this contains the highest demand compared to the other two peaks. However, the LinSig modelling tests presented by PB show that the impact of Tesco and Morrisons in combination would lead to Hillingdon Circus operating at close to or above saturation at all peaks.

The latest VISSIM modelling, including the northbound blocking has only been submitted for the PM peak. Analysis of the LinSig models suggests that the impacts at Hillingdon Circus will be similar in the AM and Saturday peaks to the PM peak, but the exit blocking is observed to be less severe or even non-existent in these peaks. Therefore, it is likely that the results in the PM peak will be worse than those in the AM and Saturday peaks and can be considered to be a worst case.

The modelled journey times from the 2016 PM peak VISSIM models show that with the addition of the Tesco development traffic, the northbound journey time will increase whilst the southbound journey time will decrease. On the basis of the overall journey times, it is considered that the impact of the Tesco development traffic is generally offset by the proposed highway improvements. However, the combination of the Tesco and Morrisons developments causes an increase in journey time both northbound and southbound and therefore has a negative impact.

The modelled journey times from the 2022 PM peak VISSIM models show that six years further into the future than 2016, the results indicate longer journey times in all three PM peak scenarios.

The applicant has agreed to TfL's request for a contribution towards extending route U10 from Swakeley's Drive to Hillingdon Station Forecourt' via a S106' agreement. Although the extension is considered to be positive as it will improve public transport accessibility of the development site from Ickenham and Ruislip (albeit at a low frequency and noting that the Underground already links the site with some parts of the U10 corridor), there is no feasibility study submitted to review the proposed extension including practicality, manoeuvrability, and advantages and disadvantages.

The latest modelling review undertaken by PB recommends that:

*In traffic terms, the sensitivity test modelling has demonstrated that in 2016 and 2022 the network can be mitigated to accommodate the flows produced by the Tesco development without any net increase in journey time (Long Lane northbound + Long Lane southbound).*

*In the context of paragraph 32 of NPPF it is unlikely that the residual cumulative traffic impacts of either the Tesco development (only), or Tesco development in combination with Morrisons, are demonstrably severe. The weight which may now be attached to LB Hillingdon's Policy AM7 should be reviewed in the light of paragraph 215 of the NPPF.*

Subject to the items listed under the heading of Transport & Highways Obligations being covered within the S106 Agreement, no objection is raised on the residual traffic impacts of the Tesco development (only).

The conclusion of the latest cumulative assessments i.e. Tesco and Morrisons combined, undertaken by SKMCB, Tesco's transport consultants, and Vectos/SCP, Morrisons' transport consultants, suggest that the residual cumulative traffic impact with mitigation will be significantly detrimental.

Considering that;

- The surrounding highway network carries very high volumes of traffic, especially during traffic peak periods, and experiences traffic congestion;
- The Tesco and Morrisons developments combined will generate high volumes of traffic, where the highway network is already well congested;
- Cumulative impact results submitted by both the developers show a significant worsening of junction performance;
- The applicant has not undertaken a Road Safety Audit of the proposed highway layout B and changes to the layout as a result of safety issues could affect the traffic modelling results;
- There are inconsistencies between the assessments carried out by Tesco and Morrisons; and
- There are a number of outstanding traffic assessment issues to fully review the cumulative traffic impact

It will be a highly risky to conclude that the residual cumulative traffic impacts of these two major developments are unlikely to be significant or severe.

The access and parking layout, pedestrian and cycle routes and linkages, impact on public transport, and facilities for disabled people have been reviewed. The proposed development is not considered to merit objection on any of the above aspects.

The proposed highway layout and internal access and road layout have been reviewed and are not considered to have any significant issues to merit objection. Layout of the retail car park is acceptable in principle, however suitability of traffic management (circulation) within the car park should be further demonstrated and the layout should be amended where required. In addition, further details should be provided of the internal commercial/residential junction within the access road ensuring safety and suitable manoeuvring.

The proposed car parking provision for the retail and residential elements of the development are within the range of maximum standards and are therefore considered acceptable. The level of car parking proposed for the hotel is not considered excessive. The operational arrangements to cater for any overspill from hotel parking overnight and residential visitor parking during limited times over weekends to share the retail parking

facilities should be devised and a car parking management plan should be covered by way of a condition/S106 agreement.

The proposed disabled car parking provision is just over 7% (13 no.) for retail, circa. 52.9% (7 no.) for hotel and 10% (10 no.) for residential of their respective total car parking provisions. Around 3.9% (7 no.) of the retail car parking spaces will be parent and child spaces. Around 2-3% (4-5 no.) of the retail car parking spaces should be provided for brown badge holders

For the retail element, it is proposed to provide 5% (9no.) electric vehicle charging points (EVCPs) with a further 15% (27 no.) spaces to be passive spaces to make a total of 20% provision. The ECVP provision does not meet the London Plan standards requiring 10% of all spaces to have electric charging points and an additional 10% passive provision for electric vehicles in the future. No objection is raised on the above shortfall subject to a review mechanism of the use and increase of active EVCPs.

The residential proposals do not include any ECVPs. The London Plan standards require 20% of all spaces to have electric charging points and an additional 20% passive provision for electric vehicles in the future. The developer should provide at least 5% (5 no.) active EVCPs and a further 15% (15 no.) passive spaces with a review mechanism of the use and increase of active EVCPs.

One car club space is proposed for the residential development, which is acceptable in principle. Details of the operation and management of the car club should be submitted.

One coach parking space is proposed on Freezeland Way as a dedicated space for the hotel. This is unacceptable, principally due to two reasons; one, the coach parking space is proposed on the highway and therefore cannot be dedicated to the proposed hotel, and second, the Council resists on the use of highway land to provide on-street parking bays including coach parking required for developments. Instead, any development requiring parking for coaches or other types of vehicles should provide a suitable layout to accommodate such parking and manoeuvring within the site.

Cycle parking is provided to the relevant standards for the retail customers and employees, hotel, and residential. The accessibility and layout of the cycle parking are considered acceptable.

A framework Travel Plan and separate Travel Plans for the Food Retail Store and Hotel have been submitted with the application. A version of the Travel Plan accepted by TfL is included in the further transport assessment May 2012. Subject to comments from the Council's travel plan officer, the travel plans should be conditioned or covered within the S106 agreement as appropriate.

### **Recommendation**

No objection is raised on the highways and transportation aspects of the proposed Tesco development alone.

### **Transport & Highways Obligations**

The items listed below should be covered within the S106 agreement or conditioned as appropriate:

- Car Park Management Plan (CPMP) including sharing the retail car parking with hotel overnight and with residential visitors during limited times over weekends;

- ECVPs for residential: 5% active and 15% passive with a review mechanism;
- ECVPs for retail: review mechanism of the use and increase of active EVCPs;
- Brown badge car parking spaces within the retail car park: 2-3% (3-5 nos.);
- Details of internal access roads and car parking;
- Details of the car club: parking space, operation, and management;
- Removal of the proposed coach parking on Freezeland Way and relocate within the site;
- Highway Improvements listed below to be agreed in detail before commencement and works to be completed before occupation of the development:
  - Re-introduction of the right turn for traffic at the Hillingdon Circus junction from the Long Lane northbound approach;
  - Modifying the existing right turn into the western site access for traffic coming from the A40 westbound;
  - Introduction of an additional right turn lane for left turning traffic at the Hillingdon Circus junction from the Long Lane southbound approach. The left turn lane requires a widening of the Long Lane carriageway and footway, taking land from part of the south west corner of the development site;
  - Narrowing of the island to the west of the Hillingdon Circus junction, to allow provision of two westbound traffic lanes on Freezeland Way to the west of the Hillingdon Circus junction;
  - Provision of an informal pedestrian refuge crossing at the western site access;
  - Provision of a shared cycle/footway into the site from the western site access towards the proposed food retail store and three non-food retail units;
  - Traffic signal timings and operations ;
  - Review lighting and the visibility of signs and road markings at and in the surrounding of Hillingdon Circus junction (extent of review to be agreed with the Council's Highways Engineer) and implement works required by the Council;
  - Provide carriageway and footway resurfacing, anti-skid surfacing, and upgrade pedestrian islands and road markings (extent of works to be agreed with the Council's Highways Engineer); and
  - Coach stop enhancements on Freeland Way
- Revised traffic modelling and signal timings and operations to be submitted to and approved in writing by the Council and TfL;
- Contribution to real time information system at bus stops prior to commencement;
- Construction Logistics Plan (CLP) to include (but not limited to):
  - Construction traffic generation by development phase;
  - Access routes;
  - Contractor parking;
  - Deliveries to avoid highway network peak hours and traffic sensitive hours;
  - Construction staff travel plan;
  - Measures to manage localised priorities.
- Delivery & Servicing Plan (DSP)
- Travel Plan (subject to the Travel Plan officer comments)

## **FLOOD AND DRAINAGE OFFICER**

The FRA demonstrates a worst case scenario should no infiltration be found. However the FRA commits that further tests will be taken to confirm this and the detailed drainage design adapted accordingly. Therefore it is appropriate a suitable condition requesting a more detail strategy is provided. This should be undertaken in a way which allows development of phases and any drainage work required to support those phases of the development as required in the Section 106 agreement.

This condition will also require further details of the adoption and maintenance arrangements or who would carry these out. If drainage tanks are to be used then silt traps and ongoing inspections and maintenance would be needed and this needs to be determined. In terms of ongoing management and maintenance, the FRA suggests that it would be appropriate that in areas set aside for adoption, the Council would be responsible for future maintenance. As the Suds Approval Body is not yet required by government and therefore not in existence at Hillingdon, in areas that are not adopted, it is likely that they would remain private and would need to be maintained by a private management company. Clear standards of inspection, maintenance, remediation and response times for resolving issues should be provided as part of the commitment of that Private Management Company.

## **7. MAIN PLANNING ISSUES**

### **7.1 THE PRINCIPLE OF THE DEVELOPMENT**

#### **PRINCIPLE OF THE PROPOSED USE**

The strategic policy planning context for development of the site is provided by the London Plan (2011) and Local Plan Part 1 Policy E5.

London Plan Policies 2.15 (town centres), 4.7 (retail and town centre development) and 4.8 (Supporting a successful and diverse retail sector) collectively seek to ensure that retail developments:

- Relate to the size, role and function of the centre
- sustain and enhance the vitality and viability of the centre
- follow the sequential approach to site selection
- Accommodate economic and housing growth
- support and enhance competitiveness, quality and diversity of town centres
- promote public transport and sustainable modes of travel
- contribute towards an enhanced environment.

Local Plan Part 1 Policy PT1.E5 (Town and Local centres) affirms the Council's commitment to improve town and neighbourhood centres across the Borough and improve public transport, walking and cycling connections whilst ensuring an appropriate level of parking is provided. At a more site-specific level, the context is provided by Saved Policy PR23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and the detailed planning brief for the site, adopted in 1990. In each case, the planning guidance advocates a comprehensive mixed-use development on the site, which respects the scale and function of the existing Local Centre and the adjoining Green Belt.

In establishing the principle for the development, PR23 provides a framework for the type of development deemed to be acceptable. A mixed-use retail-led development with an hotel, housing and some community uses would be considered acceptable, provided issues of scale, density, traffic intensification and impact on the Green Belt are suitably addressed. These issues are discussed in more detail below.

The Mayor in his Stage 1 Report considers that there is no land use policy objection to the principle of a retail led mixed use development of the North Hillingdon Local Centre provided the retail element is of a scale that is appropriate to the continued viability of the local centre; offers convenience or specialist goods and services that are accessible to people who would otherwise need to travel further afield and gives due regard to the cumulative impact of planned or emerging development within Hillingdon Circus, especially a potential food store development on land adjoining Hillingdon Station.

## RETAIL

The application site, together with the land to the immediate east and the shopping parade on the south west side of Hillingdon circus are identified in the Local Plan: Part 2 - Saved UDP Policies (November 2012) as the North Hillingdon Local Centre. Table 8 of the Local Plan: Part 2 - Saved UDP Policies defines local centres as providing local shops and services for people who do not live or work near a town centre. Accordingly, they are in principle an appropriate location for a supermarket, for people who would otherwise make longer trips to their nearest town centre.

The National Planning Policy Framework (NPPF) replaces PPS4. However, the PPS4 Practice Guidance remains a material planning consideration. Paragraph 23 of the NPPF requires Local Planning Authorities in drawing up local plans to define a network and hierarchy of centres that is resilient to anticipated future economic changes and set policies for consideration of proposals for main town centre uses which cannot be accommodated in or adjacent to town centres. Paragraphs 24 to 27 of the NPPF set out the matters to be considered in the determination of planning applications for main town centre uses, including retail. Paragraph 27 provides that where applications do not satisfy the sequential and impact tests, they should be refused.

Policies 4.7 to 4.9 of the London Plan address retail matters, at strategic, planning decision and LDF preparation levels. Policy 2.15 (Town Centres) requires that development proposals in town centres should comply with Policies 4.7 and 4.8, and additionally:

- a. sustain and enhance the vitality and viability of the centre
- b. accommodate economic and/or housing growth through intensification and selective expansion in appropriate locations
- c. support and enhance the competitiveness, quality and diversity of town centre retail, leisure, arts and cultural, other consumer services and public services
- d. be in scale with the centre
- e. promote access by public transport, walking and cycling
- f. promote safety, security and lifetime neighbourhoods
- g. contribute towards an enhanced environment, urban greening, public realm and links to green infrastructure
- h. reduce delivery, servicing and road user conflict.

Policy 4.7 (Retail and Town Centre Development) directs that the following principles should be applied in determining applications for proposed retail and town centre development:

- a. the scale of retail, commercial, culture and leisure development should be related to the size, role and function of a town centre and its catchment
- b. retail, commercial, culture and leisure development should be focused on sites within town centres, or if no in-centre sites are available, on sites on the edges of centres that are, or can be, well integrated with the existing centre and public transport
- c. proposals for new, or extensions to existing, edge or out of centre development will be subject to an assessment of impact.

Policy 4.8 (Supporting a Successful and Diverse Retail Sector) provides that LDFs should take a proactive approach to planning for retail through a number of measures, including (inter alia):

- b. support convenience retail particularly in District, Neighbourhood, and more local centres, to secure a sustainable pattern of provision and strong, lifetime neighbourhoods
- c. provide a policy framework for maintaining, managing and enhancing local and



neighbourhood shopping and facilities to provide local goods and services, and develop policies to prevent the loss of retail and related facilities that provide essential convenience and specialist shopping

d. identify areas under-served in local convenience shopping and services provision and support additional facilities at an appropriate scale in locations accessible by walking, cycling and public transport to serve existing or new residential communities

Policy 4.9 (Small Shops) sets out that the Mayor will and that boroughs should consider imposing conditions or seeking contributions through planning obligations where appropriate, feasible and viable, to provide or support affordable shop units suitable for small or independent retailers and service outlets and/or to strengthen and promote the retail offer, attractiveness and competitiveness of centres.

### **Sequential test:**

Paragraph 24 of the NPPF sets out the principles of the sequential test. In effect, this direction carries over the guidance set out in PPS4 Policy EC15. Furthermore, Paragraph 24 provides further advice to local authorities that when considering applications on out of-centre sites, preference should be given to accessible sites that are well connected to the town centre. Paragraph 24 adds that LPAs should apply sequential testing to planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up to date Local Plan. They should require applications for main town centre uses to be located in town centres, then edge of centre locations and only if suitable sites are not available should out of centre uses be considered. In- and edge-of-centre sites have been considered in terms of whether they are suitable and available, having regard to the requirement for flexibility on issues of format and scale. The sequential test has been shown that no such suitable sites are available and the applicant submits that the application site is therefore the most sequential preferable location. The application site is on the edge of a centre, will be reasonably integrated into North Hillingdon, by virtue of the design and is located close to public transport links (London Underground station and bus services on Long Lane). This is compliant to London Plan Policy 4.7 (b). Having regard to the requirements of the NPPF at paragraph 24, it is considered that there are no preferable sites following the sequential approach to site selection.

### **Impact Assessment:**

Paragraph 26 of the NPPF covers the requirement for impact assessments. The application is in excess of the 2,500 sqm default threshold for impact assessments. Paragraph 26 requires that this should include assessment of the impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal. This carries over the requirements set out in the now revoked PPS4 Policy EC16.1a. In addition, paragraph 26 requires the impact assessment to include an assessment of the impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and wider area, up to five years from the time the application is made. For major schemes where the full impact will not be realised in five years, the impact should also be assessed up to ten years from the time the application is made. This carries over the requirements of PPS4 Policy EC16.1b and 16.1d.

The question of retail impact has been a key concern in the consideration of this application. The NPPF is clear in stating that applications should be refused where there would be a 'significant adverse' impact upon existing centres. With any proposal of this scale, there will clearly be an impact upon shopping patterns within the locality and the aim of the retail impact assessment and addendum submitted with the application is to predict, with as much accuracy as possible, the impact on these trade patterns.

This involves a complex set of assumptions regarding the available level of retail expenditure within the store's catchment area, the performance and trading capacity of the store itself, the relative performance of competing stores and centres, the likely trade draw from other centres, future changes in trading patterns (such as internet shopping) and the cumulative impact of existing retail commitments, such as the extensions to Sainsbury's South Ruislip and Uxbridge stores. Any one of these fields is sensitive to the assumptions inputted into the forecasting model and retail forecasting has developed into a specialised area.

### **Adequacy of Retail Impact Assessment**

The original Retail Impact Assessment submitted in support of this application was dated July 2011 and relies on a household survey conducted in November 2008 (and refers to planning policy statements PPS1 and PPS4 and London Plan policies that have since been superseded). There was concern therefore that the originally submitted assessment is out of date.

There have been a number of changes to the retail geography and context since 2008, including the opening of new stores, new retail commitments and applications, as well as new surveys of shopping patterns. Policies have also changed.

To this end, the applicant was asked to update the study. A further Retail Addendum, as well as several clarification notes have therefore been submitted to both update the submitted impact assessment tables, as well as provide cumulative impact analysis to take into account a recent application in North Hillingdon ('the Morrison's scheme'). Following receipt of the various clarification notes and the addendum to the Retail Assessment objections are not raised in terms of the study being out of date.

The Guidance to PPS4 suggests that the first step in under taking a retail impact assessment is to define the likely catchment/study area. The applicant has done so having regard to the location of its principal competitors and the road network/ease of access.

The site has a previous planning history which involved a scheme for a large supermarket which was refused (subsequently appealed). It should be noted that the appeal was withdrawn before a decision was reached by the planning inspector, however to assist the applicant with any resubmission the inspector helpfully provided comments to the applicant. In relation to the size of the catchment area the Inspector stated:

*"The catchment was very extensive and it was also unclear on what basis the "local" catchment had been drawn."*

The current application has a much smaller catchment area than that considered excessive by the Inspector (approximately half the size, with a residential population of approximately 65,000). While the size of the store is also smaller (and therefore it's not surprising that the catchment area is smaller), it is considered that the catchment area is realistic given the size of store now proposed, and taking account of the location of the competitive set of supermarkets, road network/ease of access and location of customers.

In terms of trade draw to the proposed store generally, the retail analysis assumes that the majority (approximately 70%) of spending in the proposed store will come from areas close to the store. Taking into account populations concentration, access (roads etc) and the location of other supermarkets, the general approach is considered to make sense (i.e. the approach would not tend to underestimate impacts).

Members should note that the forecasting predictions simply provide an indication of the likely impact of developments and should not be read as an exact science. Perhaps

unsurprisingly therefore, the predictions of the various retail consultants involved has varied significantly.

The submitted Retail Addendum (August 2013) seeks to address inconsistencies and to roll forward the impact year to 2016, having regard to the time now elapsed since the initial applications' submission in August 2011. Figures, previously expressed in 2008 price base, have been updated to 2010 price base. This is consistent with the Council's Retail Study Update 2012 ('Retail Study Update'). In addition, the impact modelling has been modified to take into account a number of changes in retail provision across and beyond the study area since the original household survey was undertaken.

With regard to the accuracy of household surveys, PPS4 Practice Guidance states that these surveys can at best only give a general indication of prevailing market shares and further testing is needed during the impact analysis stage of an assessment. They can also overstate the importance of the larger centres and stores, and can understate the smaller and less frequently visited stores.

The Retail Addendum (August 2013) therefore adopts a combined approach by utilising both market share and actual turnover figures where available for stores within or with influence on the study area. The effect of this is to help ensure the basis upon which impact is assessed on these stores and centres is more robust by using factual turnovers where available.

The Retail Addendum explores the cumulative retail issues arising from the two food store proposals.

Overall, the approach taken by the Spenhill Retail Impact Assessment is unlikely to result in underestimates of impact. It has a sensible trade/catchment/study area and officers broadly agree with the findings.

#### **Impact on existing, committed and planned public and private investment:**

The applicant has defined a relatively wide catchment area which includes Cowley in the south to Iver Heath in the west. The core of it overlaps the catchment identified in respect of the Morrison's Food store at Hillingdon Circus. There are no significant planned or committed public sector investments within the catchment areas of both sites for the foreseeable future. However, there are a small number of privately funded investment proposals for retail development in the area.

Planning permission has been approved for a 2,130 m<sup>2</sup> extension to the Sainsbury's food store in Uxbridge Town Centre, of which 1,099 sq m would be allocated for the sale of convenience goods. The retail impact assessment estimates that approximately 16% the trade in an expanded Sainsbury's Uxbridge store would be diverted to the proposed supermarket at the Master Brewer site. This would leave the Sainsbury's trading at 13% less than would be expected (13% less than the 'benchmark') for a Sainsbury's store.

The approved extensions at the Uxbridge Sainsbury's have not been implemented. It may well be the case that the reason for this is that the viability of the extensions is finely balanced. It is worth noting that Sainsbury's have raised an objection to the proposed scheme in this regard.

The National Planning Policy Framework states that where a proposal is likely to have significant adverse impact on committed and planned private investment in a centre in the catchment area of then the application should be refused.

To understand if the impact is significant, its worth remembering that the planning application for extensions to Sainsbury's in Uxbridge noted that a key rationale for the expansion was to better serve the needs of existing customers rather than significantly increasing market share (i.e. the viability of the extension would not necessarily rely solely on additional customers). Whilst there is considerable concern over the impact of the proposal on the viability of the approved extensions to Sainsbury's in Uxbridge, on balance officers are not of the view that they would be so harmful as to represent a significant adverse impact.

Permission was also granted on appeal in February 2012 for a Lidl supermarket in Cowley, comprising 1,029 sq.m of convenience shopping floor space. The Mayor considers and officers agree that the proposed Spenhill store is unlikely to draw trade or compete with the Lidl store, given the significant differences in the nature of Lidl's retail operations, the goods and services it offers and the catchments over which it has influence.

The other major retail investments is the Sainsbury's store at South Ruislip. However, this is outside the catchment area of the proposed Spenhill Store.

**Impact on town centre vitality and viability:**

The table below highlights an estimate of the impact on entire centres (in convenience goods turnover) as a result of the Spenhill store should it be built in isolation.

	<b>Spenhill Trade Draw £m</b>	<b>Adverse Impact %</b>
<b>North Hillingdon</b>	£0.28	7%
<b>Uxbridge</b>	£9.55	19%
<b>Ruislip</b>	£1.74	7%
<b>Ickenham</b>	£0.11	2%
<b>South Ruislip</b>	£0.54	2%

Clearly the largest impact would be upon Uxbridge Town Centre. Whether the impact is considered to cause significant harm to each centre is considered in further details below:

**North Hillingdon:**

A health check on the vitality and viability of the centre indicates a low vacancy rate, but with few national multiple operators and a predominance of local independent retailers providing specialist goods and essential services, with few convenience goods shops. With limited opportunities for convenience shopping, the centre is not considered a destination for main food shopping activity, but rather a top-up/secondary shopping destination. Surveys indicate that that most local residents carry out their weekly/monthly food shopping at Uxbridge Town Centre. The introduction of the proposed Spenhill store would offer a much wider choice of branded goods (hitherto unavailable in the centre). This would retain a significant amount of local expenditure within the area and in turn, reduce the number of vehicular trips to shopping destinations further afield.

It should be noted that the main focus of the assumptions has been in terms of impact on major retail outlets in the catchment area. The impact upon smaller shops in the locality, such as the Co-op in North Hillingdon has been considered but, in reality, the forecasting models used are aimed at predicting general trading patterns and are not overly sensitive to

micro-level predictions on individual small independent retailers. A level of judgement is therefore required in relation to these assumptions.

It is acknowledged that the proposed Spenhill store may result in loss of trade to the existing Co-op and local bakeries and butcher shops. However, this could be well off set by the additional effort needed to access the proposed Spenhill store from areas south of the A40/Long Lane junction.

The Mayor considers it unlikely that any loss of trade would be of such a scale as to undermine the vitality and drive the existing local shops out of business. The proposed Spenhill supermarket would provide a main food shopping destination for local residents and will an alternative choice to shopping destinations further afield, thereby resulting in more sustainable shopping practices by reducing the need to travel.

On balance it is considered that the proposed store would have a net beneficial effect on the vitality of North Hillingdon local centre, by enhance by enhancing local consumer choice and resulting in increased spin-off expenditure in existing shops and services.

### **Uxbridge:**

Uxbridge is designated as being of metropolitan importance in the London Plan retail hierarchy. Being the nearest centre to the application site the proposed Spenhill store would draw some trade from Uxbridge. However, Uxbridge is likely to remain a vibrant and viable shopping destination. In addition Uxbridge benefits from large anchor stores and firms which will continue to attract visitors (who in turn undertake linked trips).

As the most comparable sized facility, the Sainsbury's store in Uxbridge is most likely to be affected by trade draw. However, its overall viability is unlikely to be compromised by the proposed supermarket at the Master Brewer site. It must be remembered that the proposed store at the Master Brewer site would have little impact on the estimated £451m of trade generated from the sale of comparison goods in Uxbridge. It is therefore considered that whilst there will be diversion of trade from Uxbridge Town Centre, this will not result in a significantly adverse impact on the vitality and viability of the centre.

### **Ruislip:**

Ruislip District centre is anchored by a Waitrose store supported by an Iceland store and M&S outlet. Although Waitrose does have a budget range of convenience goods, its limited size, niche range and quality goods means that it caters for a somewhat different target population than that of the Spenhill store proposed at the former Master Brewer site. It is acknowledged that a larger range of branded budget foods at the proposed Spenhill store is likely to draw a significant, though not decisive amount of trade from Ruislip, given its relative proximity to the application site.

### **Ickenham:**

Following the submission of the 2011 applications, a health check of Ickenham Local Centre was undertaken in November 2011. Given the role of the proposed food store as a main food shopping destination, it will not draw significant turnover from Ickenham Local Centre because of the centre's primarily top-up and service function. South Ruislip and Hayes:

### **Other centres**

The commitments for a replacement Sainsbury's store at South Ruislip and a new Asda at Hayes have been considered. However, there is no overlap in catchment with the Spennhill proposal. On this basis, officers do not consider that there would be an unacceptable impact from the current proposal on that centre.

### **Scale:**

Policy 2.15 of the London Plan notes that Development proposals in town centres should be in scale with the centre. The London Plan provides descriptions of Local Centres, which is set out below:

*"Neighbourhood and more local centres typically serve a localised catchment often most accessible by walking and cycling and include local parades and small clusters of shops, mostly for convenience goods and other services. They may include a small supermarket (typically up to around 500sq.m), sub-post office, pharmacy, laundrette and other useful local services.*

*Together with District centres they can play a key role in addressing areas deficient in local retail and other services."*

The proposal is for a supermarket well in excess of 500sqm, and it is considered that the centres function would alter with the presence of the proposal. It is worth noting that the Council resolved that it would have refused planning permission for a much larger store (3,917sqm net sales area) in 2005/2006, in part on the basis that such a large store would be out of scale with the centre.

The current scheme is for 2,182sqm (net sales area) store. The current scheme is roughly half the size of the previously refused scheme. Whilst it would clearly affect the scale and function of the centre (which does not currently have a large supermarket in it with a matured base of customers), it is important to establish if this change in scale would result in harm to other centres.

In this case, the size of the proposed store (if implemented on its own) limits the extent of its impact and Officers do not consider that it would cause unacceptable impacts (i.e. it would not disrupt the function, viability and vitality of other centres) as a result of its scale.

### **INDEPENDENT RETAIL UNITS**

In addition to the proposed supermarket, the application comprises a number of other town centre uses, including three independent retail units (flexible Use Class A1-5), hotel and cafe/bar. These complementary town centre uses form a central spine from the food store to the existing North Hillingdon centre, via a surface-level signalised pedestrian crossing over Freezeland Way. Whilst it is not possible at this juncture to identify occupiers for the proposed units, the proposed unit sizes are slightly larger but broadly in keeping with the size of existing local centre units. As such, occupiers attracted to the units are unlikely to be out of keeping with the existing role of North Hillingdon for day-to-day shopping needs and could include uses such as banks, florists, estate agents, hairdressers/beauty salon, food takeaway etc.

### **HOTEL**

The acceptability of the site for a hotel has been established by virtue of the planning history relevant to the site and is an acceptable location the site's position within a designated Town Centre. The proposed hotel will help meet the overwhelming identified need for hotel rooms, asset set out at the local and regional policy levels.

## **CONCLUSION**

The site is allocated in emerging planning policy for mixed-use retail-led development and it sits within a defined local centre. At present, North Hillingdon is under-provided for in terms of main food shopping, as evidenced by the limited role the centre currently plays for local residents. Furthermore, emerging policy in the form of the Council's Site Allocations DPD specifically promotes the redevelopment of the site for a retail-led mixed use development incorporating residential use. The principle of the proposed uses therefore meets the policy requirements of the adopted Development Plan and emerging policy. The accompanying Retail Assessment concludes that the scale of development proposed is commensurate with the function of North Hillingdon Local Centre and accordingly would not result in an adverse impact on its vitality and viability. This is reinforced by the localised catchment adopted in the retail impact assessment.

The supermarket and independent retail units will allow people to shop more locally by meeting main food shopping needs within North Hillingdon Local Centre, whilst still ensuring that the centre plays a subordinate role to surrounding, higher order centres and therefore addressing any concerns raised in relation to previous applications for retail development on the site.

The supporting Retail Assessment has confirmed that the proposed retail development will not have a significant impact on the other centres in the catchment area and will meet the relevant tests set out within the NPPF. Objection is not raised in terms of scale or impact.

### **7.2 DENSITY OF THE PROPOSED DEVELOPMENT**

Not applicable to this application as there is no residential component. Housing matters are dealt with as part of the associated outline residential scheme elsewhere on this agenda.

### **7.3 IMPACT ON ARCHAEOLOGY**

#### **ARCHAEOLOGY**

Saved Policy BE3 of the UDP states that the applicant will be expected to have properly assessed and planned for the archaeological implications of their proposal. Proposals which destroy important remains will not be permitted. The site does not fall within an Archaeological Priority Area.

An Archaeological Desk Based Assessment has been submitted in support of the application. The assessment considers the impact of the proposed redevelopment on archaeological assets and concludes that the site has generally low archaeological potential for as yet undiscovered.

Nevertheless, English Heritage considers that the proposed development is situated in an area where archaeological remains may be anticipated. Of particular significance is the Iron Age/Roman period, when the application site appears to have been ringed by settlement activity, as shown by recent works along Long Lane, to the north of the site, and along the corridor route for a National Grid pipeline to the south of Western Avenue. The latter investigations, in particular, found extensive archaeological deposits including evidence for landscape management, settlement and ritual activity. Also of note are the numerous medieval moated manors in the area. The proposed development may, therefore, affect remains of archaeological importance.

However, English Heritage does not consider that any further work need be undertaken prior to determination of this planning application but that the archaeological position should be reserved by attaching a condition to any consent granted under this application, in accordance with Policy HE12.3 of PPS5 and local policies.

In the event of an approval, a condition is therefore recommended to secure the implementation of a programme of archaeological work, in accordance with a written scheme of investigation.

The application site is not located within or in proximity to any Conservation Areas, Listed Buildings or Areas of Special Local Character.

#### **7.4 AIRPORT SAFEGUARDING**

There are no airport safeguarding objections to the proposal. The former Master Brewer site lies within both the height and technical safeguarding zones surrounding RAF Northolt, being located in close proximity to the flight approach path for runway 7. However, the Ministry of Defence (MOD) Defence Infrastructure Organisation have written to confirm that it has no safeguarding objections to the full and outline planning applications.

Given the proximity to Northolt Airport, it is important to ensure the site does not attract birds, and therefore conditions are recommended to ensure that the extraction is done in a way which would not create large pools of water (attractive to birds), or that restoration landscaping involves berry bearing species (which may also attract birds).

#### **7.5 IMPACT ON THE GREEN BELT**

Policy OL5 states that development adjacent or conspicuous from the Green Belt will only be permitted if it would not injure the visual amenities of the Green Belt, by reason of siting, materials, design, traffic or activities generated. This is reflected in the NPPF, which advises that the visual amenities of the Green Belt should not be injured by development conspicuous from it of a kind that might be visually detrimental by reason of siting, materials or design.

The hotel would be visible from longer views from Hillingdon House Farm to the west, although its impact is not considered to be significant, given the distances involved. In terms of the potential impact on the open Green Belt land to the east of the site, the key views are provided in the Design and Access Statement. The photomontages show the 2004 scheme and the current proposal (as well as the 2009 project), and the illustrative off-site planting.

The extent to which the proposals impact upon the locality has been addressed in a Landscape/Townscape Character and Visual Resources Assessment of the site and surrounding area. A Visual Impact Assessment Addendum has also been submitted, which revisits the agreed viewpoints from the adjacent green belt (views 20 and 21) and reflects the proposed off site woodland planting. The indicative off-site planting is in the form of a 15m wide belt of woodland near/parallel to the eastern boundary of the site. The woodland planting is a mixture of standard (3-4m high) oak\* and ash trees in a matrix of holly, field maple and hawthorn whips (60-80cm).

View 20, approximately 250 m east of the Master Brewer site, shows that the 7-storey hotel will be visible on the skyline above the 8-10m high hedge/trees, as will the upper/top floors of the 4/5-storey (c.15.5m high) residential blocks, and the impact appears to be similar to that of the 2004 scheme. The prominence of the buildings in the winter is acknowledged. Proposals to undertake coppicing and replanting of this hedgerow would in the short term, increase the long term create a more effective screen. The offsite planting would, when the



trees are in leaf, mitigate the impact of the blocks in that view, but not the impact of the hotel. However, the hotel would be sited some considerable distance from the Green Belt boundary and would therefore be unlikely to have a dominating effect on the adjoining Green belt land.

View 21 also from the east, but closer to the site shows that the 7-storey hotel will be visible on the skyline, as will the top floor of the residential blocks. The prominence of the buildings in the winter is acknowledged. In addition, the proposals to undertake coppicing and replanting of the hedgerow would in the short term, increase the term increase the visibility of the residential blocks, but in the long terms create a more effective screen.

The off-site planting would, when the trees are in leaf, mitigate the impact of the blocks in that view, and lessen the impact of the hotel.

Whilst the associated residential scheme has been designed to allow visual permeability from the Green Belt (to the east of the site), creating green gaps with amenity areas and with a green buffer/tree planting associated with the commercial elements, the question is whether this design with gaps between the taller blocks (more openness) mitigates the visual impact of the 7-storey hotel and 4/5-storey residential blocks on the Green Belt.

Without large scale off-site planting, similar to that associated with the 2004 scheme, the proposed development would be unacceptable in terms of the impact on the Green Belt. However, Such off-site planting would, together with the tree planting on the site, create a new landscape setting for the development, improve the landscape of the Green Belt, and mitigate the landscape/ecological impact caused by the loss of the majority of the trees on the site.

In the event of an approval, a legal agreement is recommended to secure the implementation and long-term management of the proposed off-site landscaping (piazza, Freezeland Way) and the off-site landscaping/woodland planting in the open space/parkland in the Green Belt, all of which are/should be integral to the scheme to develop the Master Brewer site.

Subject to the off-site woodland planting, the scheme is considered to be in compliance with Saved Policies OL5, OL26, PR23 and BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and London Plan 7.21.

## **7.6 IMPACT ON THE CHARACTER AND APPEARANCE OF THE AREA**

Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to ensure that new development makes a positive contribution to the character and amenity of the area in which it is proposed. Policy BE13 states that, in terms of the built environment, the design of new buildings should complement or improve the character and appearance of the surrounding area and should incorporate design elements which stimulate and sustain visual interest. Policy BE38 requires new development proposals to incorporate appropriate landscaping proposals. Policy BE26 states that within town centres the design, layout and landscaping of new buildings will be expected to reflect the role, overall scale and character of the town centres as a focus of shopping and employment activity.

In terms of urban design, site specific policy PR23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) requires development to be of a form of architecture and design which maintains a satisfactory relationship with nearby residential properties, Hillingdon Circus, the Green Belt and surroundings from which it is prominent. Policy BE35

requires major development adjacent and visible from the A40 to be of a high standard of design.

It is acknowledged that the present open and degraded site, together with the vacant adjoining Hillingdon Circus site to the west are major detractors in North Hillingdon's function as a local shopping centre. The site is clearly in need of an appropriate scheme of redevelopment, bringing regeneration, vibrancy and improvements to the townscape of North Hillingdon. However these need to be integrated in a way that brings improvements to the whole environment of the Circus and not merely the site itself.

## **Layout**

The scheme adopts a traditional design approach with a large supermarket to be positioned towards the north west of the site and extensive ground level parking. The scheme includes commercial units and a 7 storey hotel located at the entrance to the site. The existing wooded embankment along Long Lane would screen the service area. In addition, there would be five, 5 storey housing blocks on the south and east site boundaries (associated outline application), set back from Freezeland Way and with a buffer area of planting adjacent to the open land to the east.

The Mayor, in his Stage 1 Report, commented that the layout of the scheme requires reconsideration to reduce the visual dominance of parking and service areas and their impact on the public realm, and to improve its relationship to the existing local centre. One of the main issues with the scheme is the proximity of the large car park to the housing, although the amenity space, which is at ground floor, is positioned between the blocks and away from the parking area.

In response to these concerns the applicant submits that the layout of the development has been designed to improve the public realm and create an attractive environment. The foodstore has been positioned adjacent to Long Lane and the A40, to take advantage of the existing boundary planting and slope leading down into the site, which helps reduce perceived visual impact. The alternative would locate the foodstore adjacent to the southern boundary of the site, which is far more visible. Indeed, this was a concern of the Inspector as part of the previous application with respect of the site.

The design approach of the commercial element of the scheme is to create a commercial spine extending from North Hillingdon centre into the site which facilitates pedestrian movement between the proposed foodstore via the independent retail units and hotel towards North Hillingdon Centre. The positioning of the foodstore also takes into account the characteristics of the site, particularly the slope and existing boundary planting between Long Lane and the site which reduces the perceived visual impact of the service yard. It should be noted that additional screening is proposed adjacent to the A40

A range of commercial uses form a spine of active uses leading from the foodstore into North Hillingdon Local Centre thereby creating and activating a public realm. The hotel has been located to the south-west of the site to help reinforce the creation of a landmark development. Extensive hard landscaping is proposed at the ground floor level of the hotel including a piazza, which connects into the proposed crossing facilities into North Hillingdon Centre, thereby improving the existing and proposed pedestrian environment.

## **Scale**

The application site is relatively isolated from the surrounding built environment as it is surrounded by roads on three sides and the green belt to the east. This provides an

opportunity to create a new identity and approach towards the distribution of buildings on site.

The independent retail units and supermarket buildings would have a maximum height of approximately 7.5 metres. These buildings are low key structure and are considered to have little visual impact on the street scene and character of the area. Whilst the hotel building at 7 storeys would be visually prominent, it is a stand alone landmark building occupying only a small proportion of the site at the south west corner. It is noted that the supporting text to Local Plan Policy BE26 states that new buildings should maintain the feeling of bulk and scale of the town centres while creating variety and interest in themselves. In addition, where centres have prominent sites with development potential, the opportunity to create distinctive new buildings that can act as landmarks or focal points of the centres should be taken, although buildings which exceed the height of their surroundings will only be permitted where it can be shown that they will make a positive and welcome contribution to the character of the centre. It is not considered that the hotel building would appear as so dominant that refusal could be justified. It is considered that the proposed hotel building would be in keeping with the character and appearance of the surrounding area and would not detract from the visual amenities of the street scene. Notably, no objections have been raised by the Council's Urban Design/Conservation Officer, subject to conditions regarding materials.

## **Design**

The Urban Design and Conservation Officer notes that the Design and Access Statement has been refined since the previous applications, which is welcomed. The scheme is much improved whilst the design of the hotel has changed and is improved. The first floor green roof is welcomed. Details of the elevational treatment of the hotel will be required, including the ground floor glazing and roof/fascia design and finish. In addition, details of the windows, louvers, balconies and plant enclosure at roof level and the energy centre would be required, whilst details/ samples of all external materials and finishes will need to be agreed.

## **Landscaping and boundary treatment**

The belt of existing tree and shrub planting along the site's western boundary (adjacent to Long Lane) falls outside of the application boundary and so will be retained. An opportunity has been taken to extend this planting south towards Hillingdon Circus Junction through new planting at the south-west corner of the application site. The existing and proposed planting will screen the hotel car park and servicing areas/back of house associated with the food store and independent retail units. The existing hedgerow along the northern boundary will be retained and enhanced through management and re-planting to maintain and enhance its role in screening the site from the A40.

The site's eastern boundary provides an effective screen to much of the proposed residential development. Notwithstanding, and in line with the recommendations of the supporting Arboricultural Survey, it is proposed that work is undertaken to this boundary planting to further improve its form and screening effectiveness. Accordingly, it is proposed that selective thinning, coppicing, re-planting and supplementary tree and hedgerow planting will take place.

Whilst the existing boundary planting provides limited screening of the proposed residential and commercial development, a woodland buffer to be planted on the adjacent Green Belt land to further supplement the existing eastern boundary planting. This woodland buffer is delivered through a Section 106 Agreement.

The Urban Design and Conservation Officer comments that ideally, more planting should be introduced into the car park areas. Improvements to the existing planting along Freezeland Way, the area in Council ownership, should also be secured.

### **Gateway Entrance/Piazza**

To mark the entrance to the site a new piazza is proposed at the south-west corner of the site. The landscape treatment will be in urban in character, comprising paving and tree and hedge planting, together with new lighting and seating. The proposed piazza will help facilitate pedestrian movement to the site from North Hillingdon Centre as well as reinforce the urban character of the immediately surrounding area.

The Council's Design Officer raises no objection to the scheme which is considered to be of an appropriate massing and design in accordance with Policies BE13 and BE26 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

## **7.7 IMPACT ON NEIGHBOURS**

Policies BE20 and BE21 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to prevent developments which would be detrimental to the amenity of nearby occupiers by way of their siting, bulk, proximity or loss of light.

There are no residential properties that directly abut the site. The development would be separated from residential properties by roads and open land to the east. The nearest residential properties are in Freezeland Way opposite. The nearest building would be the hotel, which would be 7 stories in height and would be separated from the residential properties by 70m at their closest point. This separation is adequate to ensure the development does not have adverse impacts on the amenity of residential occupiers in respect of overdominance or loss of outlook and light.

Policy BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to ensure that new developments do not have adverse impacts on the amenity of existing residential properties due to loss of privacy.

The 7 storey hotel building would be over 70m from the nearest residential properties in Freezeland Way and would be separated from those properties by the road itself. The independent retail units and the super store would be over 120 metres distant. This is sufficient to ensure no harm to the residential occupiers by loss of privacy.

Accordingly, the proposal would comply with policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

Issues relating to air quality and noise are dealt with elsewhere in this report.

### **7.7.1 LIVING CONDITIONS FOR FUTURE OCCUPIERS**

Not applicable to this application as there is no residential element to this proposal. The design of the hotel and other commercial elements (subject to conditions) would provide adequately for disabled persons.

## **7.8 TRAFFIC IMPACT, CAR/CYCLE PARKING, PEDESTRIAN SAFETY**

The National Planning Policy Framework (NPPF) at Paragraph 32 states that plans and decisions should take account of whether safe and suitable access to the site can be

achieved for all people; and development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. Paragraph 35 of NPPF also refers to developments and states that developments should be located and designed where practical to give priority to pedestrian and cycle movements; create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.

Local requirements in relation to impacts on traffic demand, safety and congestion are set out in Local Plan Part 2 policy AM7 which states:

The LPA will not grant permission for developments whose traffic generation is likely to:

- (i) unacceptably increase demand along roads or through junctions which are already used to capacity, especially where such roads or junctions form part of the strategic London road network, or
- (ii) prejudice the free flow of traffic or conditions of general highway or pedestrian safety

TfL is the highway authority for A40 Western Avenue, while LB Hillingdon is responsible for the rest of the road network in this area. TfL buses operate on Long Lane.

### **Access**

Vehicular access to the proposed foodstore, the 3 retail units and hotel (detailed application) is proposed via a priority junction from Freezeland Way, around 50 metres east of the Hillingdon Circus junction. This vehicular access is referred to as the western site access. Upon entering the site visitors to the retail units will turn right into the dedicated car park area with refuse, delivery vehicles and visitors of the hotel turning left onto a dedicated road serving these uses and associated areas.

Vehicular access to the residential use (outline application) is proposed via the south east corner of the foodstore car park and via a separate access around 120 meters east of the western site access. Pedestrian and cycle access to all proposed development will be provided through the site from the signalised pedestrian crossings at the Hillingdon Circus junction. A shared cycle/footway and an informal refuge crossing at the western site access are proposed.

### **Off Site highway Improvements**

In addition to the proposed internal highways works further highway improvements required to provide effective site access to the proposed development and improve junction flow. These changes are summarised below:

- Re-introduction of the right turn for traffic at the Hillingdon Circus junction from the Long Lane northbound approach.
- Modifying the existing right turn into the western site access for traffic coming from the A40 westbound.
- Introduction of an additional right turn lane for right turning traffic at the Hillingdon Circus junction from the Long Lane southbound approach. The left turn lane requires a widening of the Long Lane carriageway and footway, taking land from part of the south west corner of the development site;
- Narrowing of the island to the west of the Hillingdon Circus junction, to allow provision of two westbound traffic lanes on Freezeland Way to the west of the Hillingdon Circus junction
- Provision of an informal pedestrian refuge crossing at the western site access;
- Provision of a shared cycle/footway into the site from the western site access towards the proposed Spenhill store and retail units.
- Traffic signal works
- Review street lighting at and in the surrounding of Hillingdon Circus junction (extent of review to be agreed with the Council's Highways Engineer) and implement works required by the Council;

- Provide carriageway and footway resurfacing, anti-skid surfacing, and upgrade pedestrian islands and road markings (extent of works to be agreed with the Council's Highways Engineer);
- Coach stop enhancements on Freeland Way
- Revised traffic modelling to be submitted to and approved in writing by the Council and TfL

A Transport Assessment and a series of related technical notes have been submitted in support of this application and the associated outline application for residential development. In addition, an Environmental Statement which considers the cumulative impact of the Spenhill and Bride Hall Developments schemes has also been submitted.

The Transport Assessment includes a capacity analysis in order to determine the likely impact of the proposals on the local highway network. This assessment states that the trip rates uses are considered to be robust and likely represent an overestimate of likely future trip generation. Further to this, the level of pass-by trips and linked trips as well as level of cross-utilisation of the site is likely to have been underestimated, which makes the impact assessment of the site even more robust. Even when assuming a robust case scenario, the assessment concludes that that the proposed new site accesses and the Hillingdon Circus traffic signal junction improvements, will operate satisfactorily and that the traffic impact on the rest of the study area will be acceptable.

Members will note that local residents and residents associations have raised concerns regarding increased traffic generation and congestion at Hillingdon Circus junction. Both the Ickenham Residents Association and Oak Farm Residents Associations have provided detailed responses to the consultations, and these have been reproduced in the External Consultees section of this report.

The Council has appointed an external transport consultancy Parsons Brinckerhoff (PB) to undertake the review of the Transport Assessment and associated documents by the developer's transport consultants. The Highway Engineer notes that there are some discrepancies between the calculated and modelled flows, but the variations are small and are considered negligible. The Highway Engineer's detailed comments, which take into account representations from local residents groups, TfL and the Council's external transport consultancy are provided in the Internal Consultee section of this report.

TfL is satisfied that there would not be a significant impact on the A40. However, the Council will need to be satisfied that the proposed changes are acceptable both in terms of highway capacity and safety (in relation to the Strategic Road Network). Accordingly, TfL raise no objection on highways grounds.

In terms of traffic impact on the local highway network, the Highway Engineer considers that the modelling has demonstrated that the network can be mitigated to accommodate the flows produced by the Spenhill development without any severe impact.

The Highway Engineer has reviewed the residual traffic impacts reported in the Council's Transport Consultants comments and considers that in the light of paragraph 215 of the NPPF; with the proposed mitigation measures, the impacts are not demonstrably severe for the Master Brewer Development alone.

With regard to the Master Brewer development alone, the Highway Engineer raises no objections, subject to the recommended conditions and transport and highways obligations being covered within the S106 Agreement. Accordingly, it is considered the proposed development accords with the policy requirements of Local Plan Policy AM7(i).

## **Parking**

It is considered that the proposals strike the requisite balance between parking restraint (to promote alternative travel modes) and the provision of adequate parking. The proposed level of parking meets LBH's UDP standards as well as all London Plan standards and will also provide additional car parking for the primary shopping frontage on Long Lane, capturing more of the east-west traffic on Western Avenue.

The level of car parking proposed for the hotel is not considered excessive. The operational arrangements to cater for any overspill of hotel parking to share the retail parking facilities overnight and a car parking management plan could be covered way of a condition, in the event of an approval.

Disabled brown badge parking is considered acceptable subject to conditions. The Highway Engineer recommends that the developer should provide at least 5% (5 no.) active EVCPs and a further 15% (15 no.) passive spaces with a review mechanism of the use and increase of active EVCPs.

One car club space is proposed for the residential development, which is acceptable in principle. Details of the operation and management of the car club should be submitted.

One coach parking space is proposed on Freezeland Way as a dedicated space for the hotel. This is unacceptable, principally due to two reasons; one, the coach parking space proposed on the highway cannot be dedicated to the proposed hotel, and second, the Council resists on the use of highway land to provide on-street parking bays including coach parking required for developments. Instead, any developments requiring parking for coaches or other types of vehicles should provide suitable layouts to accommodate such parking and manoeuvring within the site.

In conclusion, the proposed car parking provision for the retail and residential elements of the development are within the range of maximum standards. The Council's Highways Officer has reviewed the proposals and subject to conditions, considers the level of provision for various categories of parking spaces is acceptable as well as the layout of the car parking areas. In addition the provision of electric charging points complies with the London Plan requirements for the retail superstore. The proposal therefore accords with the aims of Policy AM14 and AM15 of the Local Plan Part 2.

## **Travel Plan**

A key tool in further mitigating the impact of the development on the highway network is the introduction and promotion of the site wide Travel Plan (TP). The TP and associated package of measures and initiatives has been tailored to promote sustainable travel choices and reduce reliance on car-use. The TP will work to encourage sustainable travel behaviour from the outset and minimise congestion on the local road network as a result of the development. In discussion with LBH and TfL officers a Travel Plan target programme for modal shift will be agreed. This is to be secured as part of the S106 Agreement in the event of an approval.

## **Deliveries and Servicing**

A swept path analysis of all required delivery and servicing vehicles has been completed. The Highway Engineer is satisfied that, all required vehicles can adequately use the internal site layout.

## **Public Transport Network**

The potential impacts on the public transport network have been identified and it is considered that sufficient capacity exists on the bus, London Underground and railway networks to accommodate development related trips by these modes. Nevertheless the following mitigation measures have been agreed with TfL and will be provided as part of the development, to be secured by way of a S106 Agreement:

- Coach stop enhancements on Freezeland Way
- Contribution to real time information systems at bus stops
- Contribution to improvements to bus service U2

### **Pedestrian and Cycling Networks**

The site is accessible to pedestrians and cyclists, particularly between the primary shopping frontage on Long Lane and Hillingdon LUL Station. To promote sustainable travel by bike, a good level of secure cycle parking has been incorporated within the proposed redevelopment and a shared pedestrian cycle link is also proposed within the site. The Council's Highways Officer has also reviewed all of the internal layouts and off-site highways works and raises no objections with regard to pedestrian safety.

### **Conclusion**

With regard to the Master Brewer development alone, the Highway Engineer raises no objections, subject to the recommended conditions and transport and highways obligations being covered within the S106 Agreement. Accordingly, it is considered the proposed development accords with the policy requirements of Local Plan Part 2 Policies Policy AM7(i), AM9, AM14 and AM15 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

## **7.9 URBAN DESIGN, ACCESS AND SECURITY**

Issues of design and accessibility are addressed elsewhere within the body of the report.

In respect of security, the submitted design and access statement details various areas where security has been taken into account in the design of the proposals including:

- (i) Natural Surveillance;
- (ii) Appropriate Levels of Lighting;
- (iii) Provision of internal and external CCTV;
- (iv) Design of the car park to comply with Park Mark standards; and
- (v) Provision of appropriate boundary treatments.

It is considered that the submitted documentation demonstrates that security and safety considerations have formed a fundamental part of the design process and have been appropriately integrated into the scheme. The Metropolitan Police Crime Prevention Officer raises no objections to the proposed security measures. The implementation of specific measures such as lighting, boundary treatments and CCTV could be secured by way of appropriate conditions in the event the application were approved.

## **7.10 ACCESS FOR PEOPLE WITH A DISABILITY**

The Equality Act 2010 seeks to protect people accessing goods, facilities and services from direct 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.



Policies 7.2 and 3.8 of the London Plan provide that developments should seek to provide the highest standards of inclusive design and this advice is supported by the Council's Supplementary Planning Document - Accessible Hillingdon.

The application is supported by a design and access statement and incorporates a number of measures to incorporate the requirements of inclusive design including appropriate gradients and flush kerbs within car parking areas for the retail store and hotel and full compliance with Part M of the Building Regulations and the Disability Discrimination Act, including but not limited to the provision of flush thresholds, wheelchair accessible lifts, disabled toilets and baby change facilities. However the Design and Access Statement does not explain in detail how the principles of access and inclusion have been applied.

In view of the above, the Council's Access Officer has made a number of observations which are summarised elsewhere in the report. These relate to the location and access to disabled parking, glass doors, cash point machines, signage, accessible toilets, baby changing facilities, details of refuge areas and/or emergency evacuation procedures, and details of a fire in emergency plan. specific observations have been made with regard to the proposed hotel regarding the minimum provision of accessible bedrooms as a percentage of the total number of bedrooms and internal access arrangements, lighting levels toilets, directional signage, lifts and fire evacuation procedures.

In terms of accessible parking the proposal would provide 20 spaces marked out to an appropriate standard for use by blue badge holders within the car park for the retail store, which would be appropriately located adjacent to the store entrance. The Access Officer advises that this level of provision would exceed the requirements set out within the Council's Supplementary Planning Document - Accessible Hillingdon, but would fall slightly below the 10% required within by the London Plan. However, the store car park would also be served by 6 parent and children spaces which would also to a size which could be used by disabled users and located an appropriate distance from the store entrance. Given that the proposal would comply with the Council's Local Guidance and that the parent and children spaces provide additional flexibility with regard to parking no objection with respect to the provision of inclusive parking for the retail store.

The hotel would be served by 9 spaces marked out to an appropriate standard for use by blue badge holders, which fully complies with both the Council's Local Guidance and the London Plan.

It is considered that should the application be approved, detailed matters could be deal with by way of suitably worded conditions and an informative. Subject to a condition to ensure the provision of facilities designed for people with disabilities are provided prior to commencement of use, the scheme is considered to comply with Policy R16 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), London Plan policies 7.1 and 7.2 and the Council's Supplementary Planning Document 'Accessible Hillingdon'

#### **7.11 HOUSING MIX, AFFORDABLE HOUSING AND SPECIAL NEEDS HOUSING**

Not applicable to this application as there is no residential component. Housing matters are dealt with as part of the associated outline residential scheme elsewhere on this agenda.

#### **7.12 TREES, LANDSCAPING AND ECOLOGY**

Saved Policy BE38 stresses the need to retain and enhance landscape features and provide for appropriate (hard and soft) landscaping in new developments.

The application is supported by a tree survey, arboricultural implications report and by landscaping plans covering both the retail stores, hotel and associated residential developments.

The site is covered by tree Preservation Order No.6, which features 10 individual tree specimens and 3 groups. However only two of the trees protected by the original Tree Preservation Order remain and these are poor or justify removal. Most of the trees in the centre of the site will be removed in order to accommodate the development. However, the off-site woodland planting along the Long Lane road embankment will be retained, as will on-site trees and hedgerows along the north, south and east boundaries. Additionally, the trees and hedgerows along the northern boundary will be managed / rejuvenated.

The Landscape Strategy for the site proposes significant on site planting to help assist the transition between Green Belt land and the proposed and existing built form. It is underpinned by four key principles summarised below.

- Creation of a gateway entrance to the site adjacent to Hillingdon Circus;
- Establishment of an urban edge along Freezeland Way and Long Lane;
- Creation of an appropriate landscape setting adjacent to the Green Belt; and
- Provision of safe, attractive and effective amenity space for residents.

The Applicant has taken the opportunity to incorporate a comprehensive planting scheme within the site to help assist with the overall softening of the appearance of the proposed built form and to define/zone the proposed uses. It is proposed to plant over 190 specimen trees within the site, including significant tree planting within the car park, to help avoid a large expanse of hard standing. A well-defined row of trees is proposed along the eastern boundary of the car park to help mark the transition between residential and commercial uses.

The belt of existing tree and shrub planting along the site's western boundary (adjacent to Long Lane) falls outside of the application boundary and so will be retained. An opportunity has been taken to extend this planting south towards Hillingdon Circus Junction, through new planting at the south-west corner of the application site. The existing and proposed planting will screen the hotel car park and servicing areas/back of house, associated with the foodstore and independent retail units. The existing hedgerow along the northern boundary will be retained and enhanced through management and re-planting to maintain and enhance its role in screening the site from the A40.

Additional landscape benefits include the retention, protection and rejuvenation of existing trees and hedges. The site's eastern boundary provides an effective screen to much of the proposed residential development and it is proposed that work is undertaken to this boundary planting to further improve its form and screening effectiveness. Accordingly, it is proposed that selective thinning, coppicing, re-planting and supplementary tree and hedgerow planting will take place.

Off-site benefits include the development of the fields and woodland between the residential blocks and Freezeland Covert, with the installation of a new footpath link, proposed indigenous woodland blocks and pond enhancements. The application also includes the provision of a woodland buffer and structure planting to be planted on the adjacent Green Belt land to further supplement the existing eastern boundary planting, which will be secured by way of a Section 106 Agreement.

To mark the entrance to the site a new piazza is proposed at the south-west corner of the site. The landscape treatment will be urban in character, comprising paving, tree and hedge planting, together with new lighting and seating. The proposed piazza will help facilitate

pedestrian movement to the site from North Hillingdon Centre as well as reinforce the 'urban' character of the immediately surrounding area.

The Tree and Landscape Officer raises no objections subject to conditions to ensure that the detailed proposals preserve and enhance the character and appearance of the area and off-site planting and other landscape improvements to the adjacent Green Belt land to the east be secured through a S.106 agreement. It is considered that the scheme is on the whole acceptable and in compliance with Saved Policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

## **ECOLOGY**

Saved Policy EC2 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks the promotion of nature conservation interests. Saved policy EC5 seeks the retention of features, enhancements and creation of new habitats. London Plan Policy 7.19[c] seeks ecological enhancement. Although the trees in the site may be valuable for biodiversity, the application site itself is not considered to have a high ecological value, due to the lack of potential for protected species. However, it is not appropriate to only protect sites with protected species, which by their nature are not abundant. Sites with large expanses of trees and natural areas play an important role in ecological management.

The proposed development would result in a loss of natural areas and trees which will be replaced by heavily landscaped areas, hardstanding and new buildings.

The applicant has proposed off-site compensation to the east of the site. The applicant has agreed to a financial contribution in the sum of £252,308.88, towards the landscape screening and ecological mitigation, which will include a new off site tree belt, and enhancement to the pond and improved access to the adjacent park. The details of this planting and management work will be delivered through a Section 106 Agreement as part of the super store detailed development.

Overall, it is considered that the detail provided in the amended ecology enhancement information, which ties the off-site ecological compensation to the development of the site can be delivered and ecological mitigation is considered satisfactory. The proposal therefore complies with Policy 7.19 of the London Plan which requires that development protects and enhances biodiversity, and Local Plan Part 1 Policy EM7 and relevant Local Plan Part 2 policies.

### **7.13 SUSTAINABLE WASTE MANAGEMENT**

Although the design details have not been provided, the requirement for the scheme to provide for appropriate covered and secure refuse and recycling bin storage facilities can be secured by a condition in the event that this scheme is approved.

### **7.14 RENEWABLE ENERGY/SUSTAINABILITY**

Sustainability policy is now set out in the London Plan (2011), at Policy 5.2. Part A of the policy requires development proposals to make the fullest contribution to minimising carbon dioxide emissions by employing the hierarchy of: using less energy; supplying energy efficiently; and using renewable technologies. Part B of the policy currently requires non-domestic buildings to achieve a 25% improvement on building regulations. Parts C, D of the policy require proposals to include a detailed energy assessment. The 2011 London Plan requires major developments to demonstrate a 25% reduction from a 2010 Building Regulations compliant development.

A Sustainability Statement has been submitted in support of the application. This report demonstrates how a variety of technologies could be incorporated into the design to reduce the CO<sub>2</sub> emissions of the proposed mixed use development, representing a CO<sub>2</sub> saving of 45%. In line with the adopted energy hierarchy, a decentralised gas fired reciprocating engine CHP unit is considered for the development. Air Source Heat Pumps are also considered to meet the complete space conditioning demands of the general retail units. Based on the analysis presented in this report, the proposed development could achieve circa 45% reduction in CO<sub>2</sub> emissions beyond the baseline. This report also shows that each element of this development would achieve at least 44% reduction in carbon emissions over the respective baselines.

Whilst achieving significant reduction in CO<sub>2</sub> emissions, the applicants submit that it is not likely to be viable to provide a significant reduction from renewable sources. The applicants have explained the constraints preventing this and demonstrated the rationale behind the proposed approach.

Considering the residential units of the scheme alone (outline application), the proposals are expected to achieve approximately 46% reduction in carbon emissions over the Part L 2006 compliant base case thereby allowing the scheme to qualify in energy-related emissions terms for Code for the Sustainable Homes Level 4 compliance (requiring a 44% reduction in CO<sub>2</sub> emissions over the Part L 2006 compliant base case or 25% reduction in CO<sub>2</sub> emissions over the Part L 2010 compliant base case).

In response to comments in the Mayor's Stage 1 Report, the applicants have responded as follows:

#### Be Lean- Energy Efficiency standards

The air permeability and heat loss parameters are now improved significantly. For the food retail store, an air permeability of 3 m<sup>3</sup>/(h.m<sup>2</sup>) @ 50 pa has been used in the design calculations. The U-values of the development will be improved on average circa by 15% below the Part L 2010 limiting values, depending on the building use. The development will achieve circa 6% reduction in regulated emissions from passive design and energy efficiency measures alone, estimated over the Part L 2010 compliant baseline emissions of the development.

#### Be Clean-District Heating

The developer will provide a spatial allowance for heat connection equipment within the energy centre to ensure the system is designed to allow future community heating networks, should this become feasible. Site-wide CHP is proposed. An LTHW network linking the food retail store, residential blocks and hotel is proposed. We have re-examined the case for linking the hotel to the site-wide CHP network. The DHW and space heating demands of the food retail store, residential blocks and hotel (including bedrooms and bar/restaurant) will be supplied by the site-wide CHP heating network.

The revised proposal for the site is to install a circa 185kWe gas fired CHP as the primary heat source for the proposed site-wide district heating network linking the food retail store, residential blocks and hotel (including bedrooms and bar/restaurant).

A reduction in regulated CO<sub>2</sub> emissions of 102 tonnes per annum is estimated in approved software analysis through the second part of the energy hierarchy. Based on the calculation methodology recommended by the GLA, CHP would provide circa 19% reduction in regulated emissions estimated over the energy efficient design.

## Be Green-Renewable technologies

The applicant has investigated the feasibility of a number of renewable technologies and air source heat pumps are proposed for the retail units. Based on the approved software analysis, a reduction in regulated CO2 emissions of circa 4 tonnes per annum is estimated through the third element of the energy hierarchy.

## Overall Carbon Savings

Based on the approved software analysis, this report demonstrates how a variety of technologies will be incorporated into the design to reduce the regulated CO2 emissions of the proposed mixed use development at Hillingdon to 417 tonnes CO2 per annum from the Part L 2010 compliant base case of 557 tonnes, representing a regulated CO2 emission savings of 25%. Hence the development will satisfy the CO2 emission reduction requirements of the London Plan 2011.

The Sustainability Officer notes that most of the energy use on the superstore is from unregulated sources and as such, the London Plan energy targets have little impact on the superstore. However, the information submitted broadly equates to an appropriate energy strategy. Some updated information has been provided to outline the energy efficiency improvements for the general retail units, and the superstore. In addition, the information about the renewable energy solution for the development is also broad at this stage. It is considered that there is a need for planning conditions, in the event of an approval, to ensure the final energy solutions are appropriate.

In order to ensure there is a clear understanding of how each use within the development contributes to the site wide strategy and to ensure the energy reduction targets of Policy 5.2 of the London Plan are met, a condition is therefore recommended, requiring the submission and approval of a detailed energy assessment which consolidates all the information provided with this application and shows clearly the baseline carbon footprint for each element of the proposal. The energy assessment must include specific technological details relating to the location, type and amount of air source heat pumps, and the CHP plant, set out the phasing arrangements for the energy strategy and show that the CHP will be delivered as part of first building phases. In addition the assessment must clearly set out the maintenance arrangements for the CHP and air source heat pumps.

It is also recommended that a monitoring and reporting requirement for the first years of the development be secured by way of a S106 Agreement. Should targets set out in the energy strategy not be achieved then the Council will seek action through on site improvements or off site contributions. In addition, a maintenance schedule will be required for the district heating network, which should be included within the S106.

A condition is recommended requiring the development not be occupied until measures set out in the Energy Statement have been complied with. In addition, as stated elsewhere in this report, a condition requiring a scheme for the harvesting and reuse of rainwater as well as the recycling and reuse of grey water, is recommended.

## Conclusion

It is considered that the scheme could achieve a 25% reduction in carbon dioxide emissions above Part L of the Building Regulations, in compliance with London Plan requirements. Notably, the Council's Sustainability Officer has raised no objections, subject to conditions. Subject to compliance with the afore mentioned conditions, it is considered that the scheme will have satisfactorily addressed the issues relating to the mitigation and adaptation to climate change and to minimising carbon dioxide emissions, in compliance with Policies 5.2,

5.13 and 5.15 of the London Plan, Policy PT1.EM1 of Hillingdon Local Plan Part 1 and the NPPF.

## **7.15 FLOODING ISSUES**

Policies OE7 and OE8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to ensure that new development incorporates appropriate measures to mitigate against any potential risk of flooding. The application is not located within a zone at risk of flooding, however due to the size of the development, it is necessary for it to demonstrate that it would incorporate sustainable drainage techniques and reduce the risk of flooding, in accordance with the requirements of Policies 5.11, 5.12 and 5.13 of the London Plan and the NPPF.

A Flood Risk Assessment (FRA) has been submitted as part of the application and the associated outline residential application, taking into consideration the principles of the NPPF and other relevant regional and local policies.

Retail and hotel led development requires large areas of car parking and utilising permeable paving provides filtration at source as well as attenuation. Therefore both rainwater harvesting and SUDS are to be incorporated within the scheme. Above ground attenuation is not considered appropriate within the commercial phase due to the car parking space required. The site is part of a larger application for future residential phases and there may be scope to provide above ground attenuation within those phases

The FRA states that permeable paving with an area of 5000m<sup>2</sup> will be required. The Micro Drainage results supplied with the FRA provide a summary of critical results (the worse case storm for each pipe) for the 1:100 year storm event plus 30% climate change, demonstrating that there is no flooding during all storms. If further storage is required an alternative solution of attenuating surface water runoff in the substructure below the permeable paving, storage type crates can be used thus reducing the area of attenuation required.

The results in the FRA demonstrate that for the 1:100 year storm event plus climate change there is no flooding within the site or downstream and the drainage strategy has been modelled correctly.

### **Sustainable Urban Drainage (SUDS)**

The Hillingdon LDF:SFRA provides guidance on locating retail led development in this site. It states that surface water attenuation should be provided by the use of SUDS and that water recycling and rainwater harvesting could be considered as a means of reducing surface water from the site. The London Plan also requires the use of sustainable drainage systems. The drainage report acknowledges this and sets out a series of options. Some of these are considered feasible but are not elaborated upon. In summary, the store will utilise rainwater harvesting and water recycling and all the car park paving will be permeable. However, there is limited information as to how the Mayor's drainage hierarchy (policy 5.13 of London Plan) will be implemented.

The Environment Agency considers that the Flood Risk Assessment provided by the applicant demonstrates that sustainable drainage techniques can be used on this site. The Environment Agency has therefore raised no objections, subject to a condition requiring the submission of 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. The drainage strategy would have to demonstrate the surface water run-off generated up to and including the 1 in 100 year critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme would also

need to include provision of on-site surface water storage to accommodate the critical duration 1 in 100 year storm event, with an allowance for climate change.

The Council's Flood and Drainage Officer also notes that there is some uncertainty about the types of SUDS to be used. The FRA states that it is unknown if infiltration is viable on the site and the calculations in the FRA do not include for this. However, the FRA states that if during construction, areas of land are identified that may be used for infiltration then soakage testing will be carried out and infiltration techniques utilised. It is noted that it would not be appropriate to pepper pot the site at this time with soakage testing when the SFRA states that infiltration will probably not be viable on this site.

The FRA demonstrates a worst case scenario should no infiltration be found. However as stated above, the FRA commits that further tests will be taken to confirm this and the detailed drainage design adapted accordingly. Therefore it is appropriate a suitable condition requesting a more detail strategy is provided. This should be undertaken in a way which allows development of phases and any drainage work required to support those phases of the development as required in the Section 106 agreement. This condition will also require further details of the adoption and maintenance arrangements or who would carry these out.

#### Rain water harvesting

The FRA has states that rain water harvesting will be utilised. The reduction in surface water runoff by utilising rainwater harvesting has not been deducted from the overall strategy. Therefore there is an additional saving not calculated in the FRA. Rain water harvesting is secured by condition.

#### Green roofs

Policy 5.11 of the London Plan requires all new major development to consider the incorporation of green roofs into designs. The Flood Risk Assessment (FRA) states that green roofs are feasible but have not been incorporated into the designs. The Council's Flood and Drainage Officer notes that no reasons have been provided to justify why green roofs cannot be used on any of the buildings.

The Environment Agency also notes that sustainable drainage systems (SUDS) hierarchy does not appear to have been followed. For example, green roofs, which are at the top of the SUDS hierarchy have been identified as a solution on site, but their use has then been ruled out without adequate explanation. The applicant should use the most sustainable drainage techniques as fully as possible across the site where it is possible to do. The Agency also notes that the addition of green or brown roofs to this development will provide benefits for biodiversity on the site, and provide some green buffering between the adjacent LWS and the development. This is in line with Unitary Development Plan (UDP) Saved Policies EC1, EC3 and EC5.

However, it should be noted that this application is for a site situated within both the height and bird strike safeguarding zones surrounding RAF Northolt and the development proposal must not unacceptably increase the risk of bird strike to aircraft using RAF Northolt.

Since the original designs, a district heating centre has been included within the plans and this structure could incorporate a green roof. It is therefore recommended that a condition be imposed requiring the incorporation of living walls and a living roof onto the energy centre, subject to no objections from M O D Safeguarding - R A F Northolt, in order to incorporate methods for urban greening, water attenuation and climate change adaptation, in accordance with Policy 5.11 of the London Plan.

## Conclusion

The FRA provides a clear drainage strategy and a suitable assessment of the flood risk, both to and from the site, whilst adhering to local policy and best practice for the type of development proposed. The Environment Agency and Council's Flood and Drainage Officer raise no objections subject to the implementation of a detailed surface water drainage scheme and provision of green roofs for the site, based on the agreed Flood Risk Assessment (FRA). Subject to compliance with these conditions, it is considered that the scheme will have satisfactorily addressed drainage and flood related issues, in compliance with The Hillingdon Local Plan: Part 2 Policies OE7 and OE8, Policies 5.13 and 5.15 of the London Plan and the aspirations of the NPPF.

## 7.16 NOISE AND AIR QUALITY

### NOISE

The Government's National Planning Policy Framework (NPPF) which replaces PPG24 (Planning and Noise) gives the Government's guidance on noise issues. NPPF paragraph 123 states that planning decisions should (i) avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development, and (ii) mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from new development, including through the use of conditions. According to the Government's Noise Policy Statement for England (NPSE) of March 2010, these aims should be achieved within the context of Government policy on sustainable development.

Saved Policies OE1 and OE3 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to protect the environment from the adverse effects of pollutants and to ensure sufficient measures are taken to mitigate the environmental impact of the development and ensure that it remains acceptable. Saved Policy OE3 seeks to ensure that uses which have the potential to cause noise be permitted only where the impact is appropriately mitigated.

A noise report has been submitted in support of the application. The report considers the development covered by this application and the outline application 4266/APP/2012/1545 comprising five residential blocks. The report concludes that with appropriate mitigation measures, the development could proceed without the likelihood of harming the amenity of existing or proposed residential dwellings, on the basis of 24 hours trading and 24 hours servicing. The Council's Environmental Protection Unit (EPU) has reviewed the Noise Report, taking into account both applications. In summary, the EPU accept that the policy requirements of the NPPF and NPSE can be met for the various noise issues, by the imposition of appropriate planning conditions controlling noise impacts, subject to a condition being imposed on the associated outline planning application 4266/APP/2012/1545, requiring noise insulation and ventilation, to provide satisfactory internal noise levels in the proposed new residential blocks. An assessment of noise issues is provided in more detail below.

#### Car parking activity noise:

The Noise report contains an assessment of car parking activity noise and provides predicted LAeq,T average noise levels from car parking, for daytime and night-time respectively, at the existing properties of Swallow PH, Barnards Lodge Hotel, the residential properties in Freezeland Way for the proposed residential blocks and new hotel. The report predicts that average noise levels at existing and proposed properties are within World Health Organisation (WHO) guideline values for day and night-time, and significantly below the existing noise climate in the vicinity of the nearest dwellings. On this basis, report claims



that the main store could trade unrestricted for 24 hours per day without noise from customer car parking activity adversely affecting residential amenity.

The EPU accept that the provision of average noise levels for car parking activity provides an adequate form of assessment for daytime, and that car parking activity noise should not be a problem during the day. However, EPU would have expected the assessment of car parking activity noise at night to use peak noise in addition to average noise predictions. Nevertheless, owing to the relatively large separation distances involved, EPU accept that noise from customer car parking will not be a problem at the existing residential properties in Freezeland Way. Although the proposed residential blocks A to E are closer to the car park area, those properties will be provided with noise mitigation in the form of noise insulation and ventilation. EPU concludes that car parking activity noise will not be significantly detrimental to residential amenity during daytime and night-time, and there is no justification for restricting trading hours at night for the main store and 3 retail units.

### Delivery noise

The Noise report also deals with delivery noise, including both noise from service yard activity and noise from moving delivery vehicles. Predicted average noise contours from servicing activity, predicted average noise levels at existing properties from servicing activity for daytime and night-time respectively are provided and the report claims that that these predicted average noise levels comply with the World Health Organisation guideline values, and are significantly below the existing noise climate. Additional consideration is given to peak noise levels from deliveries at night.

In addition the report gives predicted peak noise levels from deliveries caused by passing delivery lorries at existing properties, which are slightly in excess of WHO guideline values. However, the existing noise climate already includes noise events in excess of this level throughout the night period.

The report gives predicted peak noise levels from night-time deliveries caused by passing delivery lorries at the proposed new properties. The report paragraph recognises that the peak noise levels at Block E and the hotel exceed the WHO guideline values, but that mitigation in the form of appropriate glazing and alternative ventilation would be provided at the proposed residential blocks and the hotel to ensure that future residents and guests are not disturbed by night-time deliveries.

EPU notes that noise from service yards of large food stores can be problem, particularly at night, if residential properties are situated nearby. Noise sources to consider include vehicle reversing alarms, loading and unloading activities, delivery vehicle refrigeration units, staff shouting, and use of roll cages and trolleys. The report however claims that reversing alarms will not operate during hours of darkness, as the alarms are disabled when the vehicle lights are on. It should also be noted that the layout of the servicing yard is advantageous in that the buildings of the main store and adjacent retail units will screen noise from the service yard from the proposed residential blocks A to E.

The report provides draft wording for a delivery noise management plan for controlling noise from night-time deliveries and service yard operation. On this basis, the report concludes that servicing could be carried out on a 24 hours per day basis without the likelihood of harming the amenity of existing or proposed residential dwellings. In view of the above, EPU concludes that the application has demonstrated that there is no justification for imposing a restriction on delivery hours for the main store and the 3 retail units, provided a condition is imposed requiring a delivery noise management plan.

### Mechanical services plant noise

Noise from mechanical services plant is considered in the Noise Report which proposes limiting plant noise to a rating noise level not exceeding the lowest existing background noise level. However, the Council's Supplementary Planning Document on noise recommends that the rating noise level should be at least 5 dB below the existing background noise level. EPU therefore recommend a condition to control noise from mechanical services plant to this lower level.

#### Construction environmental issues

Construction noise is considered in the Noise Report. EPU recommend the imposition of a condition requiring the submission and approval of a Construction Environmental Management Plan (CEMP) comprising of measures for controlling the effects of demolition, construction and enabling works. This should address the phasing of the works, hours of work, noise and vibration, air quality, waste management, site remediation, plant and equipment, site transportation and traffic management including routing, signage, permitted hours for construction traffic and construction materials deliveries.

#### Cumulative impact

Noise contour maps provided in the EIA show the changes in noise levels due to cumulative effect of both the Hillingdon Circus and Master Brewer developments. The daytime and night time cumulative effect on proposed residential development blocks A-E. is shown to be slight. The facade noise levels on each of the blocks will only change by few decibels. which could be addressed by the recommended noise condition for facade sound insulation.

The assessment also looked at changes in road traffic noise levels and found the cumulative this to be negligible on existing residential in Freezeland Way i.e. only 1dB change. Car park noise will also be negligible and can be addressed by the previously recommended condition for a delivery management plan.

#### Hotel:

Predicted overall noise levels at the proposed hotel are given by the noise contours in the noise report, as well as average noise levels for daytime and at night. The report claims that these car parking noise levels are within WHO guidelines for day and night-time. The report also gives predictions of delivery peak noise levels at the proposed new hotel. Although these are well above WHO guideline values, that adequate noise mitigation would be incorporated in the hotel. EPU notes that the provision of satisfactory noise levels in guest accommodation at new hotels is the developer's concern. EPU recommends an informative advising on the need for adequate noise insulation at the proposed new hotel.

#### Conclusion:

It is considered that the policy requirements of the NPPF, London Plan and the Local Plan can be met for the various noise issues discussed above, by the imposition of appropriate planning conditions controlling noise impacts, subject to a condition also being imposed on the associated outline planning application 4266/APP/2012/1545, requiring noise insulation and ventilation, to provide satisfactory internal noise levels in the proposed new residential blocks.

## **AIR QUALITY**

The London Plan, Policy 7.14, supports the need for development to be at least air quality neutral and not lead to further deterioration of existing poor 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 A40. The A40 and the areas around the junctions within Hillingdon have been identified as priority areas for improvement with regard to poor air quality.

Air quality is therefore a key concern. An Air Quality Assessment was submitted in support of both the full commercial and outline residential applications. This was referred to the Council's Air Quality advisor who advised that while there are concerns with cumulative impacts associated with other live applications (namely development on the site adjacent to the Hillingdon Underground station), on an individual basis, objection is not raised.

As part of the Construction Management Plan requirements, management of potential dust generation including fugitive dust, and minimising emissions to air of pollutants has been identified as medium risk without mitigation.

EPU also notes that there is potential in the area for further development and congestion as a result of the operational phase of the development. The applicant would therefore need to provide some mitigation in order to ensure the development is at least air quality neutral. Some mitigation proposals have been proposed, although there does not appear to be any specific provision for protecting future residents from poor air quality. Should the applications be given planning permission, conditions have therefore been recommended.

The Council's Sustainability Officer has also reviewed the submitted documentation and notes that whilst the air quality assessment seems to have estimated the impact of the development(s) to be imperceptible/negligible, they have failed to adequately characterise the air quality in the area in the modelling, which based on monitoring data suggests it may be close to or above the EU limit value at present at the façade of buildings near existing monitoring locations. It is likely the air quality will continue to be poor in the area due to existing traffic issues without development, and it will likely worsen due to increase in traffic as a consequence of the development.

Although officers consider that the impacts on air quality will be negative and significant, this should not automatically result in a refusal, as this would result in blight across the area. On balance, officers do not object to the application, subject to clear measures to reduce the impacts of the development. The need to provide green travel plans and contributions to public transport will assist attempts to reduce the impact of the development. In addition conditions are considered necessary to further ensure a potential wider reduction in emissions as well as reducing the impacts to the new development. The following conditions are therefore recommended:

- A construction air quality action plan which sets out the methods to minimise the adverse air quality impacts from the construction of the development.
- An air quality action plan which sets out the measures to be undertaken to promote, encourage and install measures to reduce impacts on air quality.
- A scheme for protecting the proposed residential units from external air pollution.
- Full specifications of the CHP unit demonstrating the use of the least polluting CHP system appropriate with and the relevant NOx emissions, the designs of the flue to reduce impacts to residents and further pollution abatement technology to ensure the CHP has minimal air quality impacts

As the development is in and will cause increases in an area already suffering poor air quality, the Council's Environmental Protection Unit has also requested a contribution of up

to £50,000 (£25,000 for the commercial and £25,000 for the residential elements of the scheme), to the air quality monitoring network in the area to be secured by way of a Section 106 Agreement.

Subject to the above mentioned conditions and planning obligations, it is considered that the impact of the development on the air quality of the area can be mitigated, to the extent that refusal of the application on these grounds would not be justified, in accordance with Policy EM8 of the Local Plan Part 1.

## **7.16 COMMENTS ON PUBLIC CONSULTATION**

The comments received in relation to the application are noted and all relevant issues are addressed within the body of the report.

## **7.17 PLANNING OBLIGATIONS**

Policy R17 of the Hillingdon Local Plan: Part 2 - 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 saved UDP policies are supported by more specific supplementary planning guidance.

The Council's Section 106 Officer has reviewed the proposal, as have other statutory consultees, including the Greater London Authority and Transport for London. The comments received indicate the need for the following contributions or planning obligations to mitigate the impacts of the development, which have been agreed with the applicant:

1. Transport: A s278 and/or s38 agreement will be entered into to address any and all on site and off site highways works as a result of this proposal. These include the following:
  - Re-introduction of the right turn for traffic at the Hillingdon Circus junction from the Long Lane northbound approach.
  - Modifying the existing right turn into the western site access for traffic coming from the A40 westbound.
  - Introduction of an additional right turn lane for right turning traffic at the Hillingdon Circus junction from the Long Lane southbound approach.
  - Narrowing of the island to the west of the Hillingdon Circus junction, to allow provision of two westbound traffic lanes on Freezeland Way to the west of the Hillingdon Circus junction
  - Provision of one dedicated on-street coach bay on Freezeland Way, immediately east of the proposed site access for the Hotel land use.
  - Provision of an informal pedestrian refuge crossing at the western site access; and
  - Provision of a shared cycle/footway into the site from the western site access towards the proposed Spenhill store and retail units.
2. Public Transport Infrastructure: A financial contribution in the sum of £220,000, being an annual contribution of £40,000 towards improvements to bus services for a period of 5 years and 2 bus stop upgrades at £10,000 each.
3. Travel Plans for both the store and hotel.
4. Employment and Hospitality Training: An employment strategy to be entered into and adhered to, in order to address how local people will gain access to employment opportunities. It is noted that the applicants have confirmed that they will be forming a Regeneration Partnership that guarantees 30% of around 200 roles created at the Spenhill store will be given to local people that are currently long-term unemployed.

5. Construction Training: either a construction training scheme delivered during the construction phase of the development or a financial contribution secured equal to the formula as contained in the SPD (£2,500 for every £1m build cost + (total gross floor area/7,200m<sup>2</sup> x £71,675) = total contribution).

6. Landscape Screening and Ecological Mitigation: a financial contribution in the sum of £252,308.88.

7. Air Quality: a financial contribution in the sum of £25,000.

8. Project Management and Monitoring Fee: a contribution equal to 5% of the total cash contribution to enable the management and monitoring of the resulting agreement.

9. Delivery of the residential development which is subject to a separate outline application. The applicants have offered to deliver 100% of the affordable (Block A) and also "block B" to "shell and core" prior to occupation of the retail and hotel scheme. The applicants have also offered to implement residential blocks C, D & E no later than the sale of 50% of the units in Block B.

The applicant has agreed to these proposed Heads of Terms, which are to be secured by way of the S106 Agreement. Overall, it is considered that the level of planning benefits sought is adequate and commensurate with the scale and nature of the proposed development, in compliance with Policy R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

## **8. OBSERVATIONS OF BOROUGH SOLICITOR**

### General

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

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

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

### Planning Conditions

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

### Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations

must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

### Equalities and Human Rights

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

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

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

## **9. CONCLUSION**

The development accords with the sequential approach set out in the NPPF and will not result in any significant adverse impacts on planned investment or the vitality and viability of town centres. Comments from the Mayor indicate that the location of the proposed store will not have an adverse impact on the North Hillingdon or other centres in the catchment area. The comparison element of the scheme will not be in direct competition with retailers in North Hillingdon and the store could play a role in retaining a significant amount of local expenditure that would have gone outside the area. Accordingly, there are no retail grounds for refusal of the application.

A capacity analysis has been carried out in order to determine the likely impact of the proposals on the local highway network. The Highway Engineer considers that the proposed new site accesses and the Hillingdon Circus traffic signal junction improvements, will operate satisfactorily. The analysis also shows that the traffic impact on the rest of the study area will be acceptable. In the context of paragraph 32 of NPPF it is unlikely that the residual traffic impacts of the Spenhill development alone, with the proposed mitigation measures, would be demonstrably severe.

Subject to compliance with conditions, it is considered that the scheme can satisfactorily address noise and air quality impacts, drainage and flood related issues, the mitigation and adaptation to climate change and to minimising carbon dioxide emissions.

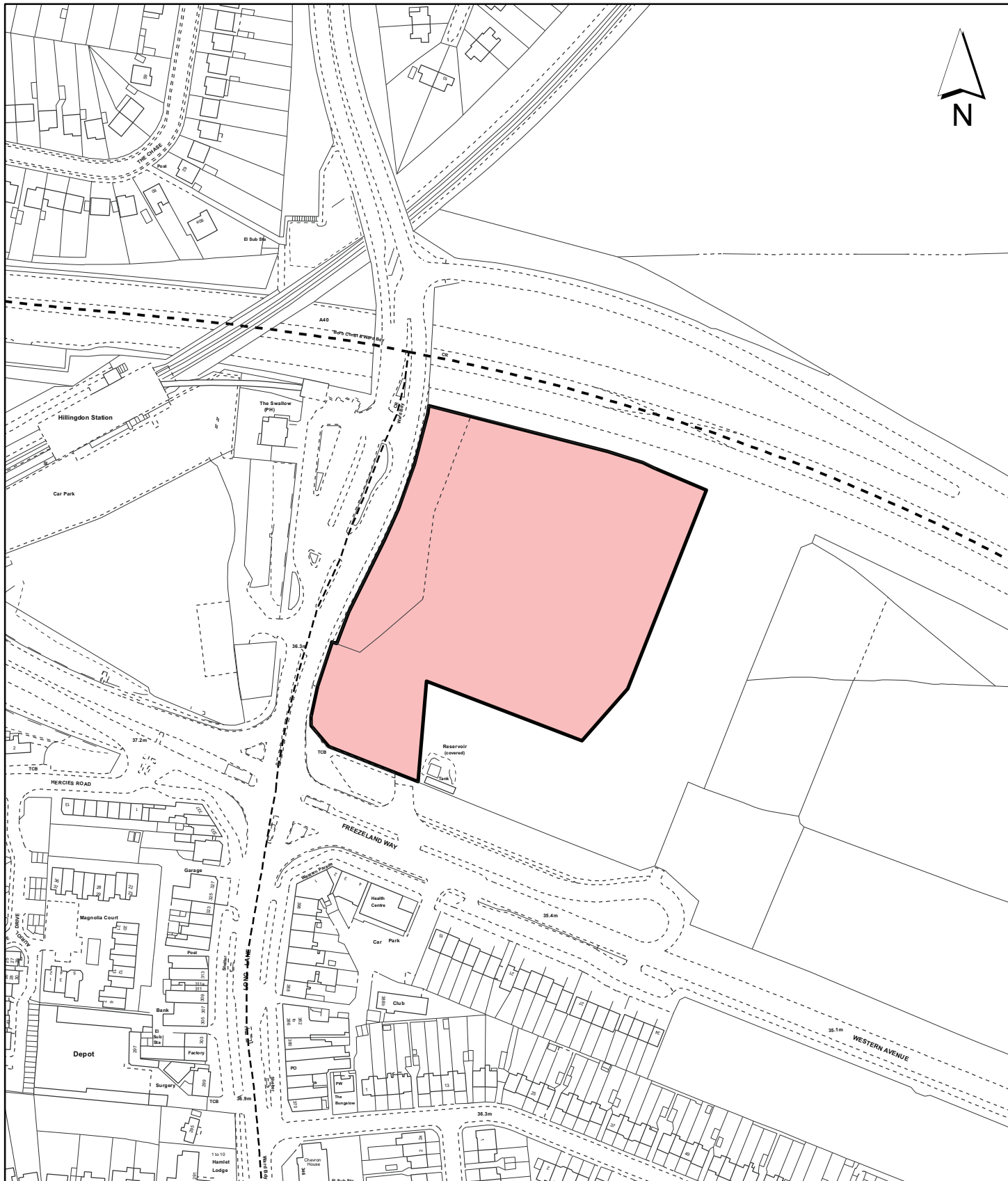
It is considered that the level of planning benefits sought is adequate and commensurate with the scale and nature of the proposed development.

The proposal will secure the sustainable redevelopment of a brownfield site, enhance the vitality and viability of North Hillingdon and promote more sustainable patterns of travel. Given the presumption in favour of sustainable development articulated throughout the NPPF, the application is recommended for approval.

## **10. REFERENCE DOCUMENTS:**

The Hillingdon Local Plan: Part 1- Strategic Policies (8th November 21012)  
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)  
London Plan 2011  
National Planning Policy Framework (NPPF)  
The Greater London Authority Sustainable Design and Construction (2006)  
Council's Supplementary Planning Guidance - Community Safety by Design  
Council's Supplementary Planning Document - Air Quality  
Hillingdon Supplementary Planning Document: Accessible Hillingdon January 2010)

**Contact Officer:** Karl Dafe



**Notes**

 Site boundary

For identification purposes only.

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Site Address

**Former Master Brewer Site  
Freezeland Way  
Hillingdon**

**LONDON BOROUGH  
OF HILLINGDON  
Residents Services**

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

Planning Application Ref:  
**4266/APP/2012/1544**

Scale  
**1:2,500**

Planning Committee  
**Major Applications**

Date  
**September  
2013**



**HILLINGDON**  
LONDON



## Report of the Head of Planning, Green Spaces and Culture

<b>Address:</b>	THE FORMER MASTER BREWER SITE, FREEZELAND WAY
<b>Development:</b>	Erection of 5 part 4, part 5 storey blocks to provide 125 residential units (Use Class C3) with 99 car parking spaces and 150 cycle parking spaces and associated highways alterations, together with associated landscaping (outline application)..
<b>LBH Ref Nos:</b>	4266/APP/2012/1545
<b>Drawing Nos:</b>	SEE REPORT AT APPENDIX A
<b>Date Application Received:</b>	08-06-12
<b>Date Application Valid:</b>	12-06-12

### 1. EXECUTIVE SUMMARY

Outline planning permission is sought for the erection of 5, part 4, part 5 storey blocks to provide 125 residential units (Use Class C3), with 99 car parking spaces and 150 cycle parking spaces and associated highways alterations, together with associated landscaping, with layout, scale, means of access and landscaping to be determined, whilst appearance is a matter to be reserved for future determination.

This outline planning application has been submitted in association with a full application for a retail led commercial development on land to the east and south of the site, the latter application being subject to a separate report on this agenda. Although these full and outline applications have been submitted separately, they are intrinsically linked, as they represent different phases of an overall scheme submitted by Spenhill Developments on behalf of Tesco (hereafter referred to as the Master Brewer scheme).

The Council also has before it a separate scheme for retail and mixed use development at Hillingdon Circus. Both the Master Brewer and Hillingdon Circus schemes propose a comprehensive mixed-use retail-led development incorporating residential, hotel, and in the case of the Master Brewer scheme, community and café bar. The most appropriate approach to adopt when considering two competing supermarket applications is to firstly assess the applications individually and if they are both acceptable individually in planning terms the starting point is that both should, in principle, be granted planning permission.

#### Individual Assessment

In terms of the Master Brewer outline residential scheme, this has been independently assessed and has been judged to be acceptable on an individual basis. The individual report is attached at Appendix A. In summary, there is no land use policy objection to the principle of a retail led mixed use development of the site, The re-use of previously developed land in town centres for new housing in mixed use schemes is considered to be consistent with both national and local planning guidance.

Overall, it is considered that the proposed development would provide good living conditions for all of the proposed units and protect the residential amenity of surrounding occupiers in terms of outlook, privacy and light.

In addition, the development would incorporate adequate parking and including off-site highways works and contributions towards public transport improvements. The Council's Highways Officer is satisfied that the development would be served by adequate car parking and would not have any adverse impacts on the free flow of the highway network or on highway or pedestrian safety.

The layout would reflect the established suburban character of the townscape context to the site. Landscaping has been incorporated within the adjacent open space in an attempt to mitigate the impact of the hotel on longer views towards the site. In terms of the impact on the Green Belt, off-site woodland planting is proposed, which would, together with the tree planting on the site create a new landscape setting for the development, improve the landscape of the Green Belt, and mitigate the landscape/ecological impact caused by the loss of the majority of the trees on the site.

Furthermore, the development would integrate an appropriate level of inclusive design, measures to reduce energy use and other sustainable design features. Subject to appropriate conditions and planning obligations, the development would not have any unacceptable impacts on air quality. Furthermore, subject to appropriate conditions the development would not have any adverse impacts on the amenity of residential occupiers by way of noise.

The Council also has a public duty to pay due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations (Equality Act 2010). As a consequence, an Equalities Impact Assessment has been carried which concludes that the positive benefits of the scheme outweigh any potential negative impacts on equality groups in the affected area.

#### Cumulative Impact

However, consideration also needs to be given as to whether the grant of two planning permissions, in this case the Spenhill scheme (outline and full) and the Bride Hall scheme would be acceptable in planning terms. Of relevance here will be the Development Plan Policies. If there are any policies that permit a number of planning permissions to be granted or alternatively prevent a cumulative build up of retail permissions, this needs to be taken into account in the judgement. If there is evidence that the cumulative impact of both schemes being implemented would be unacceptable in planning terms, then that evidence should be taken into account in dealing with the two schemes. In this case, Environmental Impact Assessments have been undertaken for both the Bride Hall and Spenhill applications. A cumulative Impact Assessment has also been carried out by the Local Planning Authority and this is attached elsewhere on this agenda.

These assessments suggest that the cumulative impact of the two schemes together would be likely to have an unacceptable impact on town centres within the relevant catchment areas, on traffic congestion and air quality.

#### Comparative Assessment

If it is judged that the two proposals' cumulative impact is unacceptable to the extent that only one permission can therefore be granted, then the approach to be taken is a Major Applications Planning Committee – 8 October 2013

full comparative assessment of each site against the other, in order to decide which scheme is preferred in planning terms. A full comparative assessment has therefore been undertaken, in accordance with relevant criteria in the Development Plan and against the material facts of the sites proposed. The comparative assessment is provided elsewhere on this agenda and includes consideration of the location of the proposed sites, any additional benefits each scheme would bring, traffic impact, visual impact, parking provision, employment generation, residential amenity issues and impact on town centres.

The comparative assessment concludes that the combined Master Brewer scheme should be approved and the Hillingdon Circus scheme be refused.

## **2. RECOMMENDATION**

**That delegated powers be given to the Head of Planning Green Spaces and Culture to grant planning permission, subject to the following:**

**1. That the application be referred back to the Greater London Authority.**

**2. That the Council enter into a legal agreement with the applicants under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or Section 278 of the Highways Act 1980 (as amended) or other appropriate legislation to secure:**

**(i). Transport: All on site and off site highways works as a result of this proposal. These include the following:**

- **Re-introduction of the right turn for traffic at the Hillingdon Circus junction from the Long Lane northbound approach;**
- **Modifying the existing right turn into the western site access for traffic coming from the A40 westbound;**
- **Introduction of an additional right turn lane for left turning traffic at the Hillingdon Circus junction from the Long Lane southbound approach. The left turn lane requires a widening of the Long Lane carriageway and footway, taking land from part of the south west corner of the development site;**
- **Narrowing of the island to the west of the Hillingdon Circus junction, to allow provision of two westbound traffic lanes on Freezeland Way to the west of the Hillingdon Circus junction;**
- **Provision of an informal pedestrian refuge crossing at the western site access;**
- **Provision of a shared cycle/footway into the site from the western site access towards the proposed food retail store and three non-food retail units;**
- **Traffic signal timings and operations ;**
- **Review lighting and the visibility of signs and road markings at and in the surrounding of Hillingdon Circus junction (extent of review to be agreed with the Council's Highways Engineer) and implement works required by the Council;**
- **Provide carriageway and footway resurfacing, anti-skid surfacing, and upgrade pedestrian islands and road markings (extent of works to be agreed with the Council's Highways Engineer); and**
- **Coach stop enhancements on Freeland Way**
- **Revised traffic modelling and signal timings and operations to be submitted to and approved in writing by the Council and TfL;**

- Contribution to real time information system at bus stops prior to commencement;
- (ii). Affordable Housing: 15% of the scheme, by habitable room, to be delivered as Affordable Housing.
- (iii). None of the market housing will be occupied until 100% of the affordable housing is delivered
- (iv). Education: The applicant provides a financial contribution towards school places in the area commensurate with the estimated child yield of the development as calculated in the formula prescribed within the Supplementary Planning Document or any subsequently approved amendments to this guidance
- (v). Health: The applicant provides a financial contribution towards health care in the area as calculated in the formula prescribed within the Supplementary Planning Document or any subsequently approved amendments to this guidance. - £216.67 per person.
- (vi). Libraries: The applicant provides a financial contribution towards library provision in the area commensurate as calculated in the formula prescribed within the Supplementary Planning Document or any subsequently approved amendments to this guidance (£216.67 per person).
- (viii). Community Facilities: either a financial contribution in the sum of £60,000 or a facility delivered on the commercial part of the development - if sought.
- (ix). Landscape Screening/ Ecological Mitigation and Public Open Space: a financial contribution in the sum of £252,308.88. Details of phasing and timing of delivery.
- (x). Construction Training: either a construction training scheme delivered during the construction phase of the development or a financial contribution secured equal to the formula as contained in the SPD (£2,500 for every £1m build cost +  $(125/160 \times £71,675) = \text{total contribution}$ ).
- (xi). Air Quality: a financial contribution in the sum of £25,000.
- (xii). Project Management and Monitoring Fee: a contribution equal to 5% of the total cash contribution to enable the management and monitoring of the resulting agreement.
- (xiii) A phasing program for the implementation of the residential scheme and full commercial scheme (application ref: 4266/APP/2012/1544).

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

4. If the above Section 106 agreement has not been finalised within 6 months, then the application is to be referred back to the Planning Committee for determination.

5. That if the application is approved, the conditions set out at appendix A be attached:

**APPENDIX A**

## Report of the Head of Planning, Sport and Green Spaces

**Address** FORMER MASTER BREWER SITE FREEZELAND WAY HILLINGDON

**Development:** Erection of 5 part 4, part 5 storey blocks to provide 125 residential units (Use Class C3) with 99 car parking spaces and 150 cycle parking spaces and associated highways alterations, together with associated landscaping (outline application).

**LBH Ref Nos:** 4266/APP/2012/1545

**Drawing Nos:** W105860L10  
09032/P0-001 REV. J  
09032/P0-002 REV. L  
09032/P0-003 REV. J  
09032/P0-005 REV. G  
09032/P3-002 REV. D  
09032/P2-001 REV. C  
W105860 L04 REV E  
W105860L07 REV A  
W105860L08 REV A  
W105860L09  
W105860L03 REV E  
Archaeological Desk-Based Assessment  
Air Quality Assessment  
Report on Tree Inspections  
BREEAM Pre-assessments  
Daylight and Sunlight Report  
Ecological Assessment  
Potable Water Strategy  
Statement of Community Involvement summary  
Framework Travel Plan  
Planning Statement  
Environmental Noise Assessment  
Transport Assessment  
Revised Transport Assessment  
Final Addendum Transport Assessment with Appendices March 2013  
Flood Risk Assessment  
Design and Access Statement  
Site Statutory and Site Utility Services Investigations  
Energy Statement  
Lighting Impact Assessment  
Environmental Statement  
ES Non-Technical Summary  
Addendum Report to ES Final 16.8.13  
2016 Proposed Results  
Pedestrian Crossing Times - Hillingdon Circus Junction  
VISSIM Sensitivity Test Technical Note

**Date Plans Received:** 08/06/2012      **Date(s) of Amendment(s):** 20/08/2013  
**Date Application Valid:** 12/06/2012      12/06/2012  
13/08/2013

## 1. SUMMARY

Outline planning permission is sought for the erection of 5, part 4, part 5 storey blocks to provide 125 residential units (Use Class C3), with 99 car parking spaces and 150 cycle parking spaces and associated highways alterations, together with associated landscaping, with layout, scale, means of access and landscaping to be determined, whilst appearance is a matter to be reserved for future determination.

This outline planning application has been submitted in association with a full application for a retail led commercial development on land to the west and north of the site, the latter application being subject to a separate report on this agenda. Although these full and outline applications have been submitted separately, they are intrinsically linked, as they represent different phases of an overall scheme submitted by Spenhill Regeneration Ltd. on behalf of Tesco (hereafter referred to as the Master Brewer scheme). This application is therefore referable to the Mayor of London.

1,657 local residents, businesses and local amenity groups were consulted initially in June 2012, and re-consulted on receipt of further information in May 2013. In total, 62 individual letters of objection have been received, objecting to the planning application, primarily on the grounds of increased traffic generation and traffic congestion at Hillingdon Circus and the surrounding road network. Issues relating to the scale of the development, lack of community infrastructure, and flooding have also been raised. In addition, 10 letters of support have been received. Both the Ickenham and Oak Farm Residents Associations have provided detailed responses to this application, and have raised similar concerns as the individual responses mentioned above.

There is no land use policy objection to the principle of a retail led mixed use development of the site. The re-use of previously developed land in town centres for new housing in mixed use schemes is considered to be consistent with both national and local planning guidance.

Although this is an outline application with further details to be submitted at reserved matters stage, the submitted documentation has demonstrated that the proposed development could provide good living conditions for all of the proposed units and protect the residential amenity of surrounding occupiers in terms of outlook, privacy and light.

In addition, the Spenhill development would incorporate adequate parking and includes off-site highways works and contributions towards public transport improvements. The Council's Highways Officer is satisfied that the development would not have any adverse impacts on the free flow of the highway network or on highway or pedestrian safety, subject to mitigation measures.

The layout would reflect the established suburban character of the townscape context to the site. Landscaping has been incorporated within the adjacent open space to mitigate the impact of the development on longer views towards the site. In terms of the impact on the Green Belt, off-site woodland planting is proposed, which would, together with the tree planting on the site create a new landscape setting for the development, improve the landscape of the Green Belt, and mitigate the landscape/ecological impact caused by the loss of the majority of the trees on the site.

The Spenhill development would integrate an appropriate level of inclusive design, measures to reduce energy use and other sustainable design features. Subject to appropriate conditions and planning obligations, the development would not have any unacceptable impacts on air quality, noise or ecology.

Approval is recommended subject to recommended conditions, planning obligations and a Stage 2 referral to the Mayor of London.

## **2. RECOMMENDATION**

This recommendation is based upon an individual assessment of the proposal, assuming that it were to be implemented in isolation. It does not take into account the cumulative impact of both the Master Brewer and Hillingdon Circus schemes together, or the comparative assessment of both schemes against the other. If the scheme was being proposed in isolation, it is recommended that the proposal be approved, subject to the following:

That delegated powers be given to the Head of Planning Green Spaces and Culture to grant planning permission, subject to the following:

1. That the application be referred back to the Greater London Authority.
2. That the Council enter into a legal agreement with the applicants under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or Section 278 of the Highways Act 1980 (as amended) or other appropriate legislation to secure:
  - (i). Transport: All on site and off site highways works as a result of this proposal. These include the following:
    - o Re-introduction of the right turn for traffic at the Hillingdon Circus junction from the Long Lane northbound approach;
    - o Modifying the existing right turn into the western site access for traffic coming from the A40 westbound;
    - o Introduction of an additional right turn lane for left turning traffic at the Hillingdon Circus junction from the Long Lane southbound approach. The left turn lane requires a widening of the Long Lane carriageway and footway, taking land from part of the south west corner of the development site;
    - o Narrowing of the island to the west of the Hillingdon Circus junction, to allow provision of two westbound traffic lanes on Freezeland Way to the west of the Hillingdon Circus junction;
    - o Provision of an informal pedestrian refuge crossing at the western site access;
    - o Provision of a shared cycle/footway into the site from the western site access towards the proposed food retail store and three non-food retail units;
    - o Traffic signal timings and operations ;
    - o Review lighting and the visibility of signs and road markings at and in the surrounding of Hillingdon Circus junction (extent of review to be agreed with the Council's Highways Engineer) and implement works required by the Council;
    - o Provide carriageway and footway resurfacing, anti-skid surfacing, and upgrade pedestrian islands and road markings (extent of works to be agreed with the Council's Highways Engineer); and
    - o Coach stop enhancements on Freeland Way
    - o Revised traffic modelling and signal timings and operations to be submitted to and approved in writing by the Council and TfL;
    - o Contribution to real time information system at bus stops prior to commencement;
  - (ii). Affordable Housing: 15% of the scheme, by habitable room, to be delivered as Affordable Housing.
  - (iii). None of the market housing will be occupied until 100% of the affordable housing is delivered
  - (iv). Education: The applicant provides a financial contribution towards school places in the area commensurate with the estimated child yield of the



development as calculated in the formula prescribed within the Supplementary Planning Document or any subsequently approved amendments to this guidance

(v). Health: The applicant provides a financial contribution towards health care in the area as calculated in the formula prescribed within the Supplementary Planning Document or any subsequently approved amendments to this guidance.

- £216.67 per person.

(vi). Libraries: The applicant provides a financial contribution towards library provision in the area commensurate as calculated in the formula prescribed within the Supplementary Planning Document or any subsequently approved amendments to this guidance (£216.67 per person).

(viii). Community Facilities: either a financial contribution in the sum of £60,000 or a facility delivered on the commercial part of the development - if sought.

(ix). Landscape Screening/ Ecological Mitigation and Public Open Space: a financial contribution in the sum of £252,308.88. Details of phasing and timing of delivery.

(x). Construction Training: either a construction training scheme delivered during the construction phase of the development or a financial contribution secured equal to the formula as contained in the SPD (£2,500 for every £1m build cost +  $(125/160 \times £71,675)$  = total contribution).

(xi). Air Quality: a financial contribution in the sum of £25,000.

(xii). Project Management and Monitoring Fee: a contribution equal to 5% of the total cash contribution to enable the management and monitoring of the resulting agreement.

(xiii) A phasing program for the implementation for the residential scheme and full commercial scheme (application ref: 4266/APP/2012/1544).

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

4. If the above Section 106 agreement has not been finalised within 6 months, then the application is to be referred back to the Planning Committee for determination.

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

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

**1 RES1 Outline Time Limit**

The development hereby permitted shall begin either before the expiration of three years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

**REASON**

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

**2 RES2 Outline Reserved Matters**

Details of the appearance, (hereinafter called "the reserved matter") shall be submitted to the Local Planning Authority before the expiry of three years from the date of this

permission and approved in writing before any development begins. The submitted details shall also include details of:

- (i) Any phasing for the development
- (ii) Details of all materials and external surfaces, including details of balconies
- (iii) Details should include information relating to make, product/type, colour and photographs/images.

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

#### REASON

To comply with Sections 91 and 92 of the Town and Country Planning Act 1990 (As Amended).

### **3 RES10 Tree to be retained**

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

Remedial work should be carried out to BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

#### REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy BE38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and to comply with Section 197 of the Town and Country Planning Act 1990.

### **4 RES11 Play Area provision of details**

No development shall commence until details of play areas for children for each block have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the play areas shall be provided prior to the occupation of any unit within the relevant block and maintained for this purpose.

#### REASON

To ensure that the development makes adequate provision of children's play space in accordance with Policy R1 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (July 2011) Policy 3.16.

### **5 RES15 Sustainable Water Management (changed from SUDS)**

No development approved by this permission shall be commenced until a scheme for the provision of sustainable water management has been submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate that sustainable drainage systems (SUDS) have been incorporated into the designs of the development. The scheme shall clearly demonstrate how it follows the strategy set out in the approved Flood Risk Assessment and Surface Water Drainage Strategy, and incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

- i. provide details of the surface water design including all SUDS features and how it will be implemented to ensure no increase in flood risk from commencement of construction and during any phased approach to building.
- ii. 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;
- iii. include a timetable for its implementation; and
- iv. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:

- v. provide details of water collection facilities to capture excess rainwater;
- vi. provide details of how rain and grey water will be recycled and reused in the development.

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

#### REASON

To ensure the development does not increase the risk of flooding in accordance with Policy OE8 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (July 2011) Policy 5.12.

#### **6 RES17 Sound Insulation**

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

#### REASON

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by road traffic, rail traffic and air traffic noise in accordance with policy OE5 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (July 2011) Policy 7.15.

#### **7 RES18 Lifetime Homes/Wheelchair Units**

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

#### REASON

To ensure that sufficient housing stock is provided to meet the needs of disabled and elderly people in accordance with London Plan (July 2011) Policies 3.1, 3.8 and 7.2

#### **8 RES19 Ecology**

No development shall take place until a scheme to protect and enhance the nature conservation interest of the site has been submitted to and approved by the Local Planning Authority.

#### REASON

In order to encourage a wide diversity of wildlife on the existing semi-natural habitat of the site in accordance with policy EC5 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012). and London Plan (July 2011) Policy 7.19.

#### **9 RES20 Traffic Arrangements - submission of details**

Development shall not begin until details of all traffic arrangements (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 shall not be occupied until all such works have been constructed in accordance with the approved details. Thereafter, the parking areas, sight lines and loading areas must be permanently retained and used for no other purpose at any time. Disabled parking bays shall be a minimum of 4.8m long by 3.6m wide, or at least 3.0m wide where two adjacent bays may share an unloading area.

#### REASON

To ensure pedestrian and vehicular safety and convenience and to ensure adequate off-street parking, and loading facilities in compliance with Policy AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (July 2011).

#### **10 RES22 Parking Allocation**

No unit hereby approved shall be occupied until a parking allocation scheme has been submitted to, and approved in writing by, the Local Planning Authority. Thereafter the parking shall remain allocated for the use of the units in accordance with the approved scheme and remain under this allocation for the life of the development.

#### REASON

To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (July 2011).

#### **11 RES23 Visibility Splays - Pedestrian**

The access for the proposed car parking shall be provided with those parts of 2.4m x 2.4m pedestrian visibility splays which can be accommodated within the site in both directions and shall be maintained free of all obstacles to the visibility between heights of 0.6m and 2.0m above the level of the adjoining highway.

#### REASON

In the interests of highway and pedestrian safety in accordance with policy AM7 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**12**      A21                    **Parking for Wheelchair Disabled People**

10 of parking spaces (with dimensions of 4.8m x 3.6m to allow for wheelchair transfer to and from the side of car) shall be reserved exclusively for people using wheelchairs and clearly marked as allocated to the relevant wheelchair accessible unit. Such parking spaces shall be sited in close proximity to the nearest accessible building entrance which shall be clearly signposted and dropped kerbs provided from the car park to the pedestrian area. These parking spaces shall be provided prior to the occupation of the development in accordance with the Council's adopted car parking standards and details to be submitted to and approved by the Local Planning Authority. Thereafter, these facilities shall be permanently retained.

**REASON**

To ensure that people in wheelchairs are provided with adequate car parking and convenient access to building entrances in accordance with policy AM15 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**13**      RES24                    **Secured by Design**

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

**REASON**

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in excising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to 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.

**14**      RES25                    **No floodlighting**

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

**REASON**

To safeguard the amenity of surrounding properties and to protect the ecological value of the area in accordance with policies BE13, EC3 and OE1 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**15**      RES26                    **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 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 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 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### **16 RES4 Accordance with Approved Plans**

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

09032/P0-001 REV. J

09032/P0-002 REV. L

09032/P0-003 REV. J

09032/P0-005 REV. G

09032/P2-001 REV. C

09032/P3-002 REV. D

W105860L03 REV E

W105860 L04 REV E

W105860L07 REV A

W105860L08 REV A

W105860L09

W105860L10

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).

#### **17 RES5 General compliance with supporting documentation**

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

Archaeological Desk-Based Assessment

Air Quality Assessment

Report on Tree Inspections

BREEAM Pre-assessments  
Daylight and Sunlight Report  
Ecological Assessment  
Potable Water Strategy  
Framework Travel Plan  
Planning Statement  
Environmental Noise Assessment  
Transport Assessment  
Revised Transport Assessment  
Final Addendum Transport Assessment with Appendices March 2013  
Flood Risk Assessment  
Design and Access Statement  
Site Statutory and Site Utility Services Investigations  
Energy Statement  
Lighting Impact Assessment  
Environmental Statement  
ES Non-Technical Summary  
Addendum Report to ES Final 16.8.13  
2016 Proposed Results  
Pedestrian Crossing Times - Hillingdon Circus Junction  
VISSIM Sensitivity Test Technical Note

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 relevant Policies in the Local Plan and London Plan (2011).

#### **18 RES6 Levels**

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

#### REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### **19 RES8 Tree Protection**

No site clearance or construction work shall take place until the details have been submitted to, and approved in writing by, the Local Planning Authority with respect to:

1. A method statement outlining the sequence of development on the site including building works and tree protection measures.
2. 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.

Thereafter, the development shall be implemented in accordance with the approved details. 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:

- 2.a There shall be no changes in ground levels;
- 2.b No materials or plant shall be stored;
- 2.c No buildings or temporary buildings shall be erected or stationed.
- 2.d No materials or waste shall be burnt; and.
- 2.e 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 can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy BE38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### **20 RES9 Landscaping (car parking & refuse/cycle storage)**

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

- 1. Details of Soft Landscaping
  - 1.a Planting plans (at not less than a scale of 1:100),
  - 1.b Written specification of planting and cultivation works to be undertaken,
  - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
  - 1.d A phasing plan, setting out the order and timing in relation to the delivery of each block and the overall site, including interim landscaping proposals for uncompleted phases of the development.
- 2. Details of Hard Landscaping
  - 2.a Refuse Storage, covered and secure
  - 2.b Cycle Storage covered and secure for 125 bicycles.
  - 2.c Means of enclosure/boundary treatments
  - 2.d Car Parking Layouts
  - 2.e Hard Surfacing Materials
  - 2.f External Lighting
  - 2.g Other structures (such as play equipment and furniture)
- 3. Living Walls and Roofs
  - 3.a Details of the inclusion of living walls and roofs
  - 3.b Justification as to why no part of the development can include living walls and roofs
- 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 surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.
- 5. Schedule for Implementation
- 6. Other



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

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

**REASON**

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 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)

**21 NONSC Non Standard Condition**

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.

**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 2 - Saved UDP Policies (November 2012).

**22 NONSC Non Standard Condition**

Prior to the commencement of development a construction air quality action plan shall be submitted to and approved in writing by the Local Planning Authority. The action plan shall set out the methods to minimise the adverse air quality impacts from the construction of the development. This scheme should include (but not limited to) clear demonstration of the use of low emission vehicles and machinery by the relevant contractor, and confirmation of how environmentally aware driver training methods will be utilised (i.e. no idling, avoiding peak times for construction lorries etc). The construction must be carried out in accordance with the approved plan.

**REASON**

To reduce the impacts on air quality in accordance with Policy EM8 of the Local Plan Part 1.

**23 NONSC Non Standard Condition**

Prior to first occupation of the development an air quality action plan shall be submitted to and approved in writing by the Local Planning Authority. The action plan shall set out the measures to be undertaken to promote, encourage and install measures to reduce impacts on air quality. The development must be operated in accordance with the approved plan.

**REASON**

To reduce the impacts on air quality in accordance with Policy EM8 of the Local Plan Part 1.

**24 NONSC Non Standard Condition**

Prior to commencement of development a scheme for protecting the proposed residential

units from external air pollution shall be submitted and approved by the Local Planning Authority. The development must proceed in accordance with the approved scheme and completed prior to occupation. The development shall retain the air pollution protection measures throughout the lifetime of the development.

**REASON**

To reduce the impacts on air quality in accordance with Policy EM8 of the Local Plan Part 1.

**25 NONSC Non Standard Condition**

Prior to commencement of the development full specifications of the CHP unit shall be submitted to and approved in writing by the Local Planning Authority. The specifications shall demonstrate the use of the least polluting CHP system appropriate with and the relevant NOx emissions, the designs of the flue to reduce impacts to residents and further pollution abatement technology to ensure the CHP has minimal air quality impacts. The development must proceed in accordance with the approved scheme.

**REASON**

To reduce the impacts on air quality in accordance with Policy EM8 of the Local Plan Part 1.

**26 NONSC Non Standard Condition**

Development shall not begin until a sound insulation and ventilation scheme for protecting the proposed residential development from road traffic, air traffic and other noise has been submitted to and approved in writing by the Local Planning Authority. The scheme should ensure that internal LAeq,T and LMax noise levels meet appropriate noise criteria. All works which form part of the scheme shall be fully implemented before the residential development is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

**REASON:**

To ensure that the amenity of the occupiers of the proposed residential development is not adversely affected by road traffic, air traffic and other noise in accordance with policy OE5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and London Plan (July 2011) Policy 7.15

**27 NONSC Non Standard Condition**

Before the development hereby approved commences, a Construction Environmental Management Plan (CEMP) shall be submitted to, and approved in writing by, the Local Planning Authority. The CEMP shall comprise such combination of measures for controlling the effects of demolition, construction and enabling works associated with the development as may be approved by the Local Planning Authority. The CEMP shall address issues including the phasing of the works, hours of work, noise and vibration, air quality, waste management, site remediation, plant and equipment, site transportation and traffic management including routing, signage, permitted hours for construction traffic and construction materials deliveries. It will ensure appropriate communication with, the distribution of information to, the local community and the Local Planning Authority relating to relevant aspects of construction. Appropriate arrangement should be made for monitoring and responding to complaints relating to demolition and construction. All demolition, construction and enabling work at the development shall be carried out in accordance with the approved CEMP unless otherwise agreed in writing by the LPA.

**REASON:**

To safeguard the amenity of surrounding areas in accordance with policy OE5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)

**28 NONSC Non Standard Condition**

No development shall take place 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 drainage strategy should demonstrate the surface water run-off generated up to and including the 1 in 100 year critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include provision of on-site surface water storage to accommodate the critical duration 1 in 100 year storm event, with an allowance for climate change.

**REASON**

1. The site is adjacent to a Local Wildlife Site (LWS) - Ickenham Marsh Complex. There should be no detriment to this LWS (also identified as a site of Grade 1 Borough importance) by this development, and where possible, there should be betterment of the LWS. The addition of green or brown roofs to this development will provide benefits for biodiversity on the site, and provide some green buffering between the adjacent LWS and the development. This is in line with Policies EC1, EC3 and EC5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

2. To prevent flooding on-site and off-site by ensuring the satisfactory storage of and/or disposal of surface water from the site using appropriate sustainable drainage techniques, in accordance with Policy OE8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

**29 NONSC Non Standard Condition**

Prior to commencement of the development, an Interim certificate showing the development complies with Level 4 of the Code for Sustainable Homes will be submitted and approved in writing by the Local Authority. The certificate must be signed by a valid code assessor and issued by one of the licensed Code for Sustainable Homes approval bodies.

**REASON**

To ensure the development meets the sustainable design aims of the Council and London Plan Policy 5.13.

**30 NONSC Non Standard Condition**

Prior to the occupation of the development a completion certificate showing the development complies with Code 4 of the Code for Sustainable Homes will be submitted and approved in writing by the Local Authority. The certificate must be signed by a valid code assessor and issued by one of the licensed Code for Sustainable Homes approval bodies.

**REASON**

To ensure the development meets the sustainable design aims of the Council and London Plan Policy 5.13.

**31 NONSC Non Standard Condition**

Prior to the commencement of development a plan showing provision for electric charging points to serve 20% of all car parking spaces should be submitted to and approved in writing by the Local Planning Authority. A further 20% should be adequately serviced to allow for the future installation of further charging points. The plan shall set out the location of the charging points, the chosen technology and clear presentation of how the bays will be marked and review mechanism of the use and increase of active EVCPs. The development shall proceed in accordance with the approved plan.

#### REASON

To provide car parking for electric vehicles to help tackle air quality impacts and meet the climate change challenges in accordance with Policy 6.13 of the London Plan.

### **32 NONSC Non Standard Condition**

A) No development shall take place until the applicant has secured the implementation of a programme of archaeological mitigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority.

B) No development or demolition shall take place other than in accordance with the Written Scheme of Investigation approved under Part (A).

C) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (A), and the provision made for analysis, publication and dissemination of the results and archive deposition has been secured.

#### REASON

Heritage assets of archaeological interest survive on the site. The Local Planning Authority wishes to secure the provision of archaeological investigation and the subsequent recording of the remains prior to development, in accordance with recommendations given by the borough and in the NPPF.

### **33 NONSC Non Standard Condition**

No development shall take place until details of the internal layout of the proposed units have been submitted to and approved in writing by the Local Planning Authority.

#### REASON

To ensure that good environmental conditions are provided for future occupiers and to ensure that sufficient housing stock is provided to meet the needs of disabled and elderly people, in accordance with Policies 3.1, 3.8 and 7.2 of the London Plan (July 2011).

## **INFORMATIVES**

### **1 I1 Building to Approved Drawing**

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

### **2 I10 Illustrative Drawings**

You are reminded that the indicative floor plans submitted with the application are for illustrative purposes only and do not form part of the application for which permission is hereby granted.

### **3 I11 The Construction (Design and Management) Regulations**

## 1994

The development hereby approved may be subject to the Construction (Design and Management) Regulations 1994, which govern health and safety through all stages of a construction project. The regulations require clients (ie. those, including developers, who 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).

### 4 114 Installation of Plant and Machinery

The Council's Commercial Premises Section and Building Control Services should be consulted regarding any of the following:-

The installation of a boiler with a rating of 55,000 - 1¼ million Btu/hr and/or the construction of a chimney serving a furnace with a minimum rating of 1¼ million Btu/hr;

The siting of any external machinery (eg air conditioning);

The installation of additional plant/machinery or replacement of existing machinery.

Contact:- Commercial Premises Section, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250190). Building Control Services, 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

### 5 114C Compliance with Building Regulations Access to and use of

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](http://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](http://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](http://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](http://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 and 8.

## **6            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 which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance 'The Control of dust and emissions from construction and demolition.

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

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

## **7            117            Communal Amenity Space**

Where it is possible to convey communal areas of landscaping to individual householders, the applicant is requested to conclude a clause in the contract of the sale of the properties reminding owners of their responsibilities to maintain landscaped areas in their ownership and drawing to their attention the fact that a condition has been imposed to this effect in this planning permission.

## **8            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).

## **9            119            Sewerage Connections, Water Pollution etc.**

You should contact Thames Water Utilities and the Council's Building Control Service regarding any proposed connection to a public sewer or any other possible impact that the development could have on local foul or surface water sewers, including building over a public sewer. Contact: - The Waste Water Business Manager, Thames Water Utilities

plc, Kew Business Centre, Kew Bridge Road, Brentford, Middlesex, TW8 0EE.  
Building Control Service - 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

**10**      I2                    **Encroachment**

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

**11**      I21                    **Street Naming and Numbering**

All proposed new street names must be notified to and approved by the Council. Building names and numbers, and proposed changes of street names must also be notified to the Council. For further information and advice, contact - The Street Naming and Numbering Officer, Planning & Community Services, 3 North Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250557).

**12**      I23                    **Works affecting the Public Highway - Vehicle Crossover**

The development requires the formation of a vehicular crossover, which will be constructed by the Council. This work is also subject to the issuing of a separate licence to obstruct or open up the public highway. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW.

**13**      I24                    **Works affecting the Public Highway - General**

A licence must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the public highway. This includes the erection of temporary scaffolding, hoarding or other apparatus in connection with the development for which planning permission is hereby granted. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW

**14**      I43                    **Keeping Highways and Pavements free from mud etc**

You are advised that care should be taken during the building works hereby approved to avoid spillage of mud, soil or related building materials onto the pavement or public highway. You are further advised that failure to take appropriate steps to avoid spillage or adequately clear it away could result in action being taken under the Highways Act 1980.

**15**      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).

**16**      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) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

AM1                    Developments which serve or draw upon more than a walking

	distance based catchment area - public transport accessibility and capacity considerations
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM17	Provision of short stay off-street parking space for town centres
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM3	Proposals for new roads or widening of existing roads
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
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.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE26	Town centres - design, layout and landscaping of new buildings
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
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
H4	Mix of housing units
H5	Dwellings suitable for large families
LE6	Major officer and other business proposals in town centres
OE1	Protection of the character and amenities of surrounding properties and the local area
OE2	Assessment of environmental impact of proposed development
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
OL5	Development proposals adjacent to the Green Belt
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.10	(2011) Urban Greening



LPP 5.11	(2011) Green roofs and development site environs
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.16	(2011) Waste self-sufficiency
LPP 5.3	(2011) Sustainable design and construction
LPP 5.6	(2011) Decentralised Energy in Development Proposals
LPP 5.7	(2011) Renewable energy
LPP 6.11	(2011) Smoothing Traffic Flow and Tackling Congestion and reducing traffic
LPP 6.12	(2011) Road Network Capacity
LPP 6.13	(2011) Parking
LPP 6.3	(2011) Assessing effects of development on transport capacity
LPP 6.5	(2011) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2011) Cycling
LPP 7.14	(2011) Improving air quality
LPP 7.15	(2011) Reducing noise and enhancing soundscapes
LPP 7.16	(2011) Green Belt
LPP 7.2	(2011) An inclusive environment
LPP 7.21	(2011) Trees and woodland
LPP 7.5	(2011) Public realm
LPP 7.8	(2011) Heritage assets and archaeology
LPP 8.2	(2011) Planning obligations

## 17

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.

## 18

In accordance with the provisions of the NPPF, the Local Planning Authority has actively engaged with the applicant both at the pre application and application stage of the planning process, in order to achieve an acceptable outcome. The Local Planning Authority has worked proactively with the applicants to secure a development that improves the economic, social and environmental conditions of the area. In assessing and determining the development proposal, the Local Planning Authority has applied the presumption in favour of sustainable development Accordingly, the planning application has been recommended for approval.

### 3. CONSIDERATIONS

#### 3.1 Site and Locality

The application site comprises an 'L' shaped piece of land 1.25 hectares in extent. The northern arm was formerly the eastern part of the Master Brewer Hotel site, a public house/motel with 106 bedrooms, conferencing and restaurant facilities and 200 parking

spaces. The southern section of the application site, fronting Frezland Way, is Council owned land. The site is close to Hillingdon Underground Station and falls within the North Hillingdon Local Centre.

Currently, the Master Brewer site comprises hard standing and semi mature vegetation. Semi-mature and mature boundary planting envelope the site on each of its boundaries. Vehicular access to the site is provided via an entrance/exit point onto Freezeland Way, which has been blocked with temporary concrete bollards and fencing.

The site is broadly flat but inclines at its boundary adjacent to Long Lane (approximately 2.5 metres) and declines to the embankment adjacent to the A40 (approximately 3 metres). Following demolition of the former Master Brewer Hotel and associated buildings, the site is currently derelict and awaiting redevelopment.

Immediately to the west of the site the remaining part of the Master Brewer site and Long Lane/A437, beyond which is a vacant site which lies adjacent to Hillingdon Station and benefits from planning permission for a 5 storey office development measuring 11,574 sq.m and 289 car parking spaces. This permission has been partially implemented by the construction of a roundabout and associated access. A cocurrent planning application for a retail led mixed use development has been submitted on this adjacent site and is reported on this agenda.

To the south of the site is Freezeland Way and beyond this, the North Hillingdon Local Centre. Green Belt land is located to the east of the site.

The site is approximately 200 metres east of Hillingdon London Underground Station. This station is adjacent to TfL bus routes and coach stops which provide services to Uxbridge, Oxford and Ickenham. The site has a Public Transport Accessibility Level of 3 (PTAL).

The wider built environment is characterised by predominantly 2/3 storey detached and semi detached residential and commercial properties.

### **3.2 Proposed Scheme**

Outline planning permission is sought for the erection of 5, part 4, part 5 storey blocks to provide 125 residential units (Use Class C3) with 99 car parking spaces and 150 cycle parking spaces and associated highways alterations, together with associated landscaping. Layout, scale, means of access and landscaping are to be determined at this stage. Appearance is a matter to be reserved for future determination, although illustrative plans have been provided to demonstrate that policy standards can be met.

The proposal comprises of the following elements:

The 125 residential units are proposed in blocks A to E which are located to the east and south of the associated commercial application site for a superstore, retail units and hotel. Each block would be 4 storeys in height with a 5th. storey set back from the road frontage (Blocks C, D and E ) and from the Green Belt Boundary (Blocks A and B).

The scheme proposes 2050 sq.m of private amenity space and 2310 sq.m public amenity space.

It is intended that the residential area will be served via a separate access, at the south east corner of the associated foodstore car park. approximately 120 metres east of the western commercial site access. Pedestrian and cycle access to all proposed land uses

will be provided through the site from the signalised pedestrian crossings at the Hillingdon Circus junction. A shared cycle/footway and an informal refuge crossing at the western site access is proposed.

#### External Highway Improvements

The proposals include highway alterations designed to improve the operation of the Hillingdon

Circus junction. These changes are summarised below:

- Re-introduction of the right turn for traffic at the Hillingdon Circus junction from the Long

Lane northbound approach.

- Modifying the existing right turn into the western site access for traffic coming from the A40 westbound.
- Introduction of an additional right turn lane for right turning traffic at the Hillingdon Circus junction from the Long Lane southbound approach.
- Narrowing of the island to the west of the Hillingdon Circus junction, to allow provision of two westbound traffic lanes on Freezeland Way to the west of the Hillingdon Circus junction
- Provision of one dedicated on-street coach bay on Freezeland Way, immediately east of the proposed site access for the Hotel land use.
- Provision of an informal pedestrian refuge crossing at the western site access; and
- Provision of a shared cycle/footway into the site from the western site access towards the proposed Tesco store and retail units.

#### Landscape

A site wide landscape strategy has been submitted to address the redevelopment of the entire site, which is underpinned by four key principles:

- Creation of a gateway entrance to the site adjacent to Hillingdon Circus;
- Establishment of an urban edge along Freezeland Way and Long Lane;
- Creation of an appropriate landscape setting adjacent to the Green Belt; and
- Provision of safe, attractive and effective amenity space for residents.

#### Boundary Planting

The belt of existing tree and shrub planting along the site's western boundary adjacent to Long

Lane falls within TfL land outside of the application boundary and is not affected by the proposals. It is proposed to extend this planting south towards Hillingdon Circus junction through new planting at the south-west corner of the application site. The existing and proposed planting will screen the hotel car park and servicing areas/back of house associated with the foodstore and independent retail units.

The existing hedgerow along the northern boundary will be retained and enhanced through management and re-planting, to maintain and enhance its role in screening the site from the A40. It is proposed that selective thinning, coppicing, re-planting and supplementary tree and hedgerow planting will take place along the site's eastern boundary.

#### Off Site Planting

The scheme includes provision of a woodland buffer to be planted on the adjacent Green Belt land, to further supplement the existing eastern boundary planting. This will be secured through a Section 106 Agreement, in the event of an approval.

The application is supported by a number of supporting documents which are summarised below:

- Design & Access Statement, including Visual & Landscape Assessment

This Statement accompanies the full and outline applications in respect of the comprehensive redevelopment of the wider site.

This document provides an assessment of the existing site, its history and the evolution of the various design proposals for its redevelopment, culminating in the current scheme. This document explains the relationship of the site to the surrounding areas and how this context has informed and the proposals to ensure compatibility within the local context.

- Planning Statement

This Statement has been submitted in support of full (commercial) and outline (residential) planning applications. The Statement establishes planning policy context and identifies the principal issues arising from the proposals. The statement concludes that the proposals represent a significant opportunity to re-use a vacant brownfield site to create a sustainable and well-designed scheme which contributes towards the delivery of housing within the Borough and improves the vitality and viability of North Hillingdon Local Centre.

- Daylight & Sunlight Assessment

The study has been undertaken by preparing a three-dimensional computer model of the site and surrounding buildings and analysing the effect of the proposed development on the daylight and sunlight levels received by the neighbouring buildings. The analysis seeks to demonstrate that the proposed development would have no discernable effect on the daylight and sunlight amenity enjoyed by the residential properties on Freezeland Way.

- Energy Statement

The Statement assesses the energy efficiency, low carbon and renewable energy technologies that could be utilised to reduce the carbon footprint of the proposed mixed use development. This report seeks to demonstrate how a variety of technologies could be incorporated into the design to reduce the CO<sub>2</sub> emissions of the proposed mixed use development, representing a CO<sub>2</sub> saving of 45%. In line with the adopted energy hierarchy, decentralised gas fired reciprocating engine CHP units are considered for the development. Air Source Heat Pumps are also considered to meet the complete space conditioning demands of the General retail units.

- Sustainable Design & Construction Statement

The Statement comments on the environmental impacts and how they relate to environmental sustainability policies within the report. The Statement concludes that the

reuse of this brownfield site will realise its potential and contribute to reducing the need for construction on previously undeveloped land (Greenfield land) which might result in a net loss of green space, a negative impact on flora and fauna, and/or a negative impact on infiltration rates or flooding. The proposed development accords Sustainable Design and Construction policies in the London Plan.

- Potable Water Strategy

This Potable Water Strategy provides a context review of key potable water minimisation policies and specific sustainability considerations that are relevant to the site and addresses the issues of potable water minimisation and water reuse within the development.

- Lighting Impact Assessment

This report considers the effects of the proposal on the amenity of residents of nearby dwellings from artificial lighting within the scheme. The report concludes that the proposed mitigation measures will ensure that any lighting impact to the local residents and environment will be reduced to minor adverse at worst case, for all areas of lighting.

- Site Statutory & Site Utilities Services Investigations

This report provides information on the services and plant/apparatus belonging to the various service providers and utility companies currently serving the site to be developed. Outlined in this report is a strategy for dealing with the site utility services.

- Air Quality Assessment

The key objectives of the air quality assessment are:

- Construction Effects: to evaluate the effects from fugitive dust and exhaust emissions associated with construction activities and a recommendation of appropriate mitigation measures;

- Operational Effects: to describe the significance of the potential air quality effects resulting from changes in traffic flow characteristics on the local road network due to the operation of the Proposed Development and emissions from the proposed gas-fired Combined Heat and Power (CHP) plant, with due regard for the potential air quality effects on the AQMA; and

- Site Suitability: to determine the environmental suitability of the Proposed Development site for its proposed uses, with regard to the appropriate air quality criteria.

The assessment of air pollution during the construction phase such as dust generation and plant vehicle emissions suggests that the impacts are likely to be in the medium risk category but are predicted to be of short duration and only relevant during the construction phase. Implementation of mitigation measures set out in the London Best Practice Guide should reduce the impact of construction activities to low risk. Changes in pollutant concentrations associated with the operation phase are expected to be negligible and the site is deemed to be suitable for its proposed uses. Overall the assessment concludes that effects are not deemed significant and there are no constraints to the development in the context of air quality.

- Archaeological Assessment

This report comprises an update of the original assessments, following design scheme changes and based upon current (July 2011) standards, guidance, policy background (e.g. PPS 5 etc.) and archaeological knowledge.

· Phase 1 Environmental Risk Assessment

Based on the observations recorded and the information collated and reviewed as part of this Risk

Assessment the site is considered to be suitable for its proposed use from a ground contamination perspective.

· Acoustic Assessment

The objective of the assessment is to determine how noise that may be generated as a result of the proposal would affect the amenities of existing and future residents and how existing road traffic noise would affect the residential element of the proposed scheme.

The assessment concludes that with appropriate mitigation measures the development could proceed without the likelihood of subsequent operations harming the amenity of existing or proposed residential dwellings by reason of noise on the basis of a 24 hour trading and servicing operation.

· Transport Assessment

The report provides a comprehensive description of the existing highway, pedestrian and cycling conditions in the study area, including a site description, existing traffic conditions, an accident analysis, and assessments of the existing public transport, walking and cycling networks and alternative car parking within the study area. The report summarises the relevant national, regional and local policies where they relate to the proposed development, sets out the quantum and type of development proposed for the site, including the residential mix, level of on-site parking provision and delivery and servicing arrangements. It also sets out the methodology used in deriving the trip generation, the modal split and the distribution used in this assessment.

Chapter 6 assesses the impact of the development on the highway network, while Chapter 7 assesses the impact of the development on the public transport network, pedestrian environment and cycling network. Chapter 8 provides a car parking management strategy, while Chapter 9 considers the transport impact of the construction phases of the development. Chapter 10 considers the sustainability of the development, targets for modal shift and discusses the site's Travel Plan and Delivery and Service Plan.

Chapter 11 summarises the key findings and concludes the report. The main findings are:

- i) The proposed development scheme is acceptable in terms of traffic impact and the Hillingdon Circus traffic still operates well as part of the busy strategic road network;
- ii) The proposed scheme is a highly sustainable development with good access to bus services and the underground system;
- iii) Site parking provision is within the standards required, providing adequate car parking which will function as an additional car park for the primary shopping frontage on Long Lane and providing electric vehicle charging points supporting the standards sought in the draft replacement London Plan;

The proposed development fully complies with local and national policy by encouraging the use of public transport, cycling and walking modes, thereby minimising development related private car journeys.

- Transport Assessment Vol 2 Appendices
- Addendum Transport Assessment VN50286 | February 2013
- Framework Travel Plan

The purpose of this document is to provide an outline strategy for sustainable travel to and from the Master Brewer site as a whole, by providing an overarching travel plan strategy and recommending measures geared towards instigating a modal shift away from the private car. This travel plan also acts as the full travel plan for the residential portion of the site, including targets and a detailed package of measures. Separate travel plans have been prepared for the hotel and the food store.

- Final Addendum Transport Assessment VN50286 | March 2013

This Addendum Transport Assessment study has assessed the cumulative traffic and transport impacts of the proposed comprehensive redevelopment of the Master Brewer Site and the Hillingdon Circus Mixed used development. A capacity analysis has been carried out in order to determine the likely impact of the proposals on the local highway network. This assessment has used trip rates provided by LBH and they are considered to be highly robust.

Even when assuming a robust case scenario, it has been determined from this assessment that the proposed Hillingdon Circus traffic signal junction improvements, will operate satisfactorily.

The analysis also shows that the traffic impact on the rest of the study area will be acceptable.

- Flood Risk Assessment

This report provides a Site Specific Flood Risk Assessment (FRA) and surface water drainage strategy for the proposed redevelopment. It is concluded that any increase in surface water run off can be managed on site through SUDS techniques. The Flood Risk Assessment has: Assessed the risk posed to the site from flood events; Assessed the risk posed to the site from the site storm water generation and the site storm water runoff management; Assessed the risk the site poses to increase in flooding elsewhere. The FRA seeks to demonstrate that by mitigating for the consequences of flooding by incorporating measures to accommodate flood risk within the development and by providing a sustainable surface water drainage strategy the proposed development does not pose any flood risk.

- Statement of Community Involvement

This report details the consultation process and community response to plans for redevelopment of the Master Brewer site. Key issues identified are as follows:

Local people were concerned about congestion on local roads which was considered to be poor

The future of local shops with the opening of a Tesco store

Some residents were concerned at the impact of housing on local services

Many people were interested in jobs and whether these could be guaranteed to the local community

Residents wanted to see local facilities and a restaurant/bar was popular at the drop-in exhibition. Some asked whether a hotel was needed

Respondents wanted to ensure that the greenbelt next to the site was protected and designs sympathetic to the area

- Arboricultural Survey and Impact Assessment

The purpose of the Assessment is to produce a base inventory of the tree stock, advise on any

safety issues, calculate BS root protection areas and produce a Tree Constraints Plan that

can be used for advising potential development layouts.

- Phase 1 Habitat Survey

The work consisted of a desk review of available data, a field survey to assess the site and surrounding habitats and the production of an ecological report. Habitats on site were found to be currently of limited ecological value, though a non-statutory conservation site is present immediately to the east. Efforts should be made to protect this during the proposed redevelopment.

The site has potential to support a range of protected species including bats, amphibians, reptiles

and stag beetles. Further surveys are recommended to confirm if indeed these animals are present and determine the need for mitigation and/or enhancement. Nesting birds are also likely to be present on site, and recommendations are made to avoid impacts.

Species of Cotoneaster, an invasive plant now listed on Schedule 9 of the Wildlife and Countryside Act, are also present on site. Recommendations are made to avoid spreading these plants.

- Ecology Report

The report documents the findings of the Phase 2 survey work for bats, Great Crested Newt, reptiles and Stag Beetle, and includes recommendations for mitigation measures where appropriate. Finally,

opportunities for ecological enhancement and beneficial management are proposed with reference to national and local Biodiversity Action Plans (BAPs). Based on the evidence obtained from detailed

ecological survey work and with the implementation of the recommendations set out in this report, no ecological designations, habitats of nature conservation interest or any protected species would be significantly harmed by the proposals.

- ENVIRONMENTAL IMPACT ASSESSMENT

Since the first submission of applications by the applicant on the site in July 2011, a



planning application has also been submitted in relation to a retail-led development on nearby land to the west (Hillingdon Circus). A request for a Screening Opinion in relation to this proposal was submitted to LBH on 14 October 2011, with an opinion subsequently issued on 1st November 2011 which required Environmental Impact Assessment of the potential cumulative impacts arising from development on both sites.

The applicants requested a Screening Direction from the Secretary of State in order to confirm the situation with regard to the need for EIA in relation to the 2012 applications, in the light of the Hillingdon Circus proposals. The Secretary of State's Direction, dated 3 December 2012 confirmed that the proposals constitute EIA development. Whilst the SoS did not consider there to be any

significant environmental effects regarding use of natural resources; production of waste; risk of accidents; or landscapes of historical, cultural or archaeological significance, he did consider that the environment was sensitive in terms of traffic and air quality. In addition, the SoS makes specific reference to the proposed Hillingdon Circus development, and the potentially cumulative impacts from both developments on traffic and air quality. On balance, he therefore concluded that EIA should be carried out in relation to these proposals.

This application, together with the associated outline application for residential development is therefore subject to EIA and a full Environmental Statement has been submitted. Individual environmental topics covered are as follows:

Townscape & Visual Change, Traffic & Transport, Air Quality, Noise and Vibration, Daylighting, Sunlighting, Overshadowing and Solar Glare, Ecology and Nature Conservation, Ground Conditions and Contamination, Surface Water Drainage & Flooding, Cultural Heritage and Socio Economic Effects.

### **3.3 Relevant Planning History**

#### **Comment on Relevant Planning History**

2004 - outline application (reference; 4266/APP/2004/2715) was submitted for the redevelopment of the site to provide a comprehensive mixed use scheme comprising class A1 food store (8,819m<sup>2</sup>), 4 retail units (805m<sup>2</sup>) and retail parking for 538 vehicles, plus 220 residential units including affordable housing and parking for 230 vehicles, highway alterations to Long Lane and Freezeland Way including new access to the site off Freezeland Way (involving demolition of the Master Brewer Motel). The application was refused on 23 December 2004 for a total of 12 reasons which are summarised as follows;

- The impact of the proposed foodstore on the vitality and viability of North Hillingdon Local centre by virtue of the scale of development proposed and the proportion of comparison goods.
- The overdevelopment of the site and adverse impact on the existing street scene and openness and visual amenity of the adjacent Green Belt by virtue of the overall scale, density, site coverage and lack of landscape screening.
- Inadequate housing provision for persons with disabilities.
- Inadequate cycling facilities.
- Insufficient provision towards affordable housing, education, health, community facilities, leisure facilities, public transport, town centre and environmental/public open space improvements.
- Creation of a poor residential environment by virtue of the proximity to the A40 and overlooking to the roof servicing areas in terms of noise and outlook.
- Inadequate provision towards the storage of refuse and recyclables.
- Inadequate provision towards affordable family units.
- Failure to provide sufficient supporting evidence of trip generation associated with the proposed development.

- Failure to make provision towards energy efficiency measures and renewable energy technology and the associated impact on air quality (2 reasons); and
- Inadequate provision towards amenity space for residential occupants

2005 - duplicate applications in outline form (Reference: 4266/APP/2005/2978 & 4266/APP/2005/2979) were submitted for the erection of a Spenhill superstore (7,673 m<sup>2</sup>), 1,244m<sup>2</sup> of additional space for A1, A2, A3, A4 or D1 uses within the Use Classes Order, Car parking for 409 cars, 205 residential apartments, including affordable housing, together With 205 car parking spaces, highway alterations and landscaping and the demolition of the Master Brewer Hotel. Application 4266/APP/2005/2978 was refused on 14/6/2006 for the following reasons:

- The detrimental impact of the proposed foodstore on the borough s retail hierarchy by virtue of scale and the failure of the Retail Assessment to demonstrate qualitative or quantitative need and undertake a robust sequential site analysis.
- The overdevelopment of the site and adverse impact on the existing street scene and openness and visual amenity of the adjacent Green Belt by virtue of the overall scale, density, site coverage and lack of landscape screening (subsequently dropped at inquiry).
- Insufficient provision towards town centre and environmental/public open space improvements and recycling and community safety.
- Failure to demonstrate that the arising traffic generation can be adequately accommodated within the adjoining highway network; and
- The cumulative impact of the proposals in the event the adjacent IKEA site was granted planning permission (subsequently dropped at inquiry).

Duplicate application 4266/APP/2005/2979 was the subject of an appeal for Non determination. The Council subsequently resolved that if they had the power to do so the application would have been refused for the above-mentioned reasons. It should be noted that during the inquiry process the Council's reasons for refusing the application in respect of Green Belt and cumulative impact were removed. The appeal was subsequently withdrawn in January 2007.

The following applications were submitted on 08-08-11 and are awaiting determination.

- A full application ref: 4266/APP/2011/2034 for a Mixed use redevelopment comprising the erection of a foodstore, measuring 3,312 sq.m (GFA) (use class A1), with 198 car parking spaces and 32 cycle spaces; an additional 3 retail units, measuring 1,034 sq.m (GFA), (use class A1 to A5); a safer neighbourhoods unit, measuring 100 sq.m (GFA) (use class D1); an 84 bed hotel (use class C1) and 22 car parking spaces and 4 cycle spaces;
- Outline Planning application ref: 4266/APP/2011/2035 for 53 residential units (use class C3) with 56 car parking spaces and 60 cycle parking spaces and associated highways alterations together with landscape improvements.

#### **4. Planning Policies and Standards**

Of note is site specific Local Plan Part 2 Policy PR23.

On land at Hillingdon Circus delineated on the proposals map the Local Planning Authority will pursue the following objectives;

A. Within the Green Belt:-

- reinforce and enhance the Green Belt landscape to improve its visual function;
- improve access to freezeland covert to promote open space of recreational value;

- (iii) secure effective management, including planting of woodland at freezeland covert and the pond;
- (iv) enhance ecological and wildlife interest on land west of freezeland covert;
- (v) enhance pedestrian access between the green belt areas east and west of long lane;

B. Within the developed area :-

- (vi) secure substantial planting and landscaping in association with any development;
- (vii) promote a mix of uses that takes advantage of the north-south and east-west communication network to serve community and borough wide interests;
- (viii) secure the provision, where appropriate, of leisure/social/community facilities;
- (ix) environmental improvements and landscaping as necessary to enhance the local shopping and residential environment; and

Architecture and design which maintains a satisfactory relationship with nearby residential properties, Hillingdon Circus, the Green Belt and surroundings from which it is prominent.

### **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.C11 (2012) Community Infrastructure Provision
- PT1.E5 (2012) Town and Local Centres
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM11 (2012) Sustainable Waste Management
- PT1.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains
- PT1.EM4 (2012) Open Space and Informal Recreation
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM7 (2012) Biodiversity and Geological Conservation
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.H1 (2012) Housing Growth
- PT1.H2 (2012) Affordable Housing
- PT1.HE1 (2012) Heritage
- PT1.T1 (2012) Accessible Local Destinations
- PT1.T3 (2012) North-South Sustainable Transport Links

Part 2 Policies:

- AM1 Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons

AM17	Provision of short stay off-street parking space for town centres
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM3	Proposals for new roads or widening of existing roads
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
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.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE26	Town centres - design, layout and landscaping of new buildings
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
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
H4	Mix of housing units
H5	Dwellings suitable for large families
LE6	Major officer and other business proposals in town centres
OE1	Protection of the character and amenities of surrounding properties and the local area
OE2	Assessment of environmental impact of proposed development
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
OL5	Development proposals adjacent to the Green Belt
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.10	(2011) Urban Greening

- LPP 5.11 (2011) Green roofs and development site environs
- LPP 5.12 (2011) Flood risk management
- LPP 5.13 (2011) Sustainable drainage
- LPP 5.16 (2011) Waste self-sufficiency
- LPP 5.3 (2011) Sustainable design and construction
- LPP 5.6 (2011) Decentralised Energy in Development Proposals
- LPP 5.7 (2011) Renewable energy
- LPP 6.11 (2011) Smoothing Traffic Flow and Tackling Congestion and reducing traffic
- LPP 6.12 (2011) Road Network Capacity
- LPP 6.13 (2011) Parking
- LPP 6.3 (2011) Assessing effects of development on transport capacity
- LPP 6.5 (2011) Funding Crossrail and other strategically important transport infrastructure
- LPP 6.9 (2011) Cycling
- LPP 7.14 (2011) Improving air quality
- LPP 7.15 (2011) Reducing noise and enhancing soundscapes
- LPP 7.16 (2011) Green Belt
- LPP 7.2 (2011) An inclusive environment
- LPP 7.21 (2011) Trees and woodland
- LPP 7.5 (2011) Public realm
- LPP 7.8 (2011) Heritage assets and archaeology
- LPP 8.2 (2011) Planning obligations

## **5. Advertisement and Site Notice**

**5.1** Advertisement Expiry Date:- **7th August 2012**

**5.2** Site Notice Expiry Date:- Not applicable

## **6. Consultations**

### **External Consultees**

The application has been advertised under Article 13 of the Town and Country Planning General Development Management Order 2010 as a Major Development. 1,720 surrounding property owners/occupiers have been consulted. At the time of writing the report, 62 letters have been received objecting on the following grounds:

1. Increased traffic to the area
2. Traffic will predominantly come from outside the area further decreasing the quality of the streets that are already tired and in need of a complete overhaul
3. The development is too large for area.
4. This site is below a flight path
5. There is not enough parking space allocated
6. No family homes
7. No GP, dental, school, parking area or playing area for children and local gym
8. You already have recently sufficient flats developed in Brackenbury Village which have not fully completed development

9. This proposal together with similar proposal will degrade this area increase risk of traffic, accidents due to the proposals
10. Local school Doug Marty School on Long has frequent encounters with fast moving traffic for which school children have had near misses. Also there has been risk to traffic coming in and out of Gilbey Close
11. Increasing noise and air pollution
12. This planned development of the Master Brewer site will cause added traffic chaos on the A40 and slip roads leading to Hillingdon Circus.
13. Furthermore, the already daily traffic jams in Long Lane and Hercies Road and adjoining streets off Long Lane.
14. Traffic noise and pollution will result
15. The planned development is far too expansive.
16. It will have a deleterious effect on the local area and spoil the skyline.
17. taken with the other application for the site - gross over development which the transport infrastructure cannot accommodate and gridlock will result
18. High rise 5 storey blocks will totally dominate the area.
19. 125 resident units with only 99 car parking places unacceptable
20. Where will the residents park?
21. The proposed development will be harmful to the local businesses and environment, and cause further congestion in an area already overloaded with traffic, damaging amenity for local residents as well as travellers in general.
22. We do not need social housing or yet another superstore in this location.
23. The Environmental Impact Assessment highlights the ex Air Force base - which is now housing , so therefore there is already in increase of traffic on long lane/ Ickenham Road
24. The Tesco site would just add more traffic
25. Object to the plans due to the sheer weight of traffic and pollution it will cause, together with strain on community resources like Doctors and Dentists
26. The access to and from the site is still via Long Lane and until this is addressed I will continue to oppose.
27. This site and the 'Morrisons' one the other side of the road should be considered together. Both have severe access problems so anything encouraging large traffic flows should be stopped. Both are trying to get far too much development on small areas of land.
28. Buildings of more than 2 storeys are out of character with the area and would dominate the skyline
29. Not too dense residential development with more parking and open/ green areas should be considered without all the commercial, traffic generating add ons
30. The density of the development is too great
31. Having such high blocks will not improve the landscape, even if the level of the development begins at a lower point than the neighbouring roads
32. Too many Cycle spaces
33. Access to the site from the East on Freezeland Way looks like an accident waiting to happen
34. Residential Blocks fronting Freezeland Way due to their Height would not be in keeping with the houses opposite
35. The visual appearance is uninspiring and lacking in character
36. The whole notion of having two large sites given over to intense usage of both a retail and residential nature is simply excessive in the context of an already heavily populated area and congested area
37. A 5 storey block seems some what out of character for that piece of land, the shops on the other corner being only 2 or 3 storeys.
38. More residents more strain on local amenities such as schooling and doctors surgeries  
With the recent "Cala development" the area is becoming over populated and will reduce the "village" feel of Ickenham - which will in turn cause people to move away from the area
39. Inadequate car parking space during peak hours and when locations become popular and more well known, forcing traffic to local roads such as my road - Granville Road.

40. The residential blocks and Hotel are too high and are visually intrusive. They are much larger than the buildings in the surrounding area and would be overbearing

41. Is Tesco going to build and furnish a new surgery or even better, a new school?

How about something for the local community, we haven't got a decent bar or restaurant in this part of Hillingdon, a travel lodge would even be preferable, there are already train and coach facilities within walking distance

42. The schools are oversubscribed already and it would move the boundary for those who currently qualify for Ickenham schools, potentially preventing places being allocated to Hillingdon residences

43. The GP surgeries are already at the maximum and extra pressure added would not be acceptable

44. The area is already too densely populated

45. The height of the proposed development exceeds that of the buildings formerly present

The proposed alterations to the highways, specifically access to and from the proposed development, will have an adverse effect on road safety.

46. The majority of units will have one if not two cars which will mean a lot more street parking in the area

47. We ideally preferred the Morrison's proposal as it lead to a new shopping precinct as well

48. The plan is too ambitious and does not really support community needs.

49. I consider this site to be an unsuitable location for residential units given its close proximity to both the A40 and RAF Northolt

10 letters of support have been received.

1. The reduction in size of the store on site and other improvements to the design have gone as far as possible towards allaying my concerns.

2. Additional traffic is inevitable but I think this is the best plan to have emerged and I would now support it, having been against earlier submissions.

3. The site is currently an eyesore and desperately needs to be put to good use.

On 07-05-13 further consultations were undertaken, upon receipt of the an Environmental Impact Assessment and revised Transport Statement. 27 letters of objection were received.

A petition has also been received objecting to the proposal.

As well as the consultations carried out by the Council, the applicants organised a public exhibition.

#### GREATER LONDON AUTHORITY

The Mayor considers that the application does not comply with the London Plan, for the reasons set out in paragraph 142 of the above-mentioned report; but that the possible remedies set out in that paragraph could address those deficiencies.

The application represents EIA development for the purposes of the Town and Country Planning(Environmental Impact Assessment) Regulations 2011. The environmental information made available to date has been taken into consideration in formulating these comments.

The Mayor observed, in particular, that the overall design of the scheme was most unimpressive and related poorly to the existing local centre and surrounding area. In its existing form, he considered that the hotel represented a missed opportunity to create a landmark building of exemplary design at the prominent and highly exposed Hillingdon Circus. He, therefore, requested that the applicant consider a complete review of the scheme, in order to achieve significant improvements in design quality prior to any further referral of the scheme back to him.

If your Council subsequently resolves to make an interim decision on the application, it must

consult the Mayor again under Article 5 of the Order and allow him fourteen days to decide whether to allow the draft decision to proceed unchanged, or direct the Council under Article 6 to refuse the application, or issue a direction under Article 7 that he is to act as the local planning authority for the purpose of determining the application and any connected application.. You should therefore send me a copy of any representations made in respect of the application, and a copy of any officer's report, together with a statement of the decision your authority proposes to make; and ( if it proposed to grant permission) a statement of any conditions the authority proposes to impose and a draft of any planning obligation it proposes to enter into and details of any planning contribution.

#### GLA STAGE 1 REPORT (Summary)

London Plan policies on retail and town centre developments: visitor accommodation, housing, design, inclusive access, transport/parking, energy, ambient noise and air quality are relevant to this application. The application complies with some of these policies but not with others and on balance does not comply with the London Plan. The reasons and the potential remedies to issues of non-compliance are set out below.

**Retail:** The applicant should demonstrate how the proposed food store would be effectively integrated with the existing parade of shops within North Hillingdon local centre and address the implications of an upgrade in status of the centre within the strategic and borough wide arising from the cumulative impact of other known or potential retail developments.

**Affordable housing:** The financial viability appraisals, to which reference has been made in the affordable housing statement should be submitted for assessment and independent review. Should Hillingdon Council be minded to grant permission for this development, a copy of the appraisal and the results of the independent review commissioned by the council should be submitted to the GLA before any referral of this application back to the Mayor.

**Housing choice:** The applicant should review the low (7.2%) proportion of three bedroom units, for which specific need is identified in Policy H2 of the emerging Core Strategy and in line with the objectives set out in the revised London Housing Strategy.

**Urban design:** The layout of the scheme requires reconsideration to reduce the visual dominance of parking and service areas and their impact on the public realm, and to improve its relationship to the existing local centre.

**Inclusive design and access:** Additional details should be provided to ensure an exemplary inclusive environment for residents and visitors to the scheme. The requirements include indicative floor plans of the proposed hotel; illustrations to demonstrate that the automated teller machines (ATMs) would comply with the relevant standard of accessibility; and details of the routes, crossing points, dropped kerbs and tactile paving to facilitate pedestrian access from the housing, bus stops, tube station etc to the site.

**Transport:** TfL requires a sensitivity test to ascertain the highways impact of the development in conjunction with the neighbouring application that has been submitted on land to the west of Long Lane. Further contributions towards extension of the U10 bus route, count down and improvements to the pedestrian environment should also be secured.

#### TRANSPORT FOR LONDON (TfL)

##### TfL (INITIAL COMMENTS) (summary)

This application follows on from previous applications submitted in 2011 (refs 4266/APP/2011/2034 and 4266/APP/2011/2035).



### Car Parking

It is proposed that the retail units on site (both food and non-food) would be served by a 181 space car park, of which 7 spaces (4%) would be parent and child spaces and 20 spaces (11%) would be for blue badge users. In addition, 9 spaces (5%) would be provided with electric vehicle charging points (EVCPs), with passive provision for a further 27 spaces (15%). Separate to this, 18 car parking spaces and a coach parking space would be provided for the proposed hotel. This represents a reduction in retail car parking since the previous application, towards the level that TfL had agreed as appropriate at the pre-application stage (178 spaces). This is welcomed by TfL.

The residential application is non referable under the Mayor of London Order. A total of 99 residential car parking spaces will be provided (at a ratio of just under 0.8 spaces per unit), with 10% of spaces being wheelchair accessible. It was agreed at the pre-application stage that given the location and PTAL of the site this provision is acceptable. However, as per London Plan policy 6.13 Parking, 20% of all spaces must be for electric vehicles with an additional 20% passive provision for electric vehicles in the future.

A Car Park Management Strategy (CPMS) will be secured by condition on the application, and this is welcomed by TfL.

### Trip Generation

TfL had previously raised a number of concerns with respect to the trip generation associated with the previous application, which remains unchanged for this application. However, the applicant subsequently submitted information that showed the trip generation provided a worst case assessment and as such this is accepted by TfL.

### Highways Impact

As with trip generation, the latest submission addresses the concerns previously raised by TfL with respect to the modelling methodology. However, it is noted that the TA considers an office scheme to the west of Long Lane at Hillingdon Circus as committed development. It is understood that prior to the submission of this application, a new application was submitted for this site which includes provision of a food store, hotel and residential units. The impact of this on the local road network should be taken into account as a sensitivity test, although this should only be carried out once trip rates for this new development are agreed with the borough and TfL. This is to ensure that the application complies with London Plan Policy 6.12 Road Network Capacity.

### Public Transport

At present, the U10 bus service serves Swakeleys Drive and Court Road (Hail & Ride section) to the north of Hillingdon station. It is around 800m walk from Hillingdon station to a boarding point for the route. TfL have in the past received requests from passengers for the service to be rerouted via Hillingdon station, although it has not been felt that demand has been sufficient in the past to justify this. Notwithstanding the comments on trip generation above, this development is likely to create sufficient additional demand in the area that the extension of this route becomes desirable, providing a bus link from the development to Ruislip and Ickenham to the north. It is anticipated that the U10 can be re-routed to Hillingdon station without requiring any additional vehicles, and as such the required mitigation from the development would just be to cover the cost of an additional driver on duty. However, since the 2011 application further feasibility work has been carried out on this option and the cost of the extension has now increased slightly to £50,000 a year for five years.

In addition to this, there are two bus stops near the development site that could meet the criteria for a Countdown installation in the future and at which the development will generate additional demand. A s106 contribution towards the installation of Countdown is requested at £10,000 per stop, requiring a total s106 contribution of £270,000 towards mitigating the impact on bus services in line with London Plan Policy 6.2 Providing Public

Transport Capacity and Safeguarding Land for

### Transport.

The development is predicted to generate a relatively significant number of Underground trips in comparison to the number of passengers that use the station at present. However, we do not anticipate that this will cause any capacity issues at the station.

### Coaches

It is noted and supported that a coach parking space will be provided to serve the hotel use on site. In addition the site is also served by two frequent express coach routes between London and Oxford; the Oxford Tube and Oxford Express (X90). TfL had previously requested that the developer improves both the access to and the waiting environment at the Oxford bound coach stop on Freezeland Way, as identified in the PERS audit which would also be of benefit to the wider community. It is understood that the applicant has been in discussions with the borough about this and this is welcomed by TfL.

### Walking, Cycling and Accessibility

In addition to the pedestrian improvements identified within the TA, TfL would recommend that the Legible London way finding system is implemented as part of the development in order to strengthen links between the site, the existing shopping area on Long Lane and Hillingdon Underground station. This should form part of the s106 package for the development. TfL suggests implementation of 2 sign posts and a capped financial contribution of £30k. The proposed cycle parking provision is welcomed. However, all the non-residential units should have provision for showers and lockers for those members of staff who wish to cycle to work.

### Travel Plan

TfL had previously highlighted that whilst the Travel Plan was generally of high quality, there were some minor issues that could be addressed to further improve it. Predominantly, TfL feel that the target relating to car use could and should be more ambitious, but it is accepted that at present these targets are only based on TRAVL data and as such may require revision following initial surveys in any case. As such, the Travel Plan is accepted in its current form for planning purposes.

### Servicing and Construction

A Construction Logistics Plan (CLP) and Delivery and Servicing Plan (DSP) should both be secured for the site by condition. To this end, the section on Construction within the TA is welcomed although the CLP should also include mention of vehicle booking systems, the use of re-timed or consolidated construction vehicle trips, protection of vulnerable road users and using operators committed best practice as demonstrated by membership of TfL's

Freight Operator Recognition Scheme (FORS) or similar. The DSP should identify efficiency and sustainability measures to be undertaken once the site is operational, in order to minimise the impact of peak time deliveries on the network. Community Infrastructure Levy (CIL) The Mayor of London introduced his Community Infrastructure Levy (CIL) on 1 April 2012. Most development that receives planning permission after this date will be liable to pay this CIL. The proposed development is in the London Borough of Hillingdon, where the charging rate is £35 per square metre of floor space. Further details can be found at <http://www.london.gov.uk/publication/mayoral-community-infrastructure-levy>.

### TfL comments on Addendum TA

TfL's previous comments on this scheme were in a letter dated 16th July 2012, which raised the need for a sensitivity test on highways capacity taking into account the Morrison's planning application at the neighbouring Hillingdon Circus site. This addendum TA includes this testing. The response also identified a need for contributions from any development on this site towards the extension of the U10 bus service to Hillingdon station, bus stop improvements, Legible London signage and improvements to the coach stop on Freezeland Way. It is expected that these will be secured as part of any consent. The addendum TA builds upon modelling included within the

applicant's revised TA, submitted to Hillingdon at the end of last year. TfL did not have sight of this until last month and therefore haven't yet provided any comments upon it. It is understood that whilst the proposed development remains unchanged, the revised TA was produced in response to Hillingdon's request

that consideration be given to the use of revised trip rates and modal splits which resulted in increased development vehicle trips, as well as the use of 2008 highways data as a baseline which showed higher background flows than the 2009 data originally used methodology, both TEMPRO growth and flows from committed development have been added to the 2008 baseline to reach a 2016 opening year, which should result in a robust assessment.

Using this revised methodology, the 2016 baseline model (i.e. with growth but without development) shows a number of links operating above capacity, notably the right turn from Long Lane southbound into Freezeland Way in all peak periods, Long Lane northbound across all peak periods and Freezeland Way eastbound in the PM peak. Modelling undertaken in the revised TA also shows the southbound arm of the junction of Long Lane and the A40 eastbound on-slip operating over capacity, which although primarily an issue for Hillingdon may be of concern for TfL if it is felt that this could prevent drivers from accessing the A40.

The modelling then considers a 'with development' scenario, which also includes changes to the Long Lane / Freezeland Way junction and an increase in cycle times in all peak periods. As the pedestrian crossings are 'walk with traffic', this increase in cycle times is likely to be acceptable. Although several arms operate close to capacity and overall the junction performance is likely to be worse than in 2008, only one arm operates above capacity, the westbound right turn from Freezeland Way in the AM peak.

When traffic from the neighbouring Hillingdon Circus application is added to the network, a number of arms then operate above capacity, even with the changes proposed as part of the Tesco application. Further changes to the network have therefore been proposed, and the modelling shows that capacity on the network would then be similar to that without the Morrisons development coming forward (i.e. a number of arms operating close to capacity but only one arm in one time period operating over capacity). It is understood that Parsons Brinckerhoff will be auditing the modelling on behalf of Hillingdon and TfL, but Hillingdon will also need to satisfy themselves that the loss of landscaping outside the Morrisons store on Freezeland Way is acceptable, and TfL would also recommend the proposed layout is safety audited. In particular, TfL is not sure that two HGVs (as the worst case) could simultaneously make the right turn from Long Lane southbound into Freezeland Way now two right turn lanes are marked out, and appropriate swept paths should be provided. It appears that for this to work there may need to be changes to the central reservation and the pedestrian crossing on Freezeland Way. If the changes are seen to be appropriate, a mechanism will need to be agreed by which the changes can be delivered should both schemes come forward, with appropriate responsibility for delivery being assigned between the two developers.

Given the above, although the submission of sensitivity testing relating to the proposed Morrisons development is welcomed, Hillingdon will need to satisfy themselves that the proposed changes are acceptable both in terms of highway capacity and safety. TfL will only be able to support the application moving forward if the proposals are seen to be deliverable.

#### NATS SAFEGUARDING

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Limited has no safeguarding objections to this proposal.

Please be aware that this response applies specifically to the above consultation based on the

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

#### LONDON UNDERGROUND

I can confirm that London Underground Infrastructure protection has no comment to make on this planning application.

#### HEATHROW AIRPORT LTD

We have now assessed the updated Transport Assessment against safeguarding criteria and can confirm that we have no safeguarding objections to the proposed development.

#### ENVIRONMENT AGENCY

The Flood Risk Assessment provided by the applicant demonstrates that sustainable drainage techniques can be used on this site. However, the sustainable drainage systems (SuDS) hierarchy does not appear to have been followed. For example, green roofs, which are at the top of the SuDS hierarchy have been identified as a solution on site, but their use has then been ruled out without adequate explanation. The applicant should use the most sustainable drainage techniques as fully as possible across the site where it is possible to do so.

#### Condition

No development shall take place 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 drainage strategy should demonstrate the surface water run-off generated up to and including the 1 in 100 year critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include provision of on-site surface water storage to accommodate the critical duration 1in 100 year storm event, with an allowance for climate change.

#### Reason

The site is adjacent to a Local Wildlife Site (LWS) - Ickenham Marsh Complex. There should be no detriment to this LWS (also identified as a site of Grade 1 Borough importance) by this development, and where possible, there should be betterment of the LWS. The addition of green or brown roofs to this development will provide benefits for biodiversity on the site, and provide some green buffering between the adjacent LWS and the development. This is in line with your Unitary Development Plan (UDP) Saved Policies EC1, EC3 and EC5. Furthermore, to prevent flooding on-site and off-site by ensuring the satisfactory storage of and/or disposal of surface water from the site using appropriate sustainable drainage techniques. This is in line with your UDP Saved Policy OE8.

#### NICK HURD MP

I am writing to register my objection to both applications to construct supermarkets on the edge of Ickenham. In registering this objection, I believe that I am reflecting the view of many Ickenham residents who are opposed to these applications. From a planning perspective, the central concern

is with the traffic consequences in an area which already suffers serious congestion problems at peak periods. In this context, the traffic assessments assume great importance. Unfortunately I understand from the Ickenham Residents Association that the process of drawing up these assessments may have been insufficiently rigorous. I understand that the first assessments were only rejected after the Residents Association had to physically walk officers up and down the affected roads at peak traffic points. I also understand that the new Tesco's assessment is just a technical note without visibility of the underlying model. Bizarrely I understand that it claims that the traffic situation will be improved by the addition of the Morrison's site. The latter have apparently just moved the proposed entrance/exit in a way which has not convinced residents that it will make a significant difference. The Residents Association also report that the conclusions of your own traffic consultant has not been made available to them. They are also concerned that the significant impacts of HS2 construction- if it should go ahead ~~have~~ have not been factored into anyone's calculations. The obvious concern is that the Council has not done enough to validate the models underpinning the key traffic assessments. In addition to noting my objection, I would ask for your assurance that you believe that the officers have run a sufficiently rigorous process in the face of these two very sensitive applications.

#### **External Consultees (Additional)**

ICKENHAM RESIDENTS ASSOCIATION (6/8/12)

#### Traffic Impact and the Environment

Hillingdon Circus is set on one of only three North South routes connecting the south of the Borough to the North, and two of these merge at the junction of Swakeleys Road and Long Lane. These routes are heavily congested during the am and pm traffic peaks. Therefore any development must consider policy AM7 of the UDP which states:

The LPA will not grant permission for developments whose traffic generation is likely to:

- (i) unacceptably increase demand along roads or through junctions which are already used to capacity ; or
- (ii) prejudice the free flow of traffic or conditions of general highway or pedestrian safety;

We also refer to UDP S1 (viii) which requires that a new development has no harmful effect on road safety and does not worsen traffic congestion

The proposals include changes to the junction and phasing of the traffic signals which the applicants claim will improve the flow of traffic through the junction even with the additional traffic they claim will be generated by their development.

However, the Transport Assessment is flawed for a number of reasons and cannot be relied upon, and for this reason alone the application should be rejected. The flaws are as follows:

The applicants have failed to acknowledge the length of the queues and the exit congestion at the junction during the am and pm peaks, and despite repeated requests they have failed to provide us with their evidence of the same taken during their traffic surveys. The length of the queues, particularly on Long Lane Northbound, is evidence that the junction is already operating at capacity, and this is partly because of the exit congestion that limits the number of vehicles that can cross the junction during a green phase. We have provided our own video evidence of this congestion to LBH officers.

Their LINSIG modelling shows the junction currently operating below capacity in am and pm peaks.

On page 52 Table 6.2 of the Transport Assessment, the LINSIG modeling predicts a mean maximum queue length for traffic crossing the junction northbound of only 19.4 vehicles in the pm peak. Everyone who uses the junction in the evening rush hour knows this not to be the case; queues regularly tailback to the Court Drive to the South and often even to the Uxbridge Road and therefore the model is not simulating the junction correctly.

Equally the VISSIM model shows traffic flowing freely beyond the junction Northbound to the Ickenham Pump. Because the evidence clearly shows this is not the case, their models cannot be validated which is a requirement of a Transport Assessment. Rather their models can be shown not to reflect the actual conditions of the junction and nearby road network, and therefore the LPA cannot draw the conclusion that their proposals will not unacceptably increase demand and is bound to reject the application.

In addition the congestion along Long Lane (North) and the High Road will increase as the Ickenham Park development becomes occupied and the consequential traffic activates the lights at the junction of Aylsham Drive and the High Road more frequently, leading to more exit congestion at Hillingdon Circus. The applicants have failed to take this into account in their modelling as they are required to do. In fact recent experience shows that even with the current partial occupation of Ickenham Park, activation of the lights at Aylsham Drive is already creating more congestion south of the Hillingdon Circus.

Moreover the data they used for existing traffic flows was based on an outline survey they claim was conducted by TfL in February 2009, not the detailed survey they undertook in 2008. The 2008 survey results are consistent with previous studies in terms of volumes, but the 2009 study is significantly lower. The applicants have failed to provide details of this study, including the dates, so we cannot check its validity. Tesco have in the past submitted survey data taken on a Teacher Training day when traffic was abnormally low. Tesco sent details of a revised model using the 2008 data on 14th November 2011 relating to the two previous proposals (2034 and 2035) which showed a marked increase in the saturation of the junction above levels which would normally be accepted by TfL.

There is also an increase in the cycle time to 106 secs. Tesco claim this is the current TfL setting; it may be the MAXIMUM setting (the MOVA signals will vary the cycle) but our observations in the peak hour show it to be between 83 secs and 103 secs with an average of 94.4sec over 10 observations.

The estimates of traffic generated by the store are also to be questioned since they include for comparison a store in the Borough of Kensington and Chelsea. Shoppers are much more likely to use car transport to go to suburban stores than those in the centre of London. Indeed the modal split assumed is extremely suspect. On page 39 of the transport assessment visits by "Walk and Public Transport" or by "Walk only" account for 47% of all visits to the store which the applicants claim will be mainly for weekly shopping trips. It is also worth comparing this with data on page 41 table 5.8 for modes of transport to work in Hillingdon, showing over 70% use cars. It is our opinion that in Hillingdon people are more likely to use public transport to go to work than to do their weekly supermarket shopping trips.

There is a high probability that in the pm peak especially, significant volumes of traffic using the A40 would divert to the store. The Transport Assessment has not shown what the impact of such a behavioural change would have on the Hillingdon Circus junction; no stress tests are included.

The applicants have failed to provide details of how the changes they propose will affect pedestrians. We have asked for details of the pedestrian crossing times under their proposed re-phasing for the previous application 2034/2035 which appears unchanged in the current applications. Tesco did not provide us any detail of the crossing times but did admit that in their letter to us dated 16th November 2011 that PEDESTRIAN CROSSING TIMES WOULD BE IMPACTED.

An increase in the time available for motor vehicles to cross the junction WILL be at the expense of pedestrians. For example, we have calculated that the maximum time to cross the junction from the NW corner to the SE corner via the SW increases from 3min 12 secs to 5 mins 36 secs under

the proposals, and the minimum from 1 min 28 sec to 3 mins 51 secs. This not only prejudices the free flow of pedestrians, but with such long waits it is likely that pedestrians will lose patience and jump the lights PUTTING THEIR OWN LIVES AT RISK.

It is of note that the pedestrian crossing on Hillingdon Parade is also disadvantaged which is already the subject of complaints by Hillingdon residents. Not only does this raise safety issues, but also undermines Tesco's claim that the shopping experience in the North Hillingdon centre will be improved.

Of most concern is that despite our warning, the proposed timing of the traffic lights still has a CONFLICT BETWEEN PEDESTRIANS AND TRAFFIC. There is no time gap allowing traffic to clear the junction turning right from Long Lane northbound before pedestrians are allowed to cross from the NE corner to the traffic island on Freezeland Way East (phases A and O). If a suitable gap were introduced it could reduce the time available for the pedestrian crossing to below the minimum required.

This gives us grave doubts about the quality of the modelling and the Transport Assessment in general.

We are also concerned about the proximity of the entrance to the store on Freezeland Way to the Hillingdon Circus junction. We understand that there are statutory limits in the number of car parking places that can be made available, but the consequence is that there will be a high probability that it will overflow. The position of the junction will mean that such an overflow is bound to block the junction, with tailbacks South to the convergence of the lanes on Long Lane and to the West.

Moreover the applicants are assuming that NO STAFF will use the car park. Those travelling to work by car will then use surrounding streets increasing the congestion there.

#### Environmental Statement

The main contributor to the poor air quality in the residential areas close to the A40 , is the congested traffic on this transport corridor, including large numbers of freight vehicles, and the operation of the junctions at Swakeleys Road, Hillingdon Long Lane and the Polish War Memorial. The monitoring data confirms that the poor local air quality continues into the residential areas surrounding this major road, due to congestion on its feeder roads. The proposed development would result in an increase in Nitrogen Dioxide, because of vehicle emissions, and to the detriment of air quality within an Air Quality Management Area . Accordingly the proposal is inconsistent with Policy 4.A7 of the London Plan, Policy OE 6 of the Council's Unitary Development Plan and the Council's Supplementary Guidance on Air Quality. It is likely the proposed and surrounding residential development would be subject to unacceptable levels of noise, in addition to fumes and general disturbance to the residential amenities of future and adjoining occupiers. This is contrary to Policy OE1 and OE5 of the Unitary Development Plan. Local residents who already suffer poor air quality, are not the main polluters in Hillingdon. Nevertheless, they are exposed to a significant threat to their health. Consequently improvement of air quality in the Borough is necessary for the well being of people who live and work in Hillingdon. Current levels exceed the limit values laid down in the UK's Air Quality Strategy and the European Unions Directive on Air Quality.

#### Height and Appearance

Our main objection in this respect is the height of the Hotel and, also, whilst not being part of either of these applications, the height of the possible three Accommodation blocks fronting Freezeland Way.

- Due to the way the Hotel sits right at the front of the site and being very visible the impact on the

street scene is in our view unacceptable.

· Additionally, such height as proposed would intrude into views from the Green Belt at Hillingdon House Farm.

Further the proposal as currently exists is almost twice the height of the buildings forming the North Hillingdon shopping centre, which produces an incongruous mix of building size.

· Finally, we are concerned that the height of the Hotel as proposed could be considered a safety hazard to aircraft operations at Northolt Airfield.

We feel the Hotel height should be reduced by a minimum of two storeys and should approval be sought for the remainder of the site, the height of the Accommodation blocks along Freezeland Way should be restricted to only four storeys.

These features would provide a more pleasing appearance to the eye and be more acceptable to the street scene and the green corridor of the A40 (Freezeland Way).

For all of the above reasons we feel these applications do not comply with either all, or part of, the following Policies as detailed in the Hillingdon Unitary Development Plan (adopted September 1998).

BE 13; BE 14; BE 19; BE35; BE 36; S1(iii); H6 and A6.

#### Retail Impact

In order to protect our local Ickenham retailers, it is a minimum requirement of ours that neither the proposed new store nor the associated additional retail units contain a butchery counter, a craft baker, a hardware store or a pharmacy. For the protection of residents living nearby, we would also expect to have a significant input into the decisions relating to the hours for both opening and deliveries.

We refer to UDP S1 -

(i) Taking account of the cumulative impact of recent and committed shopping developments, new developments are not likely to harm the viability, vitality or attractiveness of any town or local centre or to damage the general pattern of local shops which provide essential local services.

Our objection to 4266/APP/2012/1544 is based on two grounds: traffic impact and consequential pollution of the environment, and the height and appearance of the proposed buildings. We are not objecting on grounds of retail impact, but this is subject to enforceable conditions on retail activity being imposed. Our objection to 4266/APP/2012/1545 is based on the height and appearance of the proposed buildings.

#### ADDITIONAL RESPONSE

##### TRAFFIC IMPACT

We are objecting to the proposal because:

4.2 The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied.

improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."

and:



LB Hillingdon Unitary Development Plan Saved Policies (2007) Policy AM2 states that all proposals for development will be assessed against:

"Their contribution to traffic generation and their impact on congestion and in particular the proposal is contrary to policy AM7 the LPA will not grant planning permission whose traffic generation is likely to:

i) unacceptably increase demand along roads or through junctions which are already used to capacity,

In summary our objection is that the increased traffic flows due to the proposed development will increase demand unacceptably, and that the proposed changes to traffic signalling will only make matters worse. The applicants reasoning is fundamentally flawed because they have assumed the traffic flows freely away from the junction at all times of day: their "observed saturation flows" are by their own admission taken when the traffic is flowing freely. Anyone who uses the junction at peak hours knows this to be untrue; that is why it is a box junction, to prohibit traffic from entering the junction when the exit is not clear. So the conclusions they draw in the Transport Assessment are wrong, and the changes to the junction they propose will be detrimental to vehicular traffic and pedestrians alike.

For example in the pm peak, northbound traffic in Long Lane to the north of the junction is slow moving or backed up to the junction. The result is queuing in the approaches to the junction which is worst in the case of Long Lane South where the queue usually starts at Court Drive and often at the Uxbridge Road itself. The applicants fail to acknowledge this, and claim their observed maximum queue is only 18 vehicles long. Again anyone who uses the road will know this to be untrue.

The demand to travel north up Long Lane from Long Lane South, Freezeland Way East and Freezeland Way West exceeds the capacity of Long Lane North to carry it. The effect of the traffic signal phasing is to share the limited capacity between the three streams. The applicants propose to change the signal phasing to allow less green light time for Long Lane South, and more for Freezeland Way. This will clearly make the longest queues even longer. Our estimate is that this would be around one mile longer, ie backing up along the Uxbridge Road in both directions. Moreover the changed phasing would mean considerably longer pedestrian crossing times at Hillingdon Circus as detailed in our report attached; this we consider completely unacceptable since they already exceed the maximum recommendations. This will increase the incidence of pedestrians crossing against a red light, and the consequential safety risks.

Our detailed traffic objections can be found in the addendum attached.

## ENVIRONMENTAL STATEMENT

### Air Quality Response

Our apparent insatiable appetite for new cars, as recent figures show in a report from The Society of Motor Manufacturers and Traders, goes on unabated. This gives a clue to the skepticism we must show to the over optimistic traffic study figures presented by Tesco for Hillingdon Circus. There is a high level of public concern over existing traffic flow problems and that the situation would be bound to worsen if their proposals were to be approved.

Leading on from this, it is widely known that air pollution is worsened by traffic emissions. Petrol and diesel engines emit a variety of pollutants and the UK AQS identifies nitrogen dioxide(NO<sub>2</sub>).carbon monoxide(CO), but also benzene and particulate matter(PM<sub>10</sub>). Currently, Air Quality Management Areas (AQMAs) designated in the UK attributable to road traffic emission, are associated with high concentrations of NO<sub>2</sub> and PM<sub>10</sub>. Drawing on from this, the following equation is self-evident: Traffic Congestion = Poor Air Quality & Pollution = Health Problems. This becomes a public health issue, because NO<sub>2</sub> can irritate the lungs and lower resistance to respiratory infections. People with asthma are particularly affected. The Mayor of London is responsible for strategic planning in London. The current version of the "London Plan" was

published in July 2011. The plan acts as an integrating framework for a set of strategies including improvements to air quality. Policy 7.14 is the key policy relating to air quality. In this document "the Mayor recognises the importance of tackling air pollution and improving air quality to London's development and the health and well-being of its people". Development proposals should "minimise increased exposure to existing poor air quality and make provision to address local problems of air quality, particularly within AQMAs". It also states that any proposed development should "promote sustainable design and construction to reduce emissions from the demolition and construction of buildings, following the best practice guidance in the Greater London Area (GLA) and London Councils". Another important policy statement is that any development "be at least air quality neutral and not lead to further deterioration of existing poor quality air such as designated AQMAs".

The London Borough of Hillingdon sets out policies to guide a proposed development, and whether a particular proposed development will affect air quality significantly is a matter for consideration by local planning authority, being based on matters of fact and degree related to the development being proposed. In our opinion the proposals would adversely affect the environment at the Hillingdon Circus junction and its major and secondary road network. In this regard, we can also take into account the accumulative effects of what are dual development proposals "Tesco and Morrisons".

Regarding Air Quality, the LBH Environmental Services Map indicates that within the Borough, air pollution at Hillingdon Circus is second only to levels found at Heathrow airport. It is self-evident that the development will generate significant additional traffic at the junction, and as a result increase the levels of nitrogen dioxide at Hillingdon Circus. Road traffic is the largest source of NO<sub>2</sub>, contributing 49% of total emissions.

#### Noise Pollution

The area of the proposed development has already high levels of noise, again due to excessive road traffic usage, particularly from the M40 corridor. As previously stated, heavy congestion during peak times, morning and evening, at the Hillingdon Circus road network has a detrimental impact on the local environment. Loudness of noise is purely a subjective parameter, but it is accepted that an increase/ decrease of ten decibels corresponds to a doubling / halving in perceived loudness. External noise levels are rarely steady but rise and fall according to activities in the area. It is concluded that the predicted noise levels for the proposed development will be above the Council's recommended guidelines, and that even an increase of three decibels is significant. We consider that the activities associated with the proposed development would increase noise levels and cause disturbance to local residents both existing and new. Any noise assessment for residential development should include noise from mechanical service plant, noise from delivery events, noise from car parking activity, noise from road traffic, and construction noise. In addition, it should be mentioned that the proposed development is near to the flight path of RAF Northolt. We have been warned that this facility as an aerodrome will see increasing usage over the next few years, in both military and commercial aircraft.

Some of the proposed residential dwellings will require a higher level of glazing/ and ventilation. The building design should be constructed to provide an acceptable internal noise climate. We must strongly disagree with Tesco's contention, in their environmental statement on Noise (9.6), in which they state "the predicted change in noise level from road traffic at the nearest dwellings would be around one decibel or less. As such the change would be imperceptible, and there would be no detriment to residential amenity by reason of road traffic noise". However this assumes that residents will keep their windows shut at all times. This is plainly unreasonable. To conclude, the large retail unit together with the proposed hotel and residential properties, will cause a considerable increase in the concentration of pollutants and noise in the area.

#### Height and Appearance

We refer to our previous comments contained in our letter of 6th August 2012 which outlined our

initial objections. These, we feel, are still pertinent to the current revision and must register our disappointment that, now the 3 Residential Blocks are part of this formal full application, they remain at 5 storeys. We include therefore for the sake of completeness an extract from our original comments

#### Height and Appearance

Our main objection in this respect is the height of the Hotel and, also, whilst not being part of either of these applications, (now applied for in this application) the height of the possible three Accommodation blocks fronting Freezeland Way.

- Due to the way the Hotel sits right at the front of the site and being very visible the impact on the street scene is in our view unacceptable.
- Additionally, such height as proposed would intrude into views from the Green Belt at Hillingdon House Farm. Further the proposal as currently exists is almost twice the height of the buildings forming the North Hillingdon shopping centre, which produces an incongruous mix of building size.
- Finally, we are concerned that the height of the Hotel as proposed could be considered a safety hazard to aircraft operations at Northolt Airfield.

We feel the Hotel height should be reduced by a minimum of two storeys and should approval be sought for the remainder of the site, (as now being considered) the height of the Accommodation Blocks along Freezeland Way should be restricted to only four storeys.

These features would provide a more pleasing appearance to the eye and be more acceptable to the street scene and the green corridor of the A40 (Freezeland Way).

For all of the above reasons we feel these applications do not comply with either all, or part of, the following Policies as detailed in the Hillingdon Unitary Development Plan (adopted September 1998). BE 13; BE 14; BE 19; BE35; BE 36; S1(iii); H6 and A6.

In view of the undetermined "process" situation in relation to the parallel "Morrisons Application" we would wish to comment that this current Tesco Application has in our opinion taken into account our many objections and comments that we have made over their last 4/5 applications and appeals over many years and will be less damaging to the environment and street scene than the Morrisons proposal.

The site layout and the fact that the store itself will be single storey, with the Residential Blocks arranged at ground level around it, produces a more open appearance to the site as a whole. Looking at the overall plan of the proposal and our objection to the height of the hotel, we feel a small increase in the hotel's footprint would enable at least a floor to be removed from the height whilst still maintaining any operator's minimum bedroom requirement for operational reasons. Should such accommodation not be possible, we re-iterate our objections to the hotel's current planned height and the height of the new residential blocks facing Freezeland Way.

#### RETAIL IMPACT

In order to protect our local Ickenham retailers, it is a minimum requirement of ours that neither the proposed new store nor the associated additional retail units contain a butchery counter, a craft baker, a hardware store or a pharmacy. For the protection of residents living nearby, we would also expect to have a significant input into the decisions relating to the hours for both opening and deliveries.

We refer to UDP S1 -

(i) Taking account of the cumulative impact of recent and committed shopping developments, new developments are not likely to harm the viability, vitality or attractiveness of any town or local centre or to damage the general pattern of local shops which provide essential local services. In view of all the comments above, we trust you will be able to take them into consideration, when you make a decision.

#### ICKENHAM RESIDENTS ASSOCIATION TRAFFIC ADDENDUM (summary)

This addendum provides a detailed critique of the Traffic Assessment Report in the Tesco

Environmental Assessment Statement. This is a highly technical and lengthy document and as such, has not been reproduced in full. However, its contents have been fully taken into consideration by the Highway Engineer.

In summary, the difference in the number of trips generated estimated by Morrison's and the figures Tesco have included, throw the findings of their modelling into doubt and demonstrates the claim that the figures used are Robust, is incorrect.

Although the existing traffic models have been built using 2008 traffic data, spot traffic count check surveys were carried out in February 2011 at key junctions and it was noted that the overall traffic flow at Hillingdon Circus junction has not changed significantly (i.e shown overall reduction of around 1.8%). Therefore this model represents the true representation of existing situation. The modelling undertaken in 2012 by Robert West on behalf of the London Borough of Hillingdon excludes your proposals and shows higher saturation level in at Hillingdon Circus in 2016 than your 2016 base case.

Exit congestion, flawed.

The Journey time comparisons do not take account of the existing congestion that occurs in both the am and pm peaks. The existing congestion may have been identified, if Tesco had extended the survey area as requested by the London Borough of Hillingdon, following the previous application.

From a survey undertaken over 5 days in October 2011, it can be seen that timings are thrown into doubt, as queuing commonly occurs from Court Road on the South section of Long Lane, to Ruislip Golf club on the Northern section. A known fact to the Council and regular users of this route.

The Queue comparison table shows the queue length at Hillingdon Circus/Long Lane Northbound rising from the 11 vehicles maximum in the base case to approximately 38 with Committed Development by 2016. We believe these figures to be understated, as we know traffic regularly queues back from the Hillingdon Circus junction to past Court Road on Long Lane South.

#### ICKENHAM RESIDENTS ASSOCIATION (Additional Response 2)

With the additional information available the Association is again writing to object to the above application on behalf of our membership. The objection is submitted in order to comply with the consultation timeline granted by the LBH. We had consulted our members formally about the previous applications (2011/2034 & 2035) and our opposition was based on their views. We cannot see anything in the above new proposals that is likely to reduce these objections.

We also cannot see anything in the above amended proposals that is likely to reduce these objections and would like to state that the objections raised in the response we submitted on the 10th June 2013 still remain. Our objection is based on the flawed traffic impact assessment and consequential pollution of the environment.

#### Additional Traffic Assessment Comments

Comment on VISSIM Sensitivity Test Technical Note  
1.6 shows the rationale adopted.

If it is not possible to make use of the Morrisons models, the preferred option is that SKM include a capacity restraint in the agreed 2008 base year models as a non-validated sensitivity test to replicate the queue and use this to test their development impacts during PM peak. This will protect the integrity and robustness of the original models.

This means the data used is out of date and invalid and that the observations made in our previous

objections remain valid.

2.3.2 Defines how Tesco's created the new bottleneck for NORTH BOUND traffic.

The capacity restraint is applied to the model in the form of a dummy signal head at the location shown in Figure 1. This signal head is coded with a 40s cycle time and a 21s green time resulting in a reduction to 53% of the normal link capacity. This capacity constraint creates a bottle neck on Long Lane which reduces the capacity of the northbound link and generates a northbound queue which reaches as far back as the Hillingdon Circus junction as shown in Figure 2. For future reference, the capacity constraint is described as a "bottleneck". This does create an exit queue but there is little detail provided for third party validation. For example, the simulation has a 15 minute warm up time. Does this give sufficient time for the exit queue to build up? i.e. is the queue in operation for the entirety of the simulation? Also, there is no validation of queuing behaviour witnessed in reality. i.e Tesco has produced an exit queue but there is no discussion of human behaviour, or of how this queue relates to actual physical queues seen by residents on a daily basis.

The false signal introduced to create the bottleneck allows traffic to move along according to a 40s cycle time and a 21s green time. We have no access to the information in the model, nor was any survey undertaken to verify these parameters are realistic.

The given figures appear to be completely arbitrary and have only been selected to generate some kind of bottleneck. No effort has been made to capture the actual rate the queue clears at. In our opinion, this therefore means that the model is non-validated and the results generated from the model completely unreliable.

Comment on Glebe School modelling

7.12 Glebe Primary School has planning consent for the demolition of the existing school and erection of a new 3 form entry school including nursery. Traffic flow diagrams have been obtained from the Transport Assessment submitted in support of the application, however it is noted that the AM and PM peak hours do not coincide with the network peak periods set out above. 7.13 During the AM peak, the identified peak period overlaps with the network peak set out above by 15 minutes, and therefore one quarter of the peak hour traffic generation has been included within this assessment. The PM peak identified for the Glebe Primary School occurs before the network peak hour, and therefore no additional trips will be generated during this period. LBH have confirmed that this approach is acceptable. Can LBH please provide proof of this agreement.

As no detail has been provided and no surveys undertaken, this assumption is invalid

We also believe that as there is no correlation between the Tesco and Morrisons Traffic

Assessments and because we know that data from an LBH survey has not been provided, a real risk that the Consultation Process has been flawed from the outset and that a Judicial Review may be required, should be accepted.

Transport Assessment Conflict

Because there is no correlation between the Tesco and Morrisons Transport Assessments, despite the fact they both say they have included/modelled each others assessments. We believe both assessments are fatally flawed and present the potential for a significant impact on the local transport network.

The Morrisons TA States:

The effects of any development needs to be assessed against the criteria in the NPPF, with the key tests:

"Plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- safe and suitable access to the site can be achieved for all people;
- and improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development.

Development should only be prevented or refused on transport grounds where the residual

cumulative impacts of development are severe.

7.42 The addition of traffic flows generated by the Master Brewer development proposals (scenarios 4 and 7), and associated junction modifications, results in a significant worsening of junction performance such that the junction is predicted to operate significantly above capacity during the AM, PM and Saturday peak periods in both 2014 and 2022. This is considered to primarily be as a result of the introduction of the right turn movement from

Long Lane (south) to Freezeland Way (East), which results in the requirement for an alternative staging arrangement to accommodate this movement.

7.51 The addition of the Master Brewer proposals (scenarios 4 and 7) results in the VISSIM model becoming overloaded and effectively 'locking up', with vehicles becoming stationary, and blocking the path of other vehicles which are therefore unable to pass through the network. As such, it is not possible for the model to report any meaningful results, particularly journey times, as vehicle trips through the network are not completed.

7.52 Whilst a lock up of the highway network is unlikely to occur in practice, as vehicles will give way to turning vehicles rather than blocking their path, or can change their journey in response to such conditions, this outcome within the VISSIM effectively concludes that the addition of the Master Brewer proposals would result in a significant worsening of the operation of the highway network such that the impact could be classified as significant.

7.73 The addition of the Master Brewer proposals results in a significant detrimental impact on the operation of the highway network such that the VISSIM model locks up, and journey times, vehicle speeds and queues are not able to be accurately reported. It can therefore be concluded that the addition of the Master Brewer proposal results in a significant impact.

8.18 The addition of the Master Brewer proposals so that there would be two food stores in the area results in a detrimental impact on the operation of the highway network such that the VISSIM model locks up, and journey times, vehicle speeds and queues are not able to be accurately reported. It can therefore be concluded that the addition of the Master Brewer proposal results in a significant detrimental impact

#### Retail Impact

1. The Ickenham Residents' Association registered its detailed objections to each of these proposals on 10th June 2013 .

2. These objections can be summarised as:

2.1 Traffic pollution/environmental impact: pollution levels at Hillingdon Circus are already above lawfully permitted levels and the inevitable additional traffic would make them even worse

2.2 Traffic concerns: the Hillingdon Circus junction is already beyond capacity levels, particularly at peak times, and could not cope with additional vehicle movements

2.3 Retail Impact: we are concerned about the impact on our local Ickenham shops, particularly in the case of Morrisons whose meat counter we consider to be a threat to Williams' butchers, with potential knock-on effects on the entire "High St"

2.5 Housing: whilst we welcome the provision of extra homes the local schools, medical facilities etc are already fully stretched and could not cope with additional demand.

3. Since we lodged those objections we have not seen any submission from either retailer that has diminished our concerns in any way, and the threat of future traffic gridlock in the area has increased with the evolving proposals for HS2.

4. Our concerns have been exacerbated by the information that LBH are considering the possibility of approving both proposals. We believe that the impact of such a decision would not just increase these problem areas in an incremental way but move them into a whole new dimension as Tesco and Morrisons competed for business across the junction, with bargain hunters attracted from a wide area by the prospect of comparison shopping and the ability to "cherry pick" choice promotions. The exception would be housing where the increase in problems would "only" be incremental.

5. On the evidence of their submissions of 13th August 2013 [Tesco] and 21st August 2013 [Morrisons] neither retailer considers that the North Hillingdon centre could support two major food stores.

Built Environment - Height & Appearance. (Tesco & Morrisons)

Our objections in relation to both applications individually, in respect of the above aspects, are well documented in our previous letters of 06.08.12 and 10.06.13 concerning Tesco and 24.09.12 and 06.06.13 concerning Morrisons.

The purpose of this addendum to our letters is to raise the issue that IF consideration should be given to both applications at the same time, and for whatever reasons they were both recommended for approval, then our individual objections would be combined, amplified, and stressed far more strongly.

Our current objections relate to each individual proposal.

If forced to choose between the two, then it is our opinion that the Tesco proposal is far less intrusive, they having listened to our many previous objections over many years. Morrisons puts more area 'under concrete', is considerably larger and higher, with less desirable housing design and location, and impinges on car parking provision at Hillingdon station.

## OAK FARM RESIDENTS ASSOCIATION

Oak Farm Residents Association (OFRA) objects to the above planning application for the following reasons.

### 1. DWELLINGS ON SITE

#### a) Appearance of the residential units

The blocks are too tall and should be restricted to a maximum of 4 storeys to be in keeping with the height of the shopping parade, the dwellings opposite and views from the green belt.

#### b) Strain on local services

Local services such as GP surgeries, dentists and utilities are already under strain. The increase in residents will further put a strain on them.

#### c) Number of parking spaces

The number of car parking spaces is inadequate as the majority of households have at least 2 cars now and this ratio is increasing. A likely result of this lack of car parking for residents is for them to park in shoppers spaces or in local roads. Tesco are negotiating with the council to buy a strip of land on Freezeland Way to build a further 3 residential blocks for 120 additional dwellings. This would not only add to further traffic congestion, noise and air pollution in our already overcrowded local area but it is unlikely that an adequate number of parking spaces will be provided. It would also further strain local services.

### 2. TRAFFIC FLOW IMPACT

#### a) Additional lane to access development and four phase traffic lights

Tesco's proposal includes changes to the junction at Hillingdon Circus and increasing traffic light phasing from three to four for each of the four arms of the junction and an extra lane north of the lights on Long Lane southbound and a right turn to allow northbound traffic to enter the site. Tesco claim that these proposed changes to the junction and traffic light phasing plus the extra lane will reduce congestion. Tesco do not have the data to back up the claim and have not considered how changing from three to four phase traffic lights will affect pedestrian crossing times. At present the crossing times are too short to allow pedestrians to cross safely and will need to be significantly increased if this development goes ahead. Clearly, this too has an effect on traffic flow.

#### b) Congestion and the effect of accessing the Tesco development

Tesco's modelling of current traffic flow does not take into account the existing queuing, congestion and gridlock on the roads passing through Hillingdon Circus and exit congestion at the junction. Roads through Hillingdon Circus are in use 24 hours a day. Long Lane from the Uxbridge Road to West Ruislip is one of the few South-North routes through the borough. Accessing the Tesco development from Hercies Road or Long Lane by doing a 'u turn' before Hillingdon Station hill

(whether controlled or not) must add to congestion. The station is on several bus routes and forcing all traffic destined for Tesco from Long Lane and Hercies Road to go partially up the Station Hill, across and move across lanes to come down and filter left into Tesco will cause further gridlock. This will be particularly acute at peak shopping times such as Christmas and during peak commuter times.

c) Impact of increased traffic flow and congestion on local residents

Tesco has failed to consider the impact on side roads off Long Lane. People who live on the estate already face extended journey times because of sheer weight of traffic on Long Lane in particular. Also, these side roads are used as 'rat runs' in an effort to shorten journey times and avoid congestion. This is dangerous, noisy and affects air quality. Oak Farm estate was not built with garages. Most dwellings do not have the space to add one and residents have to park on the road. This reduces road width and visibility. Buses, school coaches and delivery vans use many of these roads as well as residents. The Tesco development is likely to increase the use of these side roads as 'rat runs' because congestion will be increased by the additional traffic to the development.

d) Volume of traffic

The volume of traffic has increased considerably because of the Ickenham Park development. This extra traffic has required 2 additional sets of traffic lights in Long Lane, Ickenham at Aylesham Drive and High Road, just north of the proposed site and these are already adding to the gridlock problems around Hillingdon Circus. The additional traffic generated by these proposals will make the already bad traffic congestion a great deal worse.

### 3. ROAD NOISE AND AIR POLLUTION:

a) Road noise

Road noise is an issue already and will affect the quality of life of those in the proposed dwellings, hotel and store. In the recent past measurements were taken by the Council with OFRA at the partly sheltered entrance to Hillingdon Station. These measurements showed road noise was nearly 80dBs, and this was at a time of low traffic flow on the A40. The proposed site will have the A40 running along its entire length and it and surrounding areas will be subject to very considerable noise levels 24 hours a day from the A40 which is not a motorway but feeds the M40, which is less than 2 miles away. In 2001 a DEFRA noise map showed the A40 road noise alongside the proposed site to be 80-100dBs and traffic flow there has increased greatly during the past 11 years. Furthermore this site is almost under the intersection of 3 helicopter routes, H4, H9 & H10 with their additional noise. The increase in traffic generated by this development will further increase the unacceptably high noise levels which are endured by people living on the Oak Farm estate.

b) Air pollution

Readings taken in 2005 showed that Nitrogen dioxide levels along the stretch of A40 beside the proposed site were of a similar level to that found along runways 1 & 5 at Heathrow. Since this time there has been an increase in traffic using the A40 and some mornings the rush hour traffic on the A40 is at a standstill from Acton, (nearly 10 miles down the road) back past the proposed site. Air quality in this area is already poor and will affect the hotel and dwelling residents and shoppers too. An increase in traffic to this development will also adversely affect the already poor air quality and add to air pollution. Air pollution caused by nitrogen dioxide emissions from motor vehicle exhausts is a serious problem. Nitrogen dioxide causes respiratory problems such as wheezing, coughing, colds, flu and bronchitis and can have significant impact on people with asthma because it can cause more frequent and more intense attacks.

c) Environmentally responsible use of site

In view of the poor air quality and noise it would be appropriate to plan trees which will absorb more of the local polluted atmosphere, and also shield the local area from the 80-100dB of road noise of the A40.

### 4. FLOOD RISK ASSESSMENT

As the Master Brewer land is low lying and adjacent to a feeder drainage stream to Yeading Brook,



and at the foot of the steeply down sloping land of Oak Farm Estate, OF RA residents want an Independent Flood Risk Assessment carried out before any form of acceptance of this proposal.

#### 5. SECTION 106 GRANT

If this proposal is accepted OFRA wish to be informed of how all such grant money will be spent improving our local area that would be affected by this proposal.

#### **Internal Consultees**

ENVIRONMENTAL PROTECTION UNIT

#### NOISE

The noise report prepared by Sharps Redmore Partnership (SRP) dated 22nd May 2012 (ref. 1011389/R1) has been assessed. The SRP report considers the development covered by (i) detailed application 4266/APP/2012/1544 including the main foodstore, (ii) outline application 4266/APP/2012/1545 including the five residential blocks.

My comments on noise issues on this outline application 4266/APP/2012/1545 take account of the proposed development covered by the associated detailed commercial application.

The SRP noise assessment for the proposed residential development is based on the Government's National Planning Policy Framework (NPPF) of March 2012, which cancelled PPG24 "Planning and noise" recommending use of Noise Exposure Categories for determining suitability of sites for new residential development.

The noise assessment for the proposed residential development is contained in section 5.0 of the SRP report. This section refers to the noise contour maps in Annexe D showing the predicted overall noise levels at the facades of the proposed residential blocks. It is apparent that Block A adjacent to the A40 road would be subject to the highest noise levels. The noise contours show that the worst affected upper floors of Block A will be exposed to daytime noise levels of around 73 to 74 dB LAeq,16hrs. These high noise levels are mainly caused by road traffic on the A40 road.

Report section 5.1 recommends design targets in terms of LAeq,T and LAm<sub>ax</sub> for internal noise levels in residential blocks A to E. These design criteria are the same as required by Table 2 of the Council's Supplementary Planning Document on noise. Report section 5.3 states that these target internal noise levels can be achieved by ameliorative measures comprising closed windows and improved sound insulation. This would apply even to the worst affected upper floors of block A, which are affected by the highest levels of road traffic noise. It will also be important to ensure that residential blocks A to E are adequately protected against noise from deliveries at night. Paragraph 7.9 states that adequate noise mitigation will be provided for residential block E to ensure future residents are not disturbed by noise from night time deliveries. This is important since the predictions in paragraph 7.8 show that LAm<sub>ax</sub> noise levels at night from deliveries will be well above WHO outdoor guideline values. Since proposed residential blocks A to E are in the form of flats without gardens, outdoor noise levels are not an important consideration. It is acknowledged in paragraphs 5.4 and 7.9 that background ventilation will be required so that adequate ventilation can be achieved with windows closed.

NPPF paragraph 123 states that planning decisions should (i) avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development, and (ii) mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from new development, including through the use of conditions. According to the Government's Noise Policy Statement for England (NPSE) of March 2010, these aims should be achieved within the context of Government policy on sustainable development. I accept that the policy requirements of the NPPF and NPSE can be met for the proposed development by appropriate design and by the

imposition of appropriate conditions. The conditions should ensure that satisfactory LAeq,T and LAmax noise levels are provided inside the proposed residential dwellings in respect of all forms of outdoor noise.

In order to ensure that sound insulation and ventilation are adequate to provide satisfactory internal noise levels, I recommend use of the following condition.

**Condition**

Development shall not begin until a sound insulation and ventilation scheme for protecting the proposed residential development from road traffic, air traffic and other noise has been submitted to and approved in writing by the Local Planning Authority. The scheme should ensure that internal LAeq,T and LAmax noise levels meet appropriate noise criteria. All works which form part of the scheme shall be fully implemented before the residential development is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

Reason: To ensure that the amenity of the occupiers of the proposed residential development is not adversely affected by road traffic, air traffic and other noise in accordance with policy OE5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policy 7.15

In order to deal with environmental issues during construction, I recommend use of the following condition.

**Condition**

Before the development hereby approved commences, a Construction Environmental Management Plan (CEMP) shall be submitted to, and approved in writing by, the Local Planning Authority. The CEMP shall comprise such combination of measures for controlling the effects of demolition, construction and enabling works associated with the development as may be approved by the Local Planning Authority. The CEMP shall address issues including the phasing of the works, hours of work, noise and vibration, air quality, waste management, site remediation, plant and equipment, site transportation and traffic management including routing, signage, permitted hours for construction traffic and construction materials deliveries. It will ensure appropriate communication with, the distribution of information to, the local community and the Local Planning Authority relating to relevant aspects of construction. Appropriate arrangement should be made for monitoring and responding to complaints relating to demolition and construction. All demolition, construction and enabling work at the development shall be carried out in accordance with the approved CEMP unless otherwise agreed in writing by the LPA.

Reason: To safeguard the amenity of surrounding areas in accordance with policy OE5 of the Hillingdon Unitary Development Plan.

**Comments on EIA**

I have reviewed section 7.4 of the additional ES (Noise and Vibration) concerning cumulative assessment of this development together with other nearby developments. I have the following comments/observations:

The additional information provided in section 7.4 of the ES is same for both applications and looked at the combined effect of the master brewer site development together with the Hillingdon circus site development (planning ref: 3049/APP/2012/1352). What assumptions were made for the Hillingdon Circus site is not specified.Noise contour maps are provided in appendices NVB4 and 5 which shows the changes in noise levels due to cumulative effect. NV4 shows the daytime and night time cumulative effect on proposed residential development blocks A-E. Comparing this with

the contour maps in Annex C1 and C2 of the Sharps Redmore acoustic report dated 22nd May 2012 shows the overall cumulative noise effect will only be slight. The façade noise levels on each of the blocks will only change by few decibels. This is something which can be addressed by the previously recommended noise condition for façade sound insulation. The assessment also looked at changes in road traffic noise levels and found this to be negligible on existing residential in Freezeland Way i.e. only 1dB change. Car park noise will also be negligible and can be addressed by the previously recommended condition for delivery management plan.

## CONTAMINATED LAND

No new contaminated land investigation information has been submitted for the site with the applications. The RPS desk study report reviewed and referred to in my memo of 11 November 2011 is submitted with both applications. Therefore my previous comments in my memo of 11 November 2011 still apply. A contaminated land condition should be attached. You could use the recommended condition in my previous memo, or for consistency with other current applications the two new conditions, RES26 and COM30 for the residential and commercial applications respectively.

The contaminated land information can be submitted later in a combined geoenvironmental report as this site is a low risk. For any areas of soft landscaping in the residential element of the development, in addition to the standard contaminated land condition, the following condition is advised with regard to soil contamination (as this may not be specifically included in the standard contaminated land condition).

Condition to minimise risk of contamination from garden and landscaped areas

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).

A Section 106 obligation for up to a total of £50,000 should be sought for contribution to the air quality monitoring network in the area with regard to these applications. (Note, this is in addition to the Travel Plan contributions indicated in the Travel Plans.)

The following conditions are also required:

Air Quality Condition: Details of Energy Provision (Mixed Use & Residential)

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 which needs to be considered as part of a wider air quality assessment, as set out in the EPUK CHP Guidance 2012.

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

Air Quality Condition: Ingress of Polluted Air (Residential)

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: Control of Air Pollution (Mixed Use)

Before the development is commenced, details to limit and/or control air pollution for any CHP shall be submitted to and approved in writing by the Local Planning Authority. The measures shall be provided prior to the occupation of the relevant phase in which the CHP is to be constructed and thereafter maintained for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

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).

Travel Plans

It is noted a Framework Travel Plan, Hotel Travel Plan and a Food Store Travel Plan have been submitted with the application. It is understood if the application is given permission the travel plans will be implemented as part of a s106 agreement. On that basis no conditions are advised with regard to travel plans.

**Internal Consultees (Additional)**

URBAN DESIGN AND CONSERVATION OFFICER

COMMENTS: The D & S Statement has been refined since the previous applications, which is welcomed. The layout, massing and general appearance of the residential blocks is as previously discussed and is acceptable in principle in design terms. The detailed design and materials of the blocks would need to be conditioned, as would the surrounding landscape. Ideally, more planting should be introduced into the car park areas. Improvements to the existing planting along Freezeland Way, the area in Council ownership, should be secured.

COMMENTS: The scheme is much as previously discussed. The design of the hotel has changed and is improved. The first floor green roof is welcomed. There are still some issues to be addressed:

- The long term maintenance of the buffer area along Long Lane
- The design of the energy centre
- The introduction of more landscaping within the car park areas
- Further information on the landscaping and design of the Freezeland Way frontage (adjacent to the hotel)
- Treatment of the boundary with the A40

If minded to approve, details of the elevational treatment of the hotel will be required, including the ground floor glazing and roof/fascia design and finish. Details of the windows, louvers, balconies and plant enclosure at roof level should also be required. Details/ samples of all external materials and finishes will need to be agreed.

## SUSTAINABILITY OFFICER

All the information submitted to date broadly equates to an appropriate strategy. There are still gaps in the information expected for a design stage application and therefore there is a need for planning conditions to ensure the final energy solutions are appropriate.

As the housing development is subjected to the Code for Sustainable Homes and an outline planning application, the issue can be considered as part of conditions. The information about the renewable energy solution for the development is also broad at this stage although a bit more information has been provided. Further information is required to ensure the final design of the development incorporates the broad strategy. The following conditions are therefore required for the developments

Energy Note 1: The S106 will include a monitoring and reporting requirement for the first years of the development. If the targets set out in the energy strategy have not been achieved (i.e. the performance of technologies were overestimated or the changes to the building fabric were made) then the Council will seek action through onsite improvements or offsite contributions.

Energy Note 2: A maintenance schedule will be required for the district heating network. This will need to be included within the S106.

### Residential Development

#### Condition

Prior to the commencement of development a detailed energy assessment shall be submitted and approved in writing. The assessment shall demonstrate how the residential units will be linked to the site wide energy strategy set out for the mixed used development proposed as part of planning application 4266/APP/2011/2034. The assessment shall clearly set out the baseline to 2010 Building Regulations and the measures to reduce this by 25%. The scheme shall also include maintenance arrangements of technologies required to deliver the reduction. The development must proceed in accordance with the approved plans.

#### Reason

To ensure there is a clear understanding of how each use within the development contributes to the site wide strategy and to ensure the energy reduction targets of Policy 5.2 of the London Plan are met.

The Design and Access Statement suggests that the Code for Sustainable Homes has been referred to throughout the design process. However, there is no commitment to any level of the Code within the Design and Access Statement or the Sustainable Design and Construction statement. The Council requires all new residential development to meet Code 4 which will need to incorporate the Code 4 energy requirements set out in the London Plan.

#### Condition

Prior to commencement of the development, an Interim certificate showing the development complies with Level 4 of the Code for Sustainable Homes will be submitted and approved in writing by the Local Authority. The certificate must be signed by a valid code assessor and issued by one of the licensed Code for Sustainable Homes approval bodies.

#### Reason

To ensure the development meets the sustainable design aims of the Council and London Plan Policy 5.13.

#### Condition

Prior to the occupation of the development a completion certificate showing the development complies with Code 4 of the Code for Sustainable Homes will be submitted and approved in writing by the Local Authority. The certificate must be signed by a valid code assessor and issued by one of the licensed Code for Sustainable Homes approval bodies.

#### Reason

To ensure the development meets the sustainable design aims of the Council and London Plan Policy 5.13.

Sustainability - Electric Vehicle Charging Points

#### Condition

Prior to the commencement of development a plan showing provision for electric charging points to serve 5% of all car parking spaces should be submitted to and approved in writing by the Local Planning Authority. A further 5% should be adequately serviced to allow for the future installation of further charging points. The plan shall set out the location of the charging points, the chosen technology and clear presentation of how the bays will be marked. The development shall proceed in accordance with the approved plan.

#### Reason

To provide car parking for electric vehicles to help tackle air quality impacts and meet the climate change challenges in accordance with Policy 6.13 of the London Plan.

S106 Inclusion

#### 1 Ecology Protection and Enhancement Works

[£50,000 for the clearance of vegetation and trees, new landscaping, fencing, re-modelling and re-contouring, and placement of bat boxes, bird boxes and beetle loggeries.]

#### 2 Maintenance and operation of district heating network

#### 3 Monitoring and reporting of energy use

#### 4 Maintenance of SUDS

The site is in an air quality management area and there are recorded levels of poor air quality near the site that are close to or exceeding the minimum EU limits for health (40µg NO<sub>2</sub>). This limit relates to the levels at which there are significant impacts on health.

It is likely the air quality will continue to be poor in the area due to existing traffic issues without development, and it will likely worsen due to increase in traffic as a consequence of the development. The Council does not consider the submitted air quality assessments present a fair and accurate representation of the baseline position, and in turn the impacts of the development are underplayed.

The Council considers that the impacts on air quality will be negative. However, this should not automatically result in a refusal as this would result in blight across the area. Through conditions and planning obligations, if implemented in isolation (and considering the benefits of the scheme), this proposal could be considered acceptable in air quality terms.

The cumulative impacts of this scheme as well as the proposal at the former Master Brewer site present a greater problem. Cumulative impacts would be worse (and more complex) than just the sum of an individual scheme. This is, for example, due to the extra traffic congestion (at junctions resulting from both schemes) resulting in greater emissions from vehicles.

I therefore do not object to the application on its own (subject to clear measures to reduce the impacts of the development). The need to provide green travel plans and contributions to public transport will assist and the following conditions are also necessary:

Condition

Prior to the commencement of development a construction air quality action plan shall be submitted to and approved in writing by the Local Planning Authority. The action plan shall set out the methods to minimise the adverse air quality impacts from the construction of the development. This scheme should include (but not limited to) clear demonstration of the use of low emission vehicles and machinery by the relevant contractor, and confirmation of how environmentally aware driver training methods will be utilised (i.e. no idling, avoiding peak times for construction lorries etc). The construction must be carried out in accordance with the approved plan.

Reason

To reduce the impacts on air quality in accordance with Policy EM8 of the Local Plan Part 1.

Condition

Prior to first occupation of the development an air quality action plan shall be submitted to and approved in writing by the Local Planning Authority. The action plan shall set out the measures to be undertaken to promote, encourage and install measures to reduce impacts on air quality. The development must be operated in accordance with the approved plan.

Reason

To reduce the impacts on air quality in accordance with Policy EM8 of the Local Plan Part 1.

Condition

Prior to commencement of development a scheme for protecting the proposed residential units from external air pollution shall be submitted and approved by the Local Planning Authority. The development must proceed in accordance with the approved scheme and completed prior to occupation. The development shall retain the air pollution protection measures throughout the lifetime of the development.

Reason

To reduce the impacts on air quality in accordance with Policy EM8 of the Local Plan Part 1.

Condition

Prior to commencement of the development full specifications of the CHP unit shall be submitted to and approved in writing by the Local Planning Authority. The specifications shall demonstrate the use of the least polluting CHP system appropriate with and the relevant NOx emissions, the designs of the flue to reduce impacts to residents and further pollution abatement technology to ensure the CHP has minimal air quality impacts. The development must proceed in accordance with the approved scheme.

Reason

To reduce the impacts on air quality in accordance with Policy EM8 of the Local Plan Part 1.

HIGHWAY ENGINEER

The Council has appointed an external transport consultancy Parsons Brinckerhoff (PB) to undertake the review of the Transport Assessments and related technical documentation submitted by the developer's transport consultants SKM Colin Buchanan (SKM).

Given the complexity, volume and technical nature of the submitted documentation and the reviews undertaken by PB, it is not considered practical to include all of the information in the comments here. Instead, these comments highlight the main issues for consideration by the Planning Committee.

An analysis has been carried out of the reported accidents over a period of 5 years to August 2010. At this stage there does not appear to be any cluster of specific accident types that would cause concern.

A series of static and micro-simulation models have been submitted by SKM. The modelled traffic flows are made up of three parts as described in the list below:

- 2008 base year flows;
- Committed development flows; and
- Proposed development flows, containing the Tesco development with and without Morrisons development.

There are some discrepancies between the calculated and modelled flows, but the variations are small and considered negligible. PB has created a model using the 2016 PM base VISSIM scenario with the calculated flows and has advised that the observations of this model showed that the network operates similarly to the models SKM has submitted. Therefore it could be said that the flow difference has negligible effects on the modelling results.

The traffic flows have been combined to develop the scenario models listed below. Adequate traffic growth has been applied to the future years 2016 and 2022 modelling scenarios.

- 2008 base
- 2016 base+committed
- 2016 base+committed+Tesco
- 2016 base+committed+Tesco+Morrisons
- 2022 base+committed
- 2022 base+committed+Tesco
- 2022 base+committed+Tesco+Morrisons

The latest modelling of 2016 base+committed+Tesco+Morrisons and 2022 scenarios is submitted for the PM peak only. This is based on the assumption that traffic demand is lower in the AM Saturday peak periods. It would be preferable for SKM to have also provided models for the missing periods to confirm this. However, given the time available, and in the interest of deriving some indication of the likely impact, PB has had to use the LinSig models provided to assess the cumulative impact of Tesco and Morrisons developments in the AM and Saturday peaks in 2022.

There are two highway layouts used for the proposed development. The highway layout plans are presented in Appendix C / Appendix D of March 2013 Addendum TA and described as:

Layout A -Highway improvements required to accommodate the Tesco development traffic in isolation (Drawing No: 179751-OS-008, Rev A), which include:

- Re-introduction of the right turn for traffic at the Hillingdon Circus junction from the Long Lane northbound approach;
- Modifying the existing right turn into the western site access for traffic coming from the A40 westbound;
- Introduction of an additional right turn lane for left turning traffic at the Hillingdon Circus junction from the Long Lane southbound approach. The left turn lane requires a widening of the Long Lane carriageway and footway, taking land from part of the south west corner of the development site;
- Narrowing of the island to the west of the Hillingdon Circus junction, to allow provision of two westbound traffic lanes on Freezeland Way to the west of the Hillingdon Circus junction;
- Provision of one dedicated on-street coach bay on Freezeland Way, immediately east of the proposed site access for the Hotel land use;
- Provision of an informal pedestrian refuge crossing at the western site access; and
- Provision of a shared cycle/footway into the site from the western site access towards the proposed food retail store and three non-food retail units.



The proposals to mitigate the traffic impact for the Tesco development only include the proposed changes to the Long Lane and Freezeland Way junction layout; staggering of the southern crossing, introduction of the northbound right turn and introduction of a southbound left turn flare. The changes required a revised staging plan.

Layout B - Cumulative scheme highway improvements with further mitigation measures needed to accommodate the Morrisons development traffic (Drawing No: 179751-OS-011), which includes all of the high improvements proposed under layout A and in addition:

- Widening and introduction of two left turning flare slip lanes of over 85m in length on Freezeland Way Eastbound approach lane; and
- Providing a two lane approach on Freezeland Way westbound approach road to the Morrisons.

Due to the increase in background traffic, the latest 2022 base model has several over-saturated turns, and the results are worse than those presented in the 2016 base model.

The modelling results show that the operation of Hillingdon Circus would deteriorate in all peak periods in 2022. This is mainly caused by the substantial background growth applied from 2008 to 2022 which is at least 15% in all peaks.

The results show that in 2022 Hillingdon Circus will be over-saturated in all modelled peaks. This is true for the Tesco development in isolation and when both Tesco and Morrisons developments are in place. The results are worse with Tesco and Morrisons than with Tesco in isolation, as would be expected.

Only the PM peak was modelled in VISSIM in 2022 as this contains the highest demand compared to the other two peaks. However, the LinSig modelling tests presented by PB show that the impact of Tesco and Morrisons in combination would lead to Hillingdon Circus operating at close to or above saturation at all peaks.

The VISSIM models produced as part of the Master Brewer Transport Assessment are considered to be a robust representation of the existing and proposed scenarios. Therefore the results produced by these models are considered to reliably reflect the performance of the network with and without the development.

The latest VISSIM modelling, including the northbound blocking has only been submitted for the PM peak. Analysis of the LinSig models suggests that the impacts at Hillingdon Circus will be similar in the AM and Saturday peaks to the PM peak, but the exit blocking is observed to be less severe or even non-existent in these peaks. Therefore, it is likely that the results in the PM peak will be worse than those in the AM and Saturday peaks and can be considered to be a worst case.

The modelled journey times from the 2016 PM peak VISSIM models show that with the addition of the Tesco development traffic, the northbound journey time will increase whilst the southbound journey time will decrease. On the basis of the overall journey times, it is considered that the impact of the Tesco development traffic is generally offset by the proposed highway improvements. However, the combination of the Tesco and Morrisons developments causes an increase in journey time both northbound and southbound and therefore has a negative impact.

The modelled journey times from the 2022 PM peak VISSIM models show that six years further into the future than 2016, the results indicate longer journey times in all three PM peak scenarios.

The technical review carried out by PB of the latest modelling recommends that:

In traffic terms, the sensitivity test modelling has demonstrated that in 2016 and 2022 the network can be mitigated to accommodate the flows produced by the Tesco development without any net increase in journey time (Long Lane northbound + Long Lane southbound).

In the context of paragraph 32 of NPPF it is unlikely that the residual cumulative traffic impacts of either the Tesco development (only), or Tesco development in combination with Morrisons, are demonstrably severe. The weight which may now be attached to LB Hillingdon's Policy AM7 should be reviewed in the light of paragraph 215 of the NPPF.

Subject to the items listed under the heading of Transport & Highways Obligations being covered within the S106 Agreement, no objection is raised on the residual traffic impacts of the Tesco development (only).

The conclusion of the latest cumulative traffic impact assessments i.e. Tesco and Morrisons combined, undertaken by SKM, Tesco's transport consultants, and Vectos, Morrisons' transport consultants, suggest that the residual cumulative traffic impact with mitigation will be significantly detrimental.

Considering that;

- The surrounding highway network has high volumes of traffic demand, especially during traffic peak periods, resulting in congestion issues;
- The Tesco and Morrisons developments combined will generate high volumes traffic, resulting in considerable traffic impacts on the highway network, which is already well congested;
- Cumulative impact results submitted by both the developers show a significant worsening of junction performance;
- Road safety audit for the proposed highway layout B has not been submitted and changes to the layout as a result of safety issues could affect the traffic modelling;
- The assessments submitted by Tesco and Morrisons are not consistent with each other; and
- There are a number of outstanding traffic assessment issues to fully assess the cumulative traffic impact

It will be a highly risky to conclude that the residual cumulative traffic impacts of these two major developments are unlikely to be significant or severe.

The access and parking layout, pedestrian and cycle routes and linkages, impact on bus public transport, and facilities for disabled people have been reviewed. The proposed development is not considered to merit refusal on any of these aspects.

The proposed highway layout and internal access and road layout have been reviewed and are not considered to have any significant issues to merit objection. Layout of the retail car park is acceptable in principle, however suitability of the traffic management (circulation) within the car park should be further demonstrated and the layout should be amended where required. In addition, further details should be provided of the internal commercial/residential junction within the access road ensuring safety and suitable manoeuvring.

The bus and coach related contributions and improvements listed under the heading of Transport & Highways Obligations should be covered within the S106 Agreement.

The proposed car parking provision for the retail and residential elements of the development are within the range of maximum standards and are therefore considered acceptable. The level of car parking proposed for the hotel is not considered excessive. The operational arrangements to cater for any overspill from hotel parking overnight and residential visitor parking during weekends to share the retail parking facilities should be devised and a car parking management plan should be covered by way of a condition/S106 agreement.

The proposed disabled car parking provision is just over 7% (13 no.) for retail, circa. 52.9% (7 no.) for hotel and 10% (10 no.) for residential of their respective total car parking provisions. Around 3.9% (7 no.) of the retail car parking spaces will be parent and child spaces. Around 2-3%

(4-5 no.) of the retail car parking should be provided for brown badge holders

For the retail element, it is proposed to provide 5% (9no.) electric vehicle charging points (EVCPs) with a further 15% (27 no.) spaces to be passive spaces to make a total of 20% provision. The EVCP provision does not meet the London Plan standards requiring 10% of all spaces to have electric charging points and an additional 10% passive provision for electric vehicles in the future, however it is not considered to merit objection.

The residential proposals do not include any EVCPs. The London Plan standards require 20% of all spaces to have electric charging points and an additional 20% passive provision for electric vehicles in the future. The developer should provide at least 5% (5 no.) active EVCPs and a further 15% (15 no.) passive spaces with a review mechanism of the use and increase of active EVCPs.

One car club space is proposed for the residential development, which is acceptable in principle. Details of the operation and management of the car club should be submitted.

One coach parking space is proposed on Freezeland Way as a dedicated space for the hotel. This is unacceptable, principally due to two reasons; one, the coach parking space proposed on the highway cannot be dedicated to the proposed hotel, and second, the Council resists on the use of highway land to provide on-street parking bays including coach parking required for developments. Instead, any development requiring parking for coaches or other types of vehicles should provide suitable a layout to accommodate such parking and manoeuvring within the site.

Cycle parking is provided to the relevant standards for the retail customers and employees, hotel and residential. The accessibility and layout of the cycle parking are considered acceptable.

A framework Travel Plan and separate Travel Plans for the Food Retail Store and Hotel have been submitted with the application. A version of the Travel Plan accepted by TfL is included in the further transport assessment May 2012. Subject to comments from the Council's travel plan officer, the travel plans should be conditioned or covered within the S106 agreement as appropriate.

#### Recommendation

No objection is raised on the highways and transport aspects of the proposed Tesco development alone.

#### Transport & Highways Obligations

The items listed below should be covered within the S106 agreement or conditioned as appropriate:

- o Car Park Management Plan (CPMP) including sharing the retail car parking with hotel overnight and with residential visitors over weekends;
- o EVCPs for residential: 5% active and 15% passive with a review mechanism;
- o Brown badge car parking spaces within the retail car park: 2-3% (3-5 nos.);
- o Details of internal access roads and car parking;
- o Detail of the car club: parking space, operation, and management;
- o Removal of the proposed coach parking on Freezeland Way and relocate within the site;
- o Highway Improvements listed below to be agreed in detail before commencement and works to be completed before occupation of the development:
- o Re-introduction of the right turn for traffic at the Hillingdon Circus junction from the Long Lane northbound approach;

- o Modifying the existing right turn into the western site access for traffic coming from the A40 westbound;
- o Introduction of an additional right turn lane for left turning traffic at the Hillingdon Circus junction from the Long Lane southbound approach. The left turn lane requires a widening of the Long Lane carriageway and footway, taking land from part of the south west corner of the development site;
- o Narrowing of the island to the west of the Hillingdon Circus junction, to allow provision of two westbound traffic lanes on Freezeland Way to the west of the Hillingdon Circus junction;
- o Provision of one dedicated on-street coach bay on Freezeland Way, immediately east of the proposed site access for the Hotel land use;
- o Provision of an informal pedestrian refuge crossing at the western site access;
- o Provision of a shared cycle/footway into the site from the western site access towards the proposed food retail store and three non-food retail units.
- o Traffic signal timings and operations ;
- o Review street lighting at and in the surrounding of Hillingdon Circus junction (extent of review to be agreed with the Council's Highways Engineer) and implement works required by the Council;
- o Provide carriageway and footway resurfacing, anti-skid surfacing, and upgrade pedestrian islands and road markings (extent of works to be agreed with the Council's Highways Engineer); and
- o Coach stop enhancements on Freeland Way
- o Revised traffic modelling and signal timings and operations to be submitted to and approved in writing by the Council and TfL;
- o Contribution to real time information system at bus stops prior to commencement;
- o Contribution to improvements to bus service prior to occupation;
- o Construction Logistics Plan (CLP) to include (but not limited to):
- o Construction traffic generation by development phase;
- o Access routes;
- o Contractor parking;
- o Deliveries to avoid highway network peak hours and traffic sensitive hours;
- o Construction staff travel plan;
- o Measures to manage localised priorities.
- o Delivery & Servicing Plan (DSP)
- o Travel Plan (subject to the Travel Plan officer comments)

#### FLOOD AND DRAINAGE OFFICER

The FRA demonstrates a worst case scenario should no infiltration be found. However the FRA commits that further tests will be taken to confirm this and the detailed drainage design adapted accordingly. Therefore it is appropriate a suitable condition requesting a more detail strategy is provided. This should be undertaken in a way which allows development of phases and any drainage work required to support those phases of the development as required in the Section 106 agreement.

This condition will also require further details o the adoption and maintenance arrangements or who would carry these out. If drainage tanks are to be used then silt traps and ongoing inspections and maintenance would be needed and this needs to be determined In terms of ongoing management and maintenance, the FRA suggests that it would be appropriate that in areas set aside for adoption, the Council would be responsible for future maintenance. As the Suds Approval Body is not yet required by government and therefore not in existence at Hillingdon, In areas that are not adopted, it is likely that they would remain private and would need to be maintained by a private management company. Clear standards of inspection, maintenance, remediation and response times for resolving issues should be provided as part of the commitment of that Private Management Company.

#### 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.

It is understood that the proposal seeks outline permission to redevelop the above site. However, to ensure that the finer points of the above policy can be successfully incorporated at the reserved matters stage, and particularly design features required that may affect a buildings height, appearance and footprint, it is paramount to consider the detail of accessibility and inclusive design at this stage.

The following issues should therefore be considered at this stage, and incorporated within a revised Design & Access Statement and/or shown on plan, as appropriate;

established through strategic and local level policy. In addition, the Council's emerging Site Allocations DPD specifically promotes the redevelopment of the site for a retail-led mixed use development incorporating residential use.

1. All residential accommodation should be revised to comply with all 16 Lifetime Home standards (as relevant) with all details shown on plan. In addition, 10% of new housing should be built to Wheelchair Home Standards.
2. Lifetime Home developments should provide at least one accessible parking space within each zone / lift core. The accessible bays should be designed in accordance with BS 8300:2009.
3. In addition to the provision referred to in point 2 above, an allocated parking space, within 40 m of the home, is required for each Wheelchair Standard Home. (This provision is also required in any car free elements/zones of the proposal.)
4. In line with the GLA 'Wheelchair Housing BPG', the wheelchair accessible flats should be evenly distributed throughout the site
5. All blocks of flats, as proposed, should feature a single communal entrance that serves all flats. To accord with the above mentioned Supplementary Planning Document, two Part M compliant passenger lifts should be provided, as blocks A, B, C, D, and E, as proposed, would all contain more than 15 flats.
6. The bathrooms/ensuite facilities should be designed in accordance with Lifetime Home standards. At least 700mm should be provided to one side of the WC, with 1100 mm provided between the front edge of the toilet pan and a door or wall opposite.
7. The Gross Internal Area required for the living areas within a specific size of dwelling (e.g. a two-bedroom flat) should be increased by approximately 10% to allow the successful integration of facilities within the wheelchair home standard units.

#### **Internal Consultees (Additional)**

#### **POLICY AND ENVIRONMENTAL PLANNING**

##### Development Plan Policies

##### The London Plan

The application site has no specific land use allocation in the London Plan. The Mayor provided the Council with comments on how the proposals relate to specific policies in the London Plan on 17 October 2012.

##### A Vision for Hillingdon 2026: The Hillingdon Local Plan Part 1

The relevant policies adopted Local Plan are as follows:

- Policy E5: Town and Local Centres seeks to accommodate retail growth in town centres in accordance with the latest evidence base. If appropriate, specific locations for retail growth will be determined through the Local Plan Part 2.

· Policy H1 and H2 refer to Housing Growth and Affordable Housing respectively. Hillingdon's current target is to provide 425 additional residential units per annum. The Council seeks to maximise the delivery of affordable units in accordance with the London Plan. In particular, it seeks to deliver 35% of all new units as affordable with an indicative tenure mix of 70% social rent and 30 % intermediate housing.

#### Unitary Development Plan Saved Policies (2007)

The Masterbrewer site is specifically identified in policy PR23 of the Unitary Development Plan Saved Policies 2007. This sets a number of objectives for the 'developed area' and also the parts of the site within the Green Belt. The site is within a designated Local Centre in the UDP. Policies S9 and S10 refer to the change of use of A1 shops in these areas and are not considered to be relevant to the proposals.

#### Conclusions

The Council does not object to the principle of mixed use development on the site and the key principles of UDP policy PR23 appear to have been met. The key issues relate to the delivery of the scheme, affordable housing provision, the impact of the store on nearby town centres and the adequacy of the applicant's Retail Assessment.

It is noted that the proposed retail and residential uses are subject to separate planning applications. A phasing plan should be put in place to ensure that both elements of the scheme are delivered in a timely manner. The Council would not wish to see the residential element dropped due to viability concerns.

The absence of affordable housing on the site is at odds with policy H2 in the Local Plan Part 1. This element of the scheme should be reviewed in the context of the London Plan, which seeks to maximise affordable housing delivery and the borough-wide target to provide 35% of all new homes as affordable housing

#### TREE AND LANDSCAPE OFFICER

**LANDSCAPE CHARACTER / CONTEXT:** This vacant site was formerly occupied by the old Master Brewer hotel. The building has since been demolished and the land cleared. Situated to the northeast of the junction between Long Lane and Freezeland Way, the site is bounded to the north by A40(M), with Greenbelt open space and Freezeland Covert to the east. North Hillingdon Town Centre is across the road, immediately to the south of Freezeland Way.

The site is generally flat with notable changes of level immediately beyond the west boundary, where the land rises in wooded embankment supporting the approach to the Long Lane bridge. To the north of the site, the A40 lies in a cutting beneath the Long Lane road bridge and the Metropolitan Line to the west. Although the immediate site boundaries are dominated by roads and railways, the land immediately to the east, further west and to the north of the A40 is semi-rural, in character.

There are a number of trees on the site including the vestigial landscape associated with the former Master Brewer, the Long Lane road embankment, groups of trees along the northern boundary and self-set scrub which has colonised the site following the site clearance. The site is covered by Tree Preservation Order No.6. However, this is an old order and many of the scheduled trees no longer exist.

**LANDSCAPE CONSIDERATIONS:** Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

Environmental Statement

- The Environmental Statement considers Townscape and Visual Change in chapter 7, Effects on the Local Environment. The assessment methodology is described in 7.1.6. One of the documents referred to is the 'Guidelines for Landscape and Visual Assessment' Second edition, 2002. This guidance has recently been superseded by a third edition, in 2013. However, the report will have been prepared prior to the publication of the latest guidance and is considered to be valid.
- The Environmental Statement sets out a site wide landscape strategy for the comprehensive redevelopment of the site which is underpinned by four key principles: the creation of a 'gateway' entrance to the site adjacent to Hillingdon Circus, the establishment of an urban edge along Freezeland Way and Long Lane, the creation of an appropriate landscape setting adjacent to the Green Belt and the provision of safe, attractive and effective amenity space for residents (7.1.146).
- The ES(Technical Summary) confirms that a comprehensive planting scheme will be provided within the site specifically to: assist with the overall softening of the appearance of the built form, define the proposed use of the various zones, reduce the impact of the car parks, and to mark the transition between the residential and commercial areas.
- At 7.1.303 the ES considers the 'Residual Effects' of construction (temporary, short-medium term) on townscape character will be minor adverse to negligible significance to the townscape character areas (CA) 2b, 6 and 7, with minor adverse effects on CA 3 and minor adverse to negligible.
- 'Residual visual effects' during the construction phase will be minor adverse from viewpoint 3 for local residents and minor adverse to negligible from viewpoints 4 and 21 (7.1.305).
- Once operational, the ES concludes that the residual effect on townscape character to CA2A and CA2B is of minor beneficial to negligible significance, moderate to minor beneficial significance on CA3 (7.1.306) and minor adverse to negligible significance on CA5 (7.1.307).
- At 7.1.308 it concludes that as the proposed planting matures and performs its screening / integrating function, the residual visual effects will be moderate beneficial for residents at viewpoint 3 and minor beneficial for residents at viewpoint 4. After mitigation, there would be minor adverse significance from viewpoint 21.

#### Design & Access Statement

- The Design & Access Statement provides a scheme overview, assesses the existing site and context and considers the policy context before describing the design evolution. The proposal is then described in detail.
- In section 7.2 the Phase 1 proposal is a detailed application which seeks to develop a Tesco store in the north-west corner, with an energy centre, retail and a hotel extending along the west boundary towards Freezeland Way and North Hillingdon Town Centre. This will be supported by surface level car parking in the centre of the site and to the east of the Tesco store.
- Section 7.3 describes the Phase 2 proposal which is an outline application to develop an 'L'-shaped residential scheme which wraps around the east and south-east boundaries in five separate blocks. Forming the interface with the Green Belt land to the east, there are generous spaces between the blocks which will permit visual permeability through to the Green Belt. Collado Collins' drawing No. PO-106 Rev F Illustrative Masterplan clearly shows the proposed site layout for both phases with regard to the arrangement of buildings and circulation.
- Section 8 of the Design & Access Statement describes the landscape objectives for the scheme, describing the main features for both the Phase 1 (retail) and Phase 2 (residential) developments. The Landscape Proposal - General Arrangement illustrates and annotates the key landscape features, including: hedge planting (native, retained and proposed), tree planting (including large specimens, avenues, woodland) retained trees (protected during construction), play area provision (residential area), footpath provision and pond enhancement (in public open space).

#### Existing Trees

- The site is covered by tree Preservation Order No. 6 which features 10No. individual tree specimens and 3No. groups. According to the TPO records several of the trees are dead or have been deleted / removed. The Tree Survey confirms that only two of the trees protected by the original Tree Preservation Order remain and these are poor ('C') and justify removal ('R' grade).
- The tree retention and removal strategy for the site has been the subject of detailed discussion with the local planning authority. Grontmij's drawing No. W105860 L10, Trees to be removed and retained: All Works, indicates that most of the trees in the centre of the site will be removed in order

to accommodate the development. However, the off-site woodland planting along the Long Lane road embankment will be retained, as will on-site trees and hedgerows along the north, south and east boundaries. Additionally, the trees and hedgerows along the northern boundary will be managed / rejuvenated.

- The drawing confirms that 29No. 'B' category trees will be removed, together with 75No. 'C' category trees, 12 'C' category groups and 23No. 'R' category trees (which should be removed in the interest of sound arboricultural management). This drawing also specifies tree protection measures for the retained trees.

- A more detailed (phased) tree strategy is shown on Grontmij drawing Nos. W105860 L03 Rev E Trees to be Removed and Retained: Outline Application and No. W105860 L04 Rev E Trees to be Removed and Retained: Detailed Application.

#### Landscape Proposals

- By way of mitigation, Grontmij's drawing No. W105860 L09 On and off Site Landscape Proposals: All Works indicates a comprehensive soft landscape proposal to plant over 190No. specimen trees within the site (Environmental Statement 7.1.300). Additional landscape benefits include the retention / protection and rejuvenation of existing trees and hedges. Off-site benefits include the development of the fields and woodland between the residential blocks and Freezeland Covert, with the installation of a new footpath link, proposed indigenous woodland blocks and possible pond enhancements.

- It is noted that Ash *Fraxinus excelsior* is amongst the species on the Typical Planting Schedule. Due to the bio-security risks associated with the outbreak of Ash Dieback (*Chalara fraxinea*) Ash should not be included in the planting mixes.

- Grontmij drawing Nos. W105860 L07 Rev A and L08 Rev A illustrate On and Off Site Landscape Proposals: Phase 1 and Phase 2 respectively.

- If the application is recommended for approval, landscape conditions should be imposed to ensure that the detailed proposals preserve and enhance the character and appearance of the area.

#### RECOMMENDATIONS:

- At the time of writing, Forestry Commission guidance indicates that Ash should not be included within any new planting schemes until further notice.

- The proposed landscape enhancements have been developed and adjusted in accordance with advice from Hillingdon's former Principal Landscape Conservation Officer and incorporates measures to mitigate residual effects of the development on the local townscape character and viewpoints.

- The provision of off-site planting and other landscape improvements to the adjacent Green Belt land to the east are to be secured through a S.106 agreement.

No objection subject to the above observations and conditions COM6, COM8, COM9 (parts 1,2,3,4,5 and 6), COM10.

## **7. MAIN PLANNING ISSUES**

### **7.01 The principle of the development**

This outline application, together with the associated full planning application for commercial development proposes a comprehensive mixed-use retail-led development incorporating residential, hotel, community and cafe bar. This brownfield site is located within close proximity to the services and facilities provided by North Hillingdon Local Centre as well as Public Transport Infrastructure.

The principle of comprehensive mixed-use retail-led development incorporating residential use is

established through strategic and local level policy. In addition, the Council's emerging Site Allocations DPD specifically promotes the redevelopment of the site for a retail-led mixed use development incorporating residential use.

The strategic planning context of the site is provided by the NPPF, London Plan (2011)



and Local Plan Policy PT1.E5.

Paragraphs 24 to 27 of the NPPF set out the matters to be considered in the determination of planning applications for main town centre uses, including retail.

London Plan Policies 2.15 (town centres), 4.7 (retail and town centre development) and 4.8 (Supporting a successful and diverse retail sector) collectively seek to ensure that retail developments:

- Relate to the size, role and function of the centre
- sustain and enhance the vitality and viability of the centre
- follow the sequential approach to site selection
- Accommodate economic and housing growth
- support and enhance competitiveness, quality and diversity of town centres
- promote public transport and sustainable modes of travel
- contribute towards an enhanced environment.

Policy PT1.E5 (Town and Local centres) affirms the Council's commitment to improve town and neighbourhood centres across the Borough and improve public transport, walking and cycling connections whilst ensuring an appropriate level of parking is provided.

At a more site-specific level, the context is provided by Saved Policy PR23 of and the detailed planning brief for the site, adopted in 1990. In each case, the planning guidance advocates a comprehensive mixed-use development on the site, which respects the scale and function of the existing Local Centre and the adjoining Green Belt.

In establishing the principle for the development, PR23 provides a framework for the type of development deemed to be acceptable. A mixed-use retail-led development with an hotel, housing and some community uses would be considered acceptable, provided issues of scale, density, traffic intensification and impact on the Green Belt are suitably addressed. It is therefore considered that the size and scale of development are determining issues in terms of the scale and function of the existing Local Centre, the openness and visual amenities of the adjoining Green Belt and impact on the local road network. These issues are discussed elsewhere in this report.

Policy H4 the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) also seeks to encourage additional housing in town centres.

The supporting text states:

"The Council recognises the importance of residential accommodation in town centres as a part of the overall mix of uses which is necessary to ensure their vitality and attractiveness. Such housing offers particular advantages in terms of accessibility to town centre facilities, employment opportunities and public transport. In order to maximise the residential potential of town centre sites, residential development within them should comprise predominantly one or two-bedroom units."

The Mayor in his Stage 1 Report on the associated commercial development considers that there is no land use policy objection to the principle of a retail led mixed use development of the North Hillingdon Local Centre provided the retail element is of a scale that is appropriate to the continued viability of the local centre; offers convenience or specialist goods and services that are accessible to people who would otherwise need to travel further afield and gives due regard to the cumulative impact of planned or

emerging development within Hillindon circus, especially a potential foodstore development on land adjoining Hillingdon Station.

Because the Spenhill scheme have been submitted as two separate applications, Officers have considered a scenario where the Spenhill residential proposal (the outline planning application) could come forward on its own, in conjunction with the Bride Hall scheme. However, this is considered unlikely as the applicant's primary business is retail. In addition, a purely residential scheme would be contrary to site specific Local Plan policy PR23 which seeks a comprehensive mixed use development on this town centre site. As such, a solely residential scheme in isolation would not be supported. This issue can be dealt with through an appropriate planning obligation.

London Plan Policy 3.3 (increasing housing supply) seeks to increase London's housing supply, enhance the environment, improve housing choice and affordability and to provide better accommodation for Londoners. Local Plan Policy PT1.H1 affirms the London Plan targets to deliver 4,250 new homes in the Borough from 2011 to 2021 or 6,375 dwellings up to 2026. The proposal includes 125 residential units, which will contribute towards the Council's housing supply as prescribed in the London Plan and emerging local policy.

The re-use of previously developed land in town centres for new housing in mixed use schemes is considered to be consistent with both national and local planning guidance. The principle of the proposed uses therefore meets the policy requirements of the adopted Development Plan, emerging policy and the Council's objectives for the site. No objections are therefore raised to the principle of residential use on the site.

## **7.02 Density of the proposed development**

### **DENSITY**

The application site has an area of 1.25 hectares. The local area is considered to represent an suburban context and has a Public Transport Accessibility Level (PTAL) of 3.

Policy 3.4 of the London Plan seeks for new developments to achieve the maximum possible density which is compatible with the local context. Table 3.2 of the London Plan recommends that for a PTAL of 3, a density of 150- 250 hr/ha or between 50-95 u/ha, (assuming 3.1-3.7 hr/u) can be achieved for the application site. For an urban context, Table 3.2 of the London Plan recommends a range of 70-130 u/ha or 200-300 hr/ha.

The proposal seeks to provide 125 residential units with an indicative total of 147 habitable rooms. This equates to a density of 100 u/ha or an indicative 283 hr/ha. This level of development is marginally over the guidelines set out within Table 3.2 density matrix of the London Plan, assuming a PTAL of 3 and a suburban setting, but well within the guidelines for an urban setting.

The Mayor, in his Stage 1 report for the associated commercial scheme states that the density would be acceptable at reserved matters stage, provided the detailed design is exemplary and the living environment does not exhibit any of the typical indicators of an overdevelopment.

It will therefore be important to demonstrate that the units will have good internal and external living space, and that the scale and layout of the proposed development is compatible with sustainable residential quality, having regard to the specific constraints of this site. It is considered that this residential element of the scheme can be designed at reserved matters stage to meet the relevant policy standards and targets, with Code for

Sustainable Homes Level 4 being targeted and provision of at least 10% wheelchair housing.

#### UNIT MIX

Saved Policies H4 and H5 seek to ensure a practicable mix of housing units are provided within residential schemes. One and two bedroom developments are encouraged within town centres, while larger family units are promoted elsewhere.

The indicative residential unit mix is provided below:

- 1 bed 2 person x 35
- 1 bed 2 person wheelchair x 3
- 2 bed 3 person x 30
- 2 bed 4 person x 44
- 2 bed 4 person wheelchair x 4
- 3 bed 5 person x 8
- 3 bed 5 person wheelchair x 1

This mix of units is considered appropriate for this town centre location. However, some 3 bed units may be required as part of any affordable housing offer.

The proposed development accords with the requirements of national policy and the Development Plan by making effective and efficient use of redundant Brownfield Land whilst respecting the surrounding context and adjacent Green Belt land.

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

The site does not fall within or close to a Conservation Area or Area of Special Character.

#### ARCHAEOLOGY

Saved Policy BE3 of the UDP states that the applicant will be expected to have properly assessed and planned for the archaeological implications of their proposal. Proposals which destroy important remains will not be permitted. The site does not fall within an Archaeological Priority Area.

An Archaeological Desk Based Assessment has been submitted in support of the application. The assessment considers the impact of the proposed redevelopment on archaeological assets and concludes that the site has generally low archaeological potential for as yet undiscovered

Nevertheless, English Heritage considers that the proposed development is situated in an area where archaeological remains may be anticipated. Of particular significance is the Iron Age/Roman period, when the application site appears to have been ringed by settlement activity, as shown by recent works along Long Lane, to the north of the site, and along the corridor route for a National Grid pipeline to the south of Western Avenue. The latter investigations, in particular, found extensive archaeological deposits including evidence for landscape management, settlement and ritual activity. Also of note are the numerous medieval moated manors in the area. The proposed development may, therefore, affect remains of archaeological importance.

However, English Heritage does not consider that any further work need be undertaken prior to determination of this planning application, but that the archaeological position should be reserved by attaching a condition to any consent granted under this application,

in accordance with Policy HE 12.3 of PPS5 and local policies. The condition would secure the implementation of a programme of archaeological work, in accordance with a written scheme of investigation.

#### **7.04 Airport safeguarding**

There are no airport safeguarding objections to the proposal. The former Master Brewer site lies within both the height and technical safeguarding zones surrounding RAF Northolt, being located in close proximity to the flight approach path for runway 7. However, the Ministry of Defence (MOD) Defence Infrastructure Organisation have written to confirm that it has no safeguarding objections to the Spenhill schemes.

#### **7.05 Impact on the green belt**

Policy OL5 states that development adjacent or conspicuous from the Green Belt will only be permitted if it would not injure the visual amenities of the Green Belt, by reason of siting, materials, design, traffic or activities generated. This is reflected in the NPPF, which advises that the visual amenities of the Green Belt should not be injured by development conspicuous from it of a kind that might be visually detrimental by reason of siting, materials or design.

In terms of the potential impact on the open Green Belt land to the east of the site, the key views are provided in the Design and Access Statement. The photomontages show the 2004 scheme and the current proposal (as well as the 2009 project), and proposed off-site planting. The extent to which the proposals impact upon the locality has been addressed in a Landscape/Townscape Character and Visual Resources Assessment of the site and surrounding area.

With respect of the views from the Green Belt to the immediate north, the scheme has been developed

to incorporate additional planting, parallel with the existing hedgerow along the northern boundary

of the site. Fast growing species will be selected with a height at maturity of over 15 metres. Whilst the residential scheme has been designed to allow visual permeability from the Green Belt to the east of the site, creating green gaps with amenity areas and with a green buffer/tree planting associated commercial elements, the question is whether this design with gaps between the taller blocks (more openness) mitigates the visual impact of the 7-storey hotel and 4/5-storey residential blocks on the Green Belt.

Views 20 approximately 250 m east of the Master Brewer site and view 20 again from the east but closer to the site shows that the 7-storey hotel will be visible on the skyline above the 8-10m high hedge/trees, as will the upper/top floors of the 4/5-storey (c.15.5m high) residential blocks, and the impact appears to be similar to that of the 2004 scheme. The prominence of the buildings in the winter is acknowledged. Proposals to undertake coppicing and replanting of this hedgerow would in the short term, increase the visibility of the residential blocks, but in the long term create a more effective screen.

The off-site planting is in the form of a 15m wide belt of woodland near/parallel to the eastern boundary of the site. The woodland planting is a mixture of standard (3-4m high) oak and ash trees in a matrix of holly, field maple and hawthorn whips (60-80cm). The offsite planting would, when the trees are in leaf, mitigate the impact of the blocks in that view, but not the impact of the hotel. However, the hotel would be sited some considerable distance from the Green Belt boundary and would therefore be unlikely to have a dominating effect on the adjoining Green Belt land.

Without large scale offsite planting, similar to that associated with the 2004 scheme, the proposed development would be unacceptable in terms of the impact on the Green Belt. However, it is considered that the off-site planting proposed would, together with the tree planting on the site, create a new landscape setting for the development, improve the landscape of the Green Belt, and mitigate the landscape/ecological impact caused by the loss of the majority of the trees on the site.

In the event of an approval, it is recommended that a legal agreement should secure the implementation and long-term management of the proposed off-site landscaping/woodland planting in the open space/parkland in the Green Belt to the east of the site, all of which should be integral to the scheme to develop the wider Master Brewer site. Subject to the off site woodland planting, the scheme is considered to be in compliance with Saved Policies OL5, OL26, PR23 and BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and London Plan 7.21 and relevant design guidance.

#### **7.07 Impact on the character & appearance of the area**

In terms of urban design, site specific policy PR23 requires development to be of a form of architecture and design which maintains a satisfactory relationship with nearby residential properties, Hillingdon Circus, the Green Belt and surroundings from which it is prominent. Policy BE35 requires major development adjacent and visible from the A40 to be of a high standard of design. Policy BE13 requires the layout and appearance of development to harmonise with the existing street scene or other important features of the area, while Policy BE26 seeks to ensure that within town centres, the design, layout and landscaping of new buildings should reflect the role, overall scale and character of town centres as a focus for shopping and leisure activity.

The supporting text to Policy BE26 states that the design of buildings and external spaces should increase the visual and functional attractiveness of town centres, in order to attract people and investment; and new buildings should maintain the feeling of bulk and scale of the town centres while creating variety and interest in themselves.

The immediate site context is dominated by roads and railways. It is an area of considerable fragmentation with no coherent urban form. This is contrasted by more extensive areas of open, semi-rural landscape to the east and west of the site. Of particular relevance is the impacts of scale in respect of the existing urban context at Hillingdon Circus and the visual impacts on the adjoining Green Belt. With respect of visual impacts on the Green Belt, this has been addressed elsewhere in this report.

It is acknowledged that the present open and degraded site, together with the vacant adjoining Hillingdon Circus site to the west are major detractors in Hillingdon Circus's function as a local shopping centre. This is made worse by the presence of highway infrastructure and the domination by road traffic. The site is clearly in need of an appropriate scheme of redevelopment bringing regeneration, vibrancy and improvements to the townscape of North Hillingdon, as recognised in the UDP. However these need to be integrated in a way that brings improvements to the whole environment of the Circus and not merely the site itself.

#### **Layout**

The residential blocks have been sited to ensure that a sufficient gap exists between each building to provide visual permeability from the Green Belt into the site and that an acceptable

living

environment is created for prospective residents in terms of privacy and overlooking. Distances of between 19.2 and 35 metres are maintained between individual blocks which will be used to make provision towards private amenity space and car parking.

With respect to the views from residential properties on Freezeland Way/Western Avenue, immediately to the south of the site, Blocks C, D and E, have been set back from the road by approximately 30 metres. An avenue of large scale street trees is proposed within an attractive piazza or forecourt to the development. This will assist in providing a 'green' setting of appropriate scale for the buildings.

It is considered that the layout would satisfactorily reflect the established suburban character of the townscape context of the site.

Scale

The proposed residential blocks are 4 storeys with a 5th storey set back. The scale of the buildings have been designed in order to integrate it into the existing street pattern, particularly onto Freezeland Way. This objective has been achieved on blocks C, D and E fronting Freezeland Way, by confining the front element to 4-storeys (12.8 metres), stepping up to 5-storeys (15.8 metres). With regard to blocks A and B, the 4 storey elements are set back between 6 to 8.4 metres from the eastern boundary with the Green Belt with the 5th floor element set back a further 7 metres (approximately).

The wider impact of the building on the town centre and its skyline has been carefully considered by assessing its visual impact from a number of key viewpoints. It is considered that the proposed buildings will fit in with the scale of existing commercial and residential buildings to the south and will not obstruct views to any key focal points.

Appearance

Whilst the outline application only seeks approval in respect of layout, scale, landscaping and means of access, the proposed residential element has been designed to a detailed level to ensure that it can meet the relevant planning policy standards. The accompanying Design & Access Statement and other supporting reports demonstrate the ability of this part of the scheme to address policy requirements.

The residential element of the scheme is accompanied by illustrative material, as set out within the Design & Access Statement, which identifies the possible appearance of the proposed residential blocks. Notwithstanding the submitted information, appearance is a matter reserved for future determination and so will be subject to a further separate reserved matter application.

Landscaping

The existing hedgerow along the northern boundary will be retained and enhanced through management and re-planting to maintain and enhance its role in screening the site from the A40.

The site's eastern boundary provides an effective screen to much of the proposed residential development as illustrated within the Visual Assessment contained within the accompanying Design & Access Statement. Notwithstanding, and in line with the recommendations of the supporting Arboricultural Survey, it is proposed that work is undertaken to this boundary planting to further improve its form and screening effectiveness. Accordingly, it is proposed that selective thinning, coppicing, re-planting and supplementary tree and hedgerow planting will take place.

Whilst the existing boundary planting provides some screening of the proposed residential use, it is also proposed to provide a woodland buffer to be planted on the adjacent Green Belt land to further supplement the existing eastern boundary planting. This woodland buffer is to be delivered through a Section 106 Agreement.

It is considered that the proposal would respect the scale and character of the surrounding area and for the reasons outlined above, would be in accordance with Policies BE13, BE19 and BE26 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and relevant design guidance.

## **7.08 Impact on neighbours**

### Outlook and Light

Policy BE20 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that the Local Planning Authority will seek to ensure that buildings are laid out so that adequate daylight, sunlight and amenities of existing houses are safeguarded.

Policy BE21 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that planning permission will not be granted for new development, which by reason of its siting, bulk and proximity, would result in a significant loss of residential amenity of established residential areas.

The supporting text to Policies BE20 and BE21 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states 'that while some proposals of substantial width, height and depth, may not cause loss of amenity by reason of daylight or sunlight, these may nonetheless still be over-dominant in relation to the adjoining property and/or its private amenity space. This in turn can result in a depressing outlook detracting from residential amenity'. The Council's Supplementary Planning Document 'Hillingdon Design and Access Statement' (HDAS) 'Residential Layouts' states that where a two or more storey building abuts a property or its garden, adequate distance should be maintained to overcome possible over domination. The distance provided will be dependent on the bulk and size of the building but generally 15m would be the minimum acceptable separation distance.

Although the residential element of the scheme is in outline form only, details of siting and scale are to be determined at this stage. In this case there are no residential properties that directly abut the site. The nearest residential properties are in Freezland Way opposite. The separation distances between Blocks C, D and E, would maintain a

separation distance of least 70 metres from existing properties on the south side of Freezland Way. It is not therefore considered that the proposal would result in an over dominant form of development which would detract from the amenities of neighbouring occupiers, in compliance with policy BE21 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

Similarly, it is not considered that there would be a material loss of daylight or sunlight to neighbouring properties, as the proposed buildings would be sited a sufficient distance away from adjoining properties. It is also considered given its layout that there will be a good level of day lighting for the proposed development. The proposal is considered to be consistent with Policy BE20 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and relevant design guidance.

### Privacy

Policy BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to ensure that the design of new buildings protects the privacy of the occupiers and their neighbours. The supporting text to this policy states that 'the protection of privacy, particularly of habitable rooms (including kitchens) and external private amenity space is an important feature of residential amenity'.

The Council's HDAS also provides further guidance in respect of privacy, stating in particular that the distance between habitable room windows should not be less than 21m. The Council's HDAS at paragraph 4.12 states that 'new residential development should be designed so as to ensure adequate privacy for its occupants and that of the adjoining residential property from windows above ground floor, an angle of 45 degrees each side of the normal is assumed in determining facing, overlooking distances'. This requirement has been adhered to so as to respect the residential amenity of existing residents.

The residential element of the scheme is in outline only. With regard to privacy, the position of all windows would be dealt with at reserved matters stage. Notwithstanding, and in order to demonstrate that detailed design matters can be achieved the supporting design & Access Statement identifies that policy in respect of unit mix and size can be met. In this case there are no residential properties that directly abut the site. The nearest residential properties are in Freezland Way opposite. It is considered that the relevant minimum overlooking distances can be achieved, as the proposed building would be sited a sufficient distance away from adjoining properties. In addition, boundary treatment is covered by condition.

It is not therefore considered that the proposal would result in an over dominant form of development which would detract from the amenities of neighbouring occupiers, in compliance with policy BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

Overall, it is considered that the proposed development would provide good living conditions for all of the proposed units in accordance with Policies BE23, BE24, OE1 and OE5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), HDAS 'Residential Layouts' and the provisions of the London Plan.

## **7.09 Living conditions for future occupiers**

### Amenity Space

Policy BE23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)



requires the provision of external amenity space, sufficient to protect the amenity of the occupants of the proposed and surrounding buildings and which is usable in terms of its shape and siting. The Council's SPD Residential Layouts specifies amenity space standards for flats.

In order to demonstrate that the proposed residential element can achieve the required open space policy standards the required level has been calculated based on the proposed indicative mix and designed into the scheme for illustrative purposes. The scheme proposes 2,050 sq.m of private amenity space and 2,310 sq.m communal amenity space. Therefore collectively a total of 4,360 sq.m is proposed which represents an overprovision of 1190 sq.m when compared to relevant policy standards.

It should be noted that the precise provision towards amenity space will be finalised as part of future reserved matters applications and aligned to the final agreed mix.

Overall, the amenity space provided is considered acceptable, in compliance with the Hillingdon Design and Accessibility Statement (HDAS) Residential Layouts and Saved Policy BE23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

#### Floor Space

Planning policy requires that all new housing should be built to Lifetime Homes standards, with 10% of new housing designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users.

It is considered that the information in the submitted plans and documentation, including the planning statement and design and access statement illustrate that lifetime homes and wheel chair standards could be achieved, subject to detailed approval at reserved matters stage, in accordance with London Plan Policy 3.8 and the Council's Supplementary Planning Document "Accessible Hillingdon" adopted January 2010.

#### Outlook and Light

Each of the units are considered to benefit from a reasonable level of outlook and light, in compliance with Policies BE20 and BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), HDAS: Residential Layouts and the provisions of the London Plan.

#### Privacy

Saved Policy BE24 states that the design of new buildings should protect the privacy of occupiers and their neighbours. A minimum separation distance of 21 metres is required to avoid overlooking and loss of privacy. It should be noted that the precise provision fenestration will be finalised as part of future reserved matters applications. However, it has been demonstrated that the design of the development would protect the privacy of future occupiers, in accordance with Policy BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and relevant design guidance.

### **7.10 Traffic impact, Car/cycle parking, pedestrian safety**

The National Planning Policy Framework (NPPF) at Paragraph 32 states that plans and decisions should take account of whether safe and suitable access to the site can be achieved for all people; and development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. Paragraph 35 of NPPF also refers to developments and states that developments should be located and designed where practical to give priority to pedestrian and cycle movements; create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.

Local requirements in relation to impacts on traffic demand, safety and congestion are set out in Local Plan Part 2 policy AM7 which states:

The LPA will not grant permission for developments whose traffic generation is likely to:

- (i) unacceptably increase demand along roads or through junctions which are already used to capacity, especially where such roads or junctions form part of the strategic London road network, or
- (ii) prejudice the free flow of traffic or conditions of general highway or pedestrian safety

TfL is the highway authority for A40 Western Avenue, while LB Hillingdon is responsible for the rest of the road network in this area. TfL buses operate on Long Lane.

#### Access

Vehicular access to the proposed foodstore, the 3 retail units and hotel (detailed application) is proposed via a priority junction from Freezeland Way, around 50 metres east of the Hillingdon Circus junction. This vehicular access is referred to as the western site access. Upon entering the site visitors to the retail units will turn right into the dedicated car park area with refuse, delivery vehicles and visitors of the hotel turning left onto a dedicated road serving these uses and associated areas.

Vehicular access to the residential use (outline application) is proposed via the south east corner of the foodstore car park and via a separate access around 120 meters east of the western site access. Pedestrian and cycle access to all proposed development will be provided through the site from the signalised pedestrian crossings at the Hillingdon Circus junction. A shared cycle/footway and an informal refuge crossing at the western site access are proposed.

#### Off Site highway Improvements

In addition to the proposed internal highways works further highway improvements required to provide effective site access to the proposed development and improve junction flow. These changes are summarised below:

- Re-introduction of the right turn for traffic at the Hillingdon Circus junction from the Long Lane northbound approach.
- Modifying the existing right turn into the western site access for traffic coming from the A40 westbound.
- Introduction of an additional right turn lane for right turning traffic at the Hillingdon Circus junction from the Long Lane southbound approach. The left turn lane requires a widening of the Long Lane carriageway and footway, taking land from part of the south west corner of the development site;
- Narrowing of the island to the west of the Hillingdon Circus junction, to allow provision of two westbound traffic lanes on Freezeland Way to the west of the Hillingdon Circus junction
- Provision of an informal pedestrian refuge crossing at the western site access;

- Provision of a shared cycle/footway into the site from the western site access towards the proposed Tesco store and retail units.

- Traffic signal works

- Review street lighting at and in the surrounding of Hillingdon Circus junction (extent of review to be agreed with the Council's Highways Engineer) and implement works required by the Council;

- Provide carriageway and footway resurfacing, anti-skid surfacing, and upgrade pedestrian islands and road markings (extent of works to be agreed with the Council's Highways Engineer);

- Coach stop enhancements on Freeland Way

- Revised traffic modelling to be submitted to and approved in writing by the Council and TfL

A Transport Assessment and a series of related technical notes have been submitted in support of this application and the associated outline application for residential development. In addition, an Environmental Statement which considers the cumulative impact of the Tesco and Morrisons schemes has also been submitted.

The Transport Assessment includes a capacity analysis in order to determine the likely impact of the proposals on the local highway network. This assessment states that the trip rates used are considered to be robust and likely represent an overestimate of likely future trip generation. Further to this, the level of pass-by trips and linked trips as well as level of cross-utilisation of the site is likely to have been underestimated, which makes the impact assessment of the site even more robust. Even when assuming a robust case scenario, the assessment concludes that the proposed new site accesses and the Hillingdon Circus traffic signal junction improvements, will operate satisfactorily and that the traffic impact on the rest of the study area will be acceptable.

Members will note that local residents and residents associations have raised concerns regarding increased traffic generation and congestion at Hillingdon Circus junction. Both the Ickenham Residents Association and Oak Farm Residents Associations have provided detailed responses to the consultations, and these have been reproduced in full in the External Consultees section of this report.

The Council has appointed an external transport consultancy to undertake the review of the Transport Assessment and associated documents by the developer's transport consultants. The Highway Engineer notes that there are some discrepancies between the calculated and modelled flows, but the variations are small and are considered negligible. The Highway Engineer's detailed comments, which take into account representations from local residents groups, TfL and the Council's external transport consultancy are provided in the Internal Consultee section of this report.

TfL has stated that with the inclusion of the proposed Master Brewer development and the agreed proposed mitigation at Hillingdon Circus, there would be an overall reduction in two way journey times as a result of the mitigation proposed at Hillingdon Circus. Based upon the traffic modelling of the Hillingdon Circus junction provided in the sensitivity tests undertaken in the VISSIM Sensitivity Test Technical Note submitted in August 2013, TfL state that it is clear that the proposed capacity enhancements would be sufficient to accommodate the proposed development on the Master Brewer site. TfL conclude that the effect of operation on peak traffic conditions on each link across the study area is considered to be negligible. TfL is satisfied that if both developments are in place, there would not be a significant impact on the A40. However, the Council will need to be satisfied that the proposed changes are acceptable both in terms of highway capacity and

safety. Accordingly, TfL raise no objection on highways grounds.

In terms of traffic impact on the local highway network, the Highway Engineer has reviewed the residual traffic impacts reported in the Council's Transport Consultants comments and considers that in the light of paragraph 215 of the NPPF, with the proposed mitigation measures, the impacts are not demonstrably severe for the Master Brewer Development alone. However, having considered the cumulative traffic impact assessments for both the Master Brewer and Hillingdon Circus schemes combined, concludes that the residual cumulative traffic impact with mitigation of both schemes together will be significantly detrimental.

Overall, with regard to the Master Brewer development alone, the Highway Engineer raises no objections, subject to the recommended conditions and transport and highways obligations being covered within the S106 Agreement. Accordingly, it is considered the proposed development accords with the policy requirements of Local Plan Policy AM7(i) and would not unacceptably increase demand on the road network.

#### Parking

It is considered that the proposals strike the requisite balance between parking restraint, to promote alternative travel modes and the provision of adequate parking. The proposed level of parking meets LBH's UDP standards as well as all London Plan standards and will also provide additional car parking for the primary shopping frontage on Long Lane, capturing more of the east-west traffic on Western Avenue.

The level of car parking proposed for the hotel is not considered excessive. The operational arrangements to cater for any overspill of hotel parking to share the retail parking facilities overnight and a car parking management plan could be covered way of a condition, in the event of an approval.

The Access Officer raises no objection to the disabled parking provision.

The residential proposals do not include any electric charging vehicle points (ECVPs). The London Plan standards require 20% of all spaces to have electric charging points and an additional 20% passive provision for electric vehicles in the future. This is secured by condition.

One car club space is proposed for the residential development, which is acceptable in principle. Details of the operation and management of the car club should be submitted.

In conclusion, the proposed car parking provision for the residential element of the development are within the range of maximum standards. The Council's Highways Officer has reviewed the proposals and subject to conditions, considers the level of provision for various categories of parking spaces is acceptable as well as the layout of the car parking areas. In addition the provision of electric charging points complies with the London Plan requirements for the retail superstore. The proposal therefore accords with the aims of Policy AM14 and AM15 of the Local Plan Part 2.

#### Travel Plan

A key tool in further mitigating the impact of the development on the highway network is the introduction and promotion of the site wide Travel Plan (TP). The TP and associated

package of measures and initiatives has been tailored to promote sustainable travel choices and reduce reliance on car-use. The TP will work to encourage sustainable travel behaviour from the outset and minimise congestion on the local road network as a result of the development. In discussion with LBH and TfL officers a Travel Plan target programme for modal shift will be agreed. This is to be secured as part of the S106 Agreement in the event of an approval.

#### Deliveries and Servicing

A swept path analysis of all required delivery and servicing vehicles has been completed. The Highway Engineer is satisfied that, all required vehicles can adequately use the internal site layout.

#### Public Transport Network

The potential impacts on the public transport network have been identified and it is considered that sufficient capacity exists on the bus, London Underground and railway networks to accommodate development related trips by these modes. Nevertheless the following mitigation measures have been agreed with TfL and will be provided as part of the development, to be secured by way of a S106 Agreement:

- Coach stop enhancements on Freezeland Way
- Contribution to real time information systems at bus stops
- Contribution to improvements to bus service U2

#### Pedestrian and Cycling Networks

The site is accessible to pedestrians and cyclists, particularly between the primary shopping frontage on Long Lane and Hillingdon LUL Station. To promote sustainable travel by bike, a good level of secure cycle parking has been incorporated within the proposed redevelopment and a shared pedestrian cycle link is also proposed within the site.

The Council's Highways Officer has also reviewed all of the internal layouts and off-site highways works and raises no objections with regard to pedestrian safety.

Overall, the Highway Engineer raises no objection to the highways and transportation aspect of the development subject to the above issues being covered by suitable planning conditions and a S106/278 agreement, in the event of an approval. It is therefore considered that the proposed development is acceptable in both transport and highways terms, in compliance with Policies AM7, AM9, AM14, AM15 and AM9 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

#### **7.11 Urban design, access and security**

##### SECURITY

The Metropolitan Police Crime Prevention Officer raises no objections subject to the scheme achieving Secure by Design accreditation and the provision of CCTV to the parking areas.

#### **7.12 Disabled access**

The Equality Act 2010 seeks to protect people accessing goods, facilities and services from direct 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 might impede disabled people. It is appreciated that design team for Tesco stores will likely have a defined model that meets best practice design guidance, however the Design and Access Statement does not explain in detail how the principles of access and inclusion have been applied.

The Council's Access officer has made a number of observations which are summarised below:

All residential accommodation should comply with all relevant Lifetime Home standards. In addition, 10% of new housing should be built to Wheelchair Home Standards. At least one accessible parking space should be provided within each zone/lift core and an allocated parking space is required for each Wheelchair Standard Home. The wheelchair accessible flats should be evenly distributed throughout the site, while two Part M compliant passenger lifts should also be provided for each block. The bathrooms/ensuite facilities should be designed in accordance with Lifetime Home standards. Finally, the internal floor areas of the wheelchair accessible/adaptable units should be of a sufficient size to allow the successful integration of facilities.

As this is an outline application, no specific details have been submitted in respect of compliance with relevant standards and design guidance. However, the applicant has identified 12 ground floor units in indicative accommodation schedule, which would be Wheelchair Accessible/Adaptable Units. These are shown to be provided in the following mix: 3 x 1 Bed 2 person, 8 x 2 bed 4 person and 1 x 3 Bed 5 person wheel chair units.

Subject to detailed design that it is considered that lifetime homes standards can be achieved and that the scheme is considered to be in accordance with the London Plan Policy 3.8 and the Council's Supplementary Planning Document "Accessible Hillingdon" adopted January 2010.

### **7.13 Provision of affordable & special needs housing**

The London Plan sets the policy framework for affordable housing delivery in London. Policies 3.10 -3.13 requires that boroughs should seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mix-use schemes, having regard to their affordable housing targets.

The application exceeds the threshold of 10 units and above, therefore affordable housing provision by way of a S106 Legal Agreement is required. The requirement is for 35% of units to be affordable. The applicant advises that the schemes finances are finely balanced and that only 15% could be provided. A Financial Viability Assessment (FVA) was provided by the applicant, which has been reviewed by an appropriately qualified, third party, financial consultant.

The NPPF states that planning obligations should not be so onerous as to make schemes unviable, and that where appropriate the development economics of proposals should be taken into account. In this case there would be substantial benefits arising from the scheme which would outweigh the limited provision of affordable housing.

The advice from the financial consultant is that the assumed sale prices are reasonable (based on evidence of actual sales achieved in the area).

The Financial Consultant advised that the development would be affected by abnormal costs associated with off site highway and landscaping works, which other developments would not typically have to deal with. By way of example, the cost of off site highway works would be well in excess of £1m.

The FVA has been heavily scrutinised and is accurate. It is not considered that a greater level of affordable housing could be achieved without reducing other obligations (which officers do not feel would be appropriate).

#### **7.14 Trees, landscaping and Ecology**

Local Plan Part 2 Policy BE38 stresses the need to retain and enhance landscape features and provide for appropriate (hard and soft) landscaping in new developments.

The application is supported by a tree survey, arboricultural implications report and by landscaping plans covering both the retail stores, hotel and associated residential developments.

The site is covered by tree Preservation Order No.6, which features 10 individual tree specimens and 3 groups. However only two of the trees protected by the original Tree Preservation Order remain and these are poor or justify removal. Most of the trees in the centre of the site will be removed in order to accommodate the development. However, the off-site woodland planting along the Long Lane road embankment will be retained, as will on-site trees and hedgerows along the north, south and east boundaries. Additionally, the trees and hedgerows along the northern boundary will be managed / rejuvenated.

The Landscape Strategy for the site proposes significant on site planting to help assist the transition between Green Belt land and the proposed and existing built form. It is underpinned

by four key principles as summarised and illustrated below. Full details of the Landscape Strategy are provided within the accompanying Design & Access Statement.

- Creation of a gateway entrance to the site adjacent to Hillingdon Circus;
- Establishment of an urban edge along Freezeland Way and Long Lane;
- Creation of an appropriate landscape setting adjacent to the Green Belt; and
- Provision of safe, attractive and effective amenity space for residents.

The application incorporates a comprehensive planting scheme within the site to help assist with the overall softening of the appearance of the proposed built form and to define/zone the proposed uses. In terms of the proposed commercial uses, significant tree planting is proposed within the car park to help avoid a large expanse of hardstanding. A well-defined row of trees is proposed along the eastern boundary of the car park to help mark the transition between residential and commercial uses.

The site's eastern boundary provides an effective screen to much of the proposed residential

development as illustrated within the Visual Assessment contained within the accompanying Design

& Access Statement. Notwithstanding, and in line with the recommendations of the supporting

Arboricultural Survey, it is proposed that work is undertaken to this boundary planting to further

improve its form and screening effectiveness. Accordingly, it is proposed that selective thinning,

coppicing, re-planting and supplementary tree and hedgerow planting will take place.

A well-defined row of trees is proposed along the eastern boundary of the car park to help mark the transition between residential and commercial uses. The proposed residential blocks will be separated by soft landscaping which will be used to provide private amenity space for residents with tree planting on internal edges to further help separate the commercial and residential components.

#### Off Site Planting

The application includes the provision of a woodland buffer and structure planting to be planted on the adjacent Green Belt land to further supplement the existing eastern boundary planting, which will be secured by way of a Section 106 Agreement.

The Tree and Landscape Officer raises no objections subject to conditions to ensure that the detailed proposals preserve and enhance the character and appearance of the area and off-site planting and other landscape improvements to the adjacent Green Belt land to the east be secured through a S.106 agreement. It is considered that the scheme is on the whole acceptable and in compliance with Saved Policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

#### ECOLOGY

Saved Policy EC2 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks the promotion of nature conservation interests. Saved policy EC5 seeks the retention of features, enhancements and creation of new habitats. London Plan Policy 7.19[c] seeks ecological enhancement. Although the trees in the site may be valuable for biodiversity, the application site itself is not considered to have a high ecological value, due to the lack of potential for protected species. However, it is not appropriate to only protect sites with protected species, which by their nature are not abundant. Sites with large expanses of trees and natural areas play an important role in ecological management.

The proposed development would result in a significant loss of natural areas and trees which will be replaced by heavily landscaped areas, hardstanding and new buildings. The loss of trees, scrub and grassland that has been allowed to develop naturally cannot be replaced heavily managed landscaping within the confines of the development boundary. The current proposal does not provide sufficient protection or enhancement on site and results in the loss of natural areas.

The applicant acknowledges this and has proposed off-site compensation to the east of the site. The applicant has agreed to a financial contribution in the sum of £252,308.88, towards the landscape screening and ecological mitigation, which will include a new off site tree belt, and enhancement to the pond and improved access to the adjacent park. The details of this planting and management work will be delivered through a Section 106 Agreement as part of the super store detailed development.

Overall, it is considered that the detail provided in the amended ecology enhancement information, which ties the off-site ecological compensation to the development of the site can be delivered and ecological mitigation is considered satisfactory. The proposal therefore complies with Policy 7.19 of the London Plan which requires that development protects and enhances biodiversity, and Local Plan Part 1 Policy EM7 and relevant Local Plan Part 2 policies.

#### **7.15 Sustainable waste management**



With respect to the flats, the plans indicate bin provision on the required ratio of 1100 litre refuse and recycling bins. The details of these facilities can be secured by a condition, in the event of an approval.

With regard to collections, the Highway Engineer advises that the proposed access and road layout is suitable for the Council's refuse vehicles to enter the site in a forward gear, manoeuvre within the site and exit in a forward gear. Refuse collection points are provided for the flats, the refuse collection vehicle can manoeuvre up to/close to the various collection points.

Overall, the refuse and recycle storage/collection areas are located within acceptable trundle distance for collection. The development is therefore considered to be acceptable from the refuse collection point of view.

#### **7.16 Renewable energy / Sustainability**

Sustainability policy is now set out in the London Plan (2011), at Policy 5.2. Part A of the policy requires development proposals to make the fullest contribution to minimising carbon dioxide emissions by employing the hierarchy of: using less energy; supplying energy efficiently; and using renewable technologies. Part B of the policy currently requires non domestic buildings to achieve a 25% improvement on building regulations. Parts C, D of the policy require proposals to include a detailed energy assessment.

The 2011 London Plan requires major developments to demonstrate a 25% reduction from a 2010 Building Regulations compliant development.

A Sustainability Statement has been submitted in support of the application. This report demonstrates how a variety of technologies could be incorporated into the design to reduce the CO2 emissions.

In line with the adopted energy hierarchy, a decentralised gas fired reciprocating engine CHP unit is considered for the development. Air Source Heat Pumps are also considered to meet the complete space conditioning demands of the general retail units. Based on the analysis presented in this report, the proposed development could achieve circa 45% reduction in CO2 emissions beyond the baseline. This report also shows that each element of this development would achieve at least 44% reduction in carbon emissions over the respective baselines.

Whilst achieving significant reduction in CO2 emissions, it is not likely to be viable to provide a significant reduction from renewable sources. The applicants have explained the constraints preventing this and demonstrated the rationale behind the proposed approach.

Considering the residential units of the scheme alone (this outline application), the proposals are expected to achieve approximately 46% reduction in carbon emissions over the Part L 2006 compliant base case, thereby allowing the scheme to qualify in energy-related emissions terms for Code for the Sustainable Homes Level 4 compliance.

These measures would achieve a 25% reduction in carbon dioxide emissions above Part L of the Building Regulations, in compliance with London Plan requirements. Notably, the Council's Sustainability Officer has raised no objections, subject to conditions.

A condition is recommended requiring the development not be occupied until a detailed energy assessment shall be submitted and approved in writing. The assessment shall

demonstrate how the residential units will be linked to the site wide energy strategy set out for the mixed used development proposed as part of the associated planning application 4266/APP/2011/2034. The assessment shall clearly set out the baseline to 2010 Building Regulations and the measures to reduce this by 25%. The scheme shall also include maintenance arrangements of technologies required to deliver the reduction. This is to ensure there is a clear understanding of how each use within the development contributes to the site wide strategy and to ensure the energy reduction targets of Policy 5.2 of the London Plan are met.

The Design and Access Statement suggests that the Code for Sustainable Homes has been referred to throughout the design process. However, there is no commitment to any level of the Code within the Design and Access Statement or the Sustainable Design and Construction statement. The Council requires all new residential development to meet Code 4 which will need to incorporate the Code 4 energy requirements set out in the London Plan. A condition is therefore recommended requiring an Interim certificate to be submitted prior to commencement, showing the development complies with Level 4 of the Code for Sustainable Homes. In addition prior to the occupation of the development a completion certificate showing the development complies with Code 4 of the Code for Sustainable Homes will be required. This is also covered by condition.

In addition, as stated elsewhere in this report, a condition requiring a scheme for the harvesting and reuse of rainwater as well as the recycling and reuse of greywater, is recommended. Subject to compliance with these conditions, it is considered that the scheme will have satisfactorily addressed the issues relating to the mitigation and adaptation to climate change and to minimising carbon dioxide emissions, in compliance with Policies 5.2, 5.13 and 5.15 of the London Plan, Policy PT1.EM1 of Hillingdon Local Plan Part 1 and the NPPF.

#### **7.17 Flooding or Drainage Issues**

Policies OE7 and OE8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to ensure that new development incorporates appropriate measures to mitigate against any potential risk of flooding. The application is not located within a zone at risk of flooding, however due to the size of the development it is necessary for it to demonstrate that it would incorporate sustainable drainage techniques and reduce the risk of flooding in accordance with the requirements of Policies 5.11, 5.12 and 5.13 of the London Plan and the NPPF.

A Flood Risk Assessment (FRA) covering both this site and the associated commercial site has been submitted as part of the application, taking into consideration the principles of the NPPF and other relevant regional and local policies. This has been examined by the Flood officer who raises no objections.

#### **Sustainable drainage (SUDS)**

The Hillingdon LDF:SFRA provides guidance on locating retail led development in this site. It states that surface water attenuation should be provided by the use of SUDS and that water recycling and rainwater harvesting could be considered as a means of reducing surface water from the site. The London Plan also requires the use of sustainable drainage systems. The drainage report acknowledges this and sets out a series of options. The FRA provides a variety of SUDS measures in accordance with the Hillingdon SFRA and the Mayor's London Plan. Some of these are considered feasible but are not elaborated upon. In summary, the store will utilise rainwater harvesting and water recycling and all the car park paving will be permeable. However, there is limited

information as to how the Mayor's drainage hierarchy (policy 5.13 of London Plan) will be implemented.

The FRA paragraph states that permeable paving will be used. This along with other storage structures mean that there would not be any unacceptable flood issues.

#### Rain water harvesting

The FRA has considered all forms of SUDS and states that rain water harvesting will be utilised. The reduction in surface water runoff by utilising rainwater harvesting has not been deducted from the overall strategy. Therefore there is an additional saving not calculated in the FRA.

#### Green roofs

Policy 5.11 of the London Plan requires all new major development to consider the incorporation of green roofs into designs. The Flood Risk Assessment (FRA) states that green roofs are feasible but have not been incorporated into the designs. The Council's Flood and Drainage Officer notes that no reasons provided to justify why green roofs cannot be used on any of the buildings.

The Environment Agency also notes that sustainable drainage systems (SuDS) hierarchy does not appear to have been followed. For example, green roofs, which are at the top of the SuDS hierarchy have been identified as a solution on site, but their use has then been ruled out without adequate explanation. The applicant should use the most sustainable drainage techniques as fully as possible across the site where it is possible to do. The Agency also notes that the addition of green or brown roofs to this development will provide benefits for biodiversity on the site, and provide some green buffering between the adjacent LWS and the development. This is in line with Unitary Development Plan (UDP) Saved Policies EC1, EC3 and EC5.

However, this application is for a site situated within both the height and birdstrike safeguarding zones surrounding RAF Northolt and the development proposal must not unacceptably increase the risk of birdstrike to aircraft using RAF Northolt.

Since the original designs, a district heating centre has been included within the plans and this structure could incorporate a green roof, It is therefore recommended that a condition be imposed requiring the incorporation of living walls and a living roof onto the energy centre, subject to no objections from M O D Safeguarding - R A F Northolt, in order to incorporate methods for urban greening, water attenuation and climate change adaptation, in accordance with Policy 5.11 of the London Plan.

The Environment Agency considers that the Flood Risk Assessment provided by the applicant demonstrates that sustainable drainage techniques can be used on this site. The Environment Agency has therefore raised no objections, subject to a condition requiring the submission of 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. The drainage strategy would have to demonstrate the surface water run-off generated up to and including the 1 in 100 year critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme would also need to include provision of on-site surface water storage to accommodate the critical duration 1 in 100 year storm event, with an allowance for climate change.

## Conclusion

The FRA provides a clear drainage strategy and a suitable assessment of the flood risk, both to and from the site, whilst adhering to local policy and best practice for the type of development proposed. The Environment Agency and Council's Flood and Drainage Officer raise no objections subject to the implementation of a detailed surface water drainage scheme and provision of green roofs for the site, based on the agreed Flood Risk Assessment(FRA). Subject to compliance with these conditions, it is considered that the scheme will have satisfactorily addressed drainage and flood related issues, in compliance with The Hillingdon Local Plan: Part 2 Policies OE7 and OE8, Policies 5.13 and 5.15 of the London Plan and the aspirations of the NPPF.

### **7.18 Noise or Air Quality Issues**

#### NOISE

The Government's National Planning Policy Framework (NPPF) which replaces PPG24 (Planning and Noise) gives the Government's guidance on noise issues. NPPF paragraph 123 states that planning decisions should (i) avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development, and (ii) mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from new development, including through the use of conditions. According to the Government's Noise Policy Statement for England (NPSE) of March 2010, these aims should be achieved within the context of Government policy on sustainable development.

Saved Policies OE1 and OE3 of the Hillingdon Local Plan Part 2 saved UDP Policies seek to protect the environment from the adverse effects of pollutants and to ensure sufficient measures are taken to mitigate the environmental impact of the development and ensure that it remains acceptable. Saved Policy OE3 seeks to ensure that uses which have the potential to cause noise be permitted only where the impact is appropriately mitigated.

A noise report has been submitted in support of the application. The report considers the development covered by this application and the associated full commercial application 4266/APP/2012/1544, comprising retail and hotel uses. The report concludes that with appropriate mitigation measures, the development could proceed without the likelihood of harming the amenity of existing or proposed residential dwellings, on the basis of 24 hours trading and 24 hours servicing.

The Council's Environmental Protection Unit (EPU) has reviewed the Noise Report, taking into account both applications. In summary, the EPU accept that the policy requirements of the NPPF and NPSE can be met for the various noise issues, subject to a condition being imposed, requiring noise insulation and ventilation, to provide satisfactory internal noise levels in the proposed new residential blocks. An assessment of noise issues is provided in more detail below.

The noise assessment for the proposed residential development refers to the noise contour maps in showing the predicted overall noise levels at the facades of the proposed residential blocks. It is apparent that Block A adjacent to the A40 road would be subject to the highest noise levels. The noise contours show that the worst affected upper floors of Block A will be exposed to daytime noise levels of around 73 to 74 dB LAeq, for 16hrs. These high noise levels are mainly caused by road traffic on the A40 road.

The report recommends design targets for internal noise levels in residential blocks A to E. These design criteria are the same as required by the Council's Supplementary Planning Document on noise. The report states that these target internal noise levels can be achieved by ameliorative measures comprising closed windows and improved sound insulation. This would apply even to the worst affected upper floors of block A, which are affected by the highest levels of road traffic noise.

It will also be important to ensure that residential blocks A to E are adequately protected against noise from deliveries at night. The report states that adequate noise mitigation will be provided for residential block E (closest to the access road) to ensure future residents are not disturbed by noise from night time deliveries. EPU notes that this is important since the predictions show that noise levels at night from deliveries will be well above WHO outdoor guideline values.

Since proposed residential blocks A to E are in the form of flats without individual gardens, outdoor noise levels are not considered to be of crucial importance. It is acknowledged in paragraphs 5.4 and 7.9 that background ventilation will be required so that adequate ventilation can be achieved with windows closed.

NPPF paragraph 123 states that planning decisions should (i) avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development, and (ii) mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from new development, including through the use of conditions. According to the Government's Noise Policy Statement for England (NPSE) of March 2010, these aims should be achieved within the context of Government policy on sustainable development. EPU consider that the policy requirements of the NPPF and NPSE can be met for the proposed development by appropriate design and by the imposition of appropriate conditions to ensure that satisfactory levels are provided inside the proposed residential dwellings in respect of all forms of outdoor noise.

#### Cummulative impact

Noise contour maps provided in the EIA show the changes in noise levels due to cumulative effect of both the Hillingdon Circus and Master Brewer developments. The daytime and night time cumulative effect on proposed residential development blocks A-E is shown to be slight. The façade noise levels on each of the blocks will only change by few decibels, which could be addressed by the recommended noise condition for façade sound insulation.

The assessment also looked at changes in road traffic noise levels and found the cumulative this to be negligible on existing residential in Freezeland Way i.e. only 1dB change. Car park noise will also be negligible and can be addressed by the previously recommended condition for a delivery management plan.

#### 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 A40. The A40 and the areas around the junctions within Hillingdon have been identified as priority areas for improvement with regard to poor air quality.

The Council's Environmental Protection Unit (EPU) notes that there is potential in the area for further development and congestion as a result of the operational phase of the development. The applicant would therefore need to provide some mitigation in order to ensure the development is at least air quality neutral.

Although officers consider that the impacts on air quality will be negative, on balance, this should not automatically result in a refusal, subject to clear measures to reduce the impacts of the development. The need to provide green travel plans and contributions to public transport will assist attempts to reduce the impact of the development. In addition conditions are considered necessary to further ensure a potential wider reduction in emissions as well as reducing the impacts to the new development. The following conditions are therefore recommended:

- A construction air quality action plan which sets out the methods to minimise the adverse air quality impacts from the construction of the development.
- An air quality action plan which sets out the measures to be undertaken to promote, encourage and install measures to reduce impacts on air quality.
- A scheme for protecting the proposed residential units from external air pollution.
- Full specifications of the CHP unit demonstrating the use of the least polluting CHP system appropriate with and the relevant NOx emissions, the designs of the flue to reduce impacts to residents and further pollution abatement technology to ensure the CHP has minimal air quality impacts

As the development is in and will cause increases in an area already suffering poor air quality, the Council's Environmental Protection Unit has also requested a contribution of up to £50,000 (£25,000 for the commercial and £25,000 for the residential elements of the scheme), to the air quality monitoring network in the area to be secured by way of a Section 106 Agreement.

Subject to the above mentioned conditions and planning obligations, it is considered that the impact of the development on the air quality of the area can be mitigated, to the extent that refusal of the application on these grounds would not be justified, in accordance with Policy EM8 of the Local Plan Part 1.

#### **7.19 Comments on Public Consultations**

The issues raised have been dealt with in the main body of the report.

#### **7.20 Planning obligations**

Policy R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) is concerned with securing planning obligations to supplement the provision 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 saved UDP policies are supported by more specific supplementary planning guidance.

The Council's Section 106 Officer has reviewed the proposal, as have other statutory consultees, including the Greater London Authority and Transport for London. The comments received indicate the need for the following contributions or planning obligations to mitigate the impacts of the development, which have been agreed with the applicant:

- (i). Transport: All on site and off site highways works as a result of this proposal. These include the following:
- Re-introduction of the right turn for traffic at the Hillingdon Circus junction from the Long

Lane northbound approach.

- Modifying the existing right turn into the western site access for traffic coming from the A40 westbound.
- Introduction of an additional right turn lane for right turning traffic at the Hillingdon Circus junction from the Long Lane southbound approach. The left turn lane requires a widening of the Long Lane carriageway and footway, taking land from part of the south west corner of the development site;
- Narrowing of the island to the west of the Hillingdon Circus junction, to allow provision of two westbound traffic lanes on Freezeland Way to the west of the Hillingdon Circus junction
- Provision of an informal pedestrian refuge crossing at the western site access;
- Provision of a shared cycle/footway into the site from the western site access towards the proposed Tesco store and retail units.
- Traffic signal works
- Review street lighting at and in the surrounding of Hillingdon Circus junction (extent of review to be agreed with the Council's Highways Engineer) and implement works required by the Council;
- Provide carriageway and footway resurfacing, anti-skid surfacing, and upgrade pedestrian islands and road markings (extent of works to be agreed with the Council's Highways Engineer);
- Coach stop enhancements on Freeland Way
- Revised traffic modelling to be submitted to and approved in writing by the Council and TfL

(ii). Affordable Housing: 15% of the scheme, by habitable room, to be delivered as Affordable Housing.

(iii). None of the market housing will be occupied until 100% of the affordable housing is delivered.

(iv). Education: The applicant provides a financial contribution towards school places in the area commensurate with the estimated child yield of the development as calculated in the formula prescribed within the Supplementary Planning Document or any subsequently approved amendments to this guidance

(v). Health: The applicant provides a financial contribution towards health care in the area as calculated in the formula prescribed within the Supplementary Planning Document or any subsequently approved amendments to this guidance. - £216.67 per person.

(vi). Libraries: The applicant provides a financial contribution towards library provision in the area commensurate as calculated in the formula prescribed within the Supplementary Planning Document or any subsequently approved amendments to this guidance (£216.67 per person).

(viii). Community Facilities: either a financial contribution in the sum of £60,000 or a facility delivered on the commercial part of the development - if sought.

(ix). Landscape Screening/ Ecological Mitigation and Public Open Space: a financial contribution in the sum of £252,308.88

(x). Construction Training: either a construction training scheme delivered during the construction phase of the development or a financial contribution secured equal to the formula as contained in the SPD (£2,500 for every £1m build cost +  $(125/160 \times £71,675)$  = total contribution).

(xi). Air Quality: a financial contribution in the sum of £25,000.

(xii). Project Management and Monitoring Fee: a contribution equal to 5% of the total cash contribution to enable the management and monitoring of the resulting agreement.

The applicant has agreed to these proposed Heads of Terms, which are to be secured by way of the S106 Agreement. Overall, it is considered that the level of planning benefits sought is adequate and commensurate with the scale and nature of the proposed

development, in compliance with Policy R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

**7.21 Expediency of enforcement action**

Not applicable.

**7.22 Other Issues**

None.

**8. Observations of the Borough Solicitor**

General

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

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

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

**Planning Conditions**

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

**Planning Obligations**

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

**Equalities and Human Rights**

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

The requirement to have "due regard" to the above goals means that members should consider whether persons with particular "protected characteristics" would be affected by a proposal when compared to persons who do not share that protected characteristic.



Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances."

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

#### **9. Observations of the Director of Finance**

Not applicable.

#### **10. CONCLUSION**

No objection is raised to the principle of the residential use of this site. The density of the proposed development falls within London Plan guidance. It is considered that the design, scale and layout of the development will introduce a built form that is appropriate to its town centre context and character of the area and views from the neighbouring Green Belt.

Overall, it is considered that the proposed development would provide good living conditions for all of the proposed units and protect the residential amenity of surrounding occupiers in terms of outlook, privacy and light.

The applicant has offered an acceptable package of contributions to be secured by way of a proposed S106 Agreement. Access, parking and highway safety issues have been satisfactorily addressed.

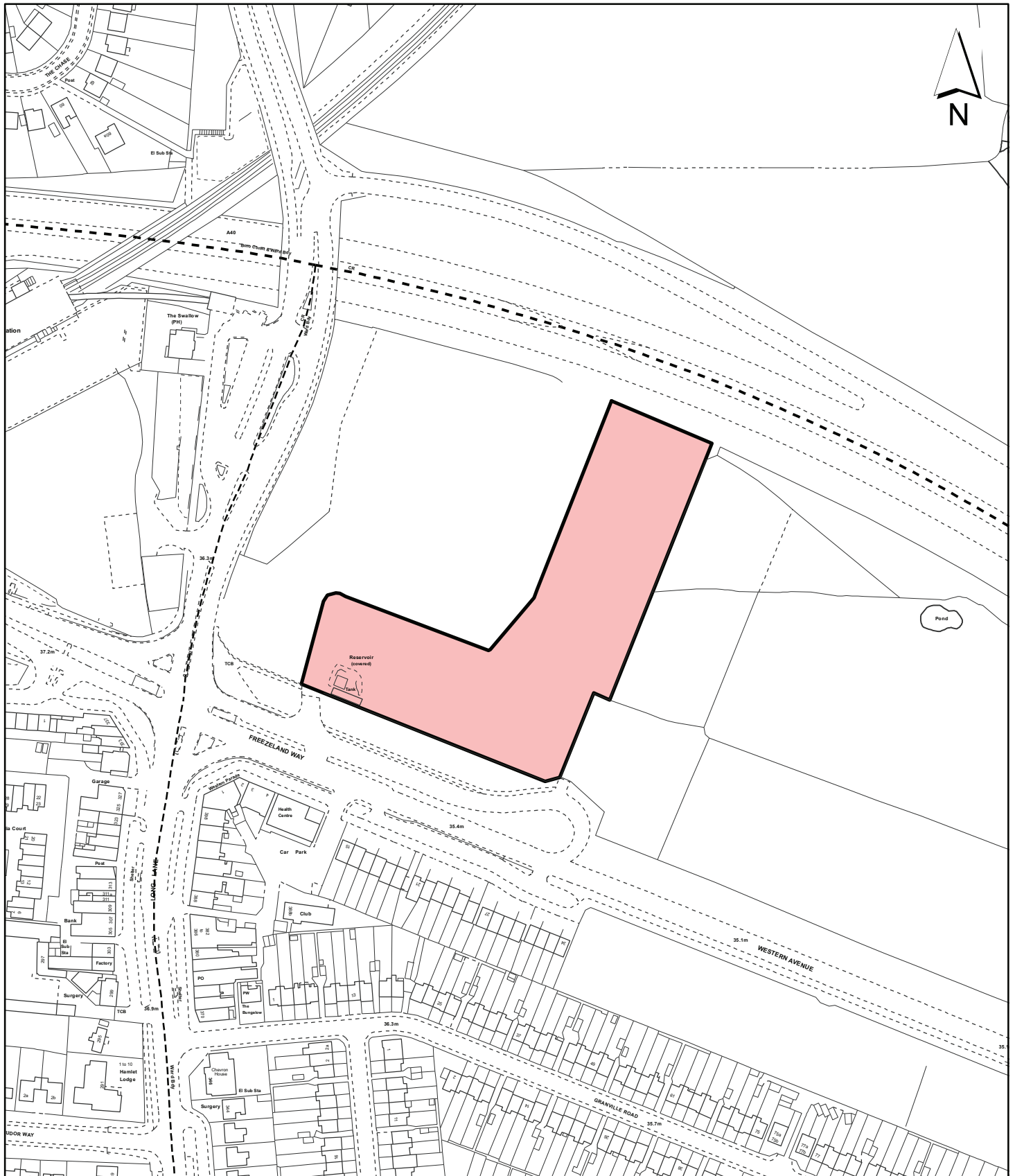
It is recommended that the application should be supported subject to a Section 106 Legal Agreement and conditions.

#### **11. Reference Documents**

The Hillingdon Local Plan: Part 1- Strategic Policies (8th November 21012)  
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)  
London Plan 2011  
National Planning Policy Framework (NPPF)  
The Greater London Authority Sustainable Design and Construction (2006)  
Council's Supplementary Planning Guidance - Community Safety by Design  
Council's Supplementary Planning Document - Air Quality  
Hillingdon Supplementary Planning Document: Accessible Hillingdon January 2010)

**Contact Officer:** Karl Dafe

**Telephone No:** 01895 250230



**Notes**

 Site boundary

For identification purposes only.  
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Site Address

**Former Master Brewer Site  
 Freezeland Way  
 Hillingdon**

**LONDON BOROUGH  
 OF HILLINGDON  
 Residents Services**

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

Planning Application Ref:  
**4266/APP/2012/1545**

Scale  
**1:2,500**

Planning Committee  
**Major Applications**

Date  
**September 2013**



**HILLINGDON**  
 LONDON

## Report of the Head of Planning, Green Spaces and Culture

**Address:** LAND ADJACENT TO HILLINGDON STATION & SWALLOW INN LONG LANE

**Development:** Demolition of the existing public house and timber yard, and the erection of a mixed use redevelopment comprising a foodstore (7829m<sup>2</sup> GEA) (Use Class A1); a 6 storey 82 bed hotel (Use Class C1); a 720m<sup>2</sup> restaurant/public house facility (Use Class A3/A4); and 107 residential units (Use Class C3), together with reconfiguration of the existing commuter car park, and associated landscaping, car/cycle parking and ancillary works.

**LBH Ref Nos:** 3049/APP/2012/1352

**Drawing Nos:** SEE REPORT AT APPENDIX A

**Date Application Received:** 31-05-12

**Date Application Valid:** 27-06-12

### 1. EXECUTIVE SUMMARY

Planning permission is sought for a mixed use redevelopment of the Land Adjacent to Hillingdon Station & Swallow Inn Long Lane, comprising the erection of a food store, car parking spaces, a 6 storey 82 bed hotel (Use Class C1); a 720m<sup>2</sup> restaurant/public house facility (Use Class A3/A4); and 107 residential units (Use Class C3), together with the reconfiguration of the existing commuter car park, and associated landscaping, car/cycle parking and ancillary works (the Bride Hall scheme).

The Council also has before it a separate scheme for retail and mixed use development at the former Master Brewer site (the Spenhill development). Both the Hillingdon Circus and Master Brewer schemes propose a comprehensive mixed-use retail-led development incorporating principally a supermarket, residential and hotel development. The most appropriate approach to adopt when considering two similar live applications (is such close proximity) is to firstly assess the acceptability of the applications individually.

#### INDIVIDUAL ASSESSMENT

There is no land use policy objection to the principle of a retail led mixed use development of the site, provided the retail element is of a scale that is appropriate to the continued viability of the local centre; offers convenience or specialist goods and services that are accessible to people who would otherwise need to travel further afield and gives due regard to the cumulative impact of planned or emerging development within Hillingdon Circus, especially a potential food store development on the former Master Brewer site.

In terms of retail impact, on balance, when considering the Bride Hall scheme in isolation, on balance, officers do not consider that there is enough evidence to suggest that such significant harm would be caused to committed development or town centres to outweigh the various benefits of the scheme.

The development would integrate an appropriate level of inclusive design, measures to reduce energy use and other sustainable design features. Subject to appropriate conditions and planning obligations, on balance, when taken in isolation, objection is not raised to the

proposal in terms of air quality impacts. Furthermore, subject to appropriate conditions the development would not have any adverse impacts on the amenity of residential occupiers by way of noise.

The Council also has a public duty to pay due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations (Equality Act 2010). As a consequence, an Equality Impact Assessment has been carried out. It concludes that the positive benefits of the scheme outweigh any potential negative impacts on equality groups in the affected area.

No objection is raised to the design or appearance of the proposal, including the overall height, bulk and scale. The approach to materials and landscaping is also considered acceptable.

In addition the Bride Hall development would incorporate adequate parking. Notwithstanding this, the Council's Highways Officer has objected to aspects of the proposals and considers that the development would have adverse impacts on the free flow of the highway network and on highway or pedestrian safety. The Council's Highway Officer objects to the scheme (individually) on highway safety and traffic grounds. The individual report is attached at Appendix A.

#### CUMULATIVE ASSESSMENT

However, it may well be the case that either the Planning Committee or Planning Inspectorate considers that the various benefits of the scheme, on balance, outweigh the traffic concerns. To this end consideration of acceptability or otherwise of the cumulative impacts of the proposals (should they both come forward) is also needed.

Therefore an assessment of impacts has been undertaken as to whether the approval of both planning permissions, in this case the 'Bride Hall Development' and 'Spenhill' schemes would be acceptable in planning terms. If there is evidence that the cumulative impact of both permissions being implemented would be unacceptable in planning terms, then that evidence should be taken into account in dealing with the applications.

Officer's assessments of the cumulative impacts of the two schemes together is that they would be likely to have an unacceptable impact on town centres and committed development within the relevant catchment areas, on traffic congestion and on air quality. Therefore the Council is of the view that only one scheme should be granted planning permission.

#### COMPARATIVE ASSESSMENT

If it is judged that the two proposals' cumulative impact is unacceptable to the extent that only one permission can therefore be granted (which is the case with the current applications), then the approach to be taken is a full comparative assessment of each site against the other, in order to decide which scheme is preferred in planning terms.

A full comparative assessment has therefore been undertaken, in accordance with relevant criteria in the Development Plan and against the material facts of the sites proposed. The comparative assessment is provided elsewhere on this agenda and includes (but is not limited to) consideration of the location of the proposed sites, any additional benefits each scheme would bring, traffic impact, visual impact, parking provision, employment generation, residential amenity issues and impact on town centres.

The comparative assessment concludes that the development proposed by Spenhill at the former Master Brewer site is preferable, mainly because it would cause less harm in terms of highways/traffic and retail impacts. Furthermore officers do not consider that the various benefits of the Bride Hall scheme would outweigh the harm caused and as such officers recommend that the Hillingdon Circus scheme be refused.

## **2. RECOMMENDATION**

**That subject to the Mayor not directing the Council 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, Green Spaces and Culture to refuse planning permission for the following reasons:**

### **1. Highways - Individual**

**The application fails to demonstrate that the proposed development would have a satisfactory layout, that it would not be detrimental to highway and cyclists safety and that it would not result in detrimental traffic impacts. Accordingly, the development is contrary to Policies 6.9, 6.11 and 6.12 of the London Plan (July 2011) and policies AM7 and AM9 of the Hillingdon Local Plan Part 2.**

### **2. Planning Obligations - Individual**

**The applicant has failed to provide contributions towards the improvements of services and facilities as a consequence of demands created by the proposed development (in respect of Off site Highways Works, Public Transport, Travel Plans, Employment and Hospitality Training, Construction Training, Public Realm, Affordable Housing, Education, Health, Library Facilities, Community Facilities, Air Quality and Project Management and Monitoring). The scheme therefore conflicts with Policy R17 of the London Borough of Hillingdon Local Plan part 2, and the adopted Supplementary Planning Document 'Planning Obligations.**

### **3. Traffic/Highways - Cumulative**

**The applicant has failed to demonstrate that in the event that the proposed development (on the site at Land Adjacent to Hillingdon Station & Swallow Inn Long Lane) was granted planning permission alongside the development (on the site of the Former Master Brewer Hotel) proposed by Spenhill (planning application refs: 4266/APP/2012/1544 and 4266/APP/2012/1545), that the cumulative traffic impacts of the developments would not be significantly detrimental in terms of congestion on the highway network. Accordingly the proposal is contrary to Policies 6.11 and 6.12 of the London Plan (July 2011), Policy AM7 of the Hillingdon Local Plan Part 2 and the provisions set out in the National Planning Policy Framework.**

### **4. Retail - Cumulative**

**The approval of the proposed development (on the site at Land Adjacent to Hillingdon Station & Swallow Inn Long Lane) alongside the approval of the development (on the site of the Former Master Brewer Hotel) proposed by Spenhill (planning application refs: 4266/APP/2012/1544 and 4266/APP/2012/1545), would, cumulatively, radically shift the role and function of the North Hillingdon local centre and in turn would prejudice retail investment (and its associated benefits) in Uxbridge. Accordingly the application is considered to be contrary to policies EC4 and EC5 of the Hillingdon Local Plan Part 1, Policies 2.15, 4.7, 4.8 and 4.9 of the London Plan (July 2011), Policy**

**PR23 of the Hillingdon Local Plan, part 2 and the provisions set out in the National Planning Policy Framework.**

## **5. Air Quality - Cumulative**

**In the event that the proposed development was granted planning permission alongside the Spenhill Development ((planning application refs: 4266/APP/2012/1544 and 4266/APP/2012/1545), then the Bridehall and Spenhill developments would cumulatively have a significant impact on an Air Quality Management Area (AQMA). The Council considers that the approach taken in the cumulative air quality assessments gives little weight to the existing situation. There is a reliance on the comparison of the development with the existing air quality impacts. However, such an assessment is misleading. There should be much greater weight given to the air quality management area and the extent of the air quality problems (which includes levels that have significant adverse impacts on health). The scale and magnitude of both developments combined requires a much greater understanding of the air quality impacts and without this no proper assessment of mitigation can occur. The extent of the combined impacts is not sufficiently clearly set out in the cumulative assessments. The uncertainty of the impacts is heightened with the cumulative development and the information to support the suitability of both developments proceeding at the same time is insufficient. Accordingly the proposal is contrary to Policy 7.14 of the London Plan and the Council's Supplementary Planning Guidance on Air Quality and the provisions set out in the National Planning Policy Framework.**

## **6. Comparative**

**There would be an unacceptable cumulative impact if the proposal were to proceed as well as the nearby Master Brewer Scheme (refs: 4266/APP/2012/1544 and 4266/APP/2012/1545) and it is therefore necessary to determine which scheme is preferable in planning terms. The comparative assessment of the proposal against the Master Brewer Scheme demonstrates that the proposal is considered to be less preferable in planning terms than the Master Brewer Scheme which would on balance better meet the objectives of the Development Plan and the NPPF.**

## **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, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (February 2008) and national guidance.**

### **Part 1 Local Plan Policies**

**PT1.BE1(2012) Built Environment**

**PT1.CI1 (2012) Community Infrastructure Provision**

**PT1.E5 (2012) Town and Local Centres**

**PT1.EM1 (2012) Climate Change Adaptation and Mitigation**

**PT1.EM11(2012) Sustainable Waste Management**

PT1.EM2(2012) Green Belt, Metropolitan Open Land and Green Chains  
PT1.EM4 (2012) Open Space and Informal Recreation  
PT1.EM7 (2012) Biodiversity and Geological Conservation  
PT1.EM8 (2012) Land, Water, Air and Noise  
PT1.T1 (2012) Accessible Local Destination

## Part 2 Local Plan Policies

AM1 Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations  
AM10 Incorporation in new developments of additions to the proposed cycle network  
AM11 Improvement in facilities and promotion of safety and security at bus and rail interchanges; use of planning agreements to secure improvement in public transport services  
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) Shop mobility 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  
AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity  
AM3 Proposals for new roads or widening of existing roads  
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  
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.  
BE20 Daylight and sunlight considerations.  
BE21 Siting, bulk and proximity of new buildings/extensions  
BE26 Town centres - design, layout and landscaping of new buildings  
BE28 Shop fronts - design and materials  
BE29 Advertisement displays on business premises  
BE3 Investigation of sites of archaeological interest and protection of archaeological remains  
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.  
BE39 Protection of trees and woodland - tree preservation orders  
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  
H4 Mix of housing units  
H5 Dwellings suitable for large families  
LE6 Major office and other business proposals in town centres  
OE1 Protection of the character and amenities of surrounding properties and the local area  
OE11 Development involving hazardous substances a requirement for ameliorative measures  
OE3 Buildings or uses likely to cause noise annoyance - mitigation measures

**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**  
**OL5 Development proposals adjacent to the Green Belt**  
**PR23 Hillingdon Circus**  
**R1 Accessibility for elderly people, people with disabilities, women and children**  
**R16 Development proposals in or near areas deficient in recreational open space**  
**R17 Use of planning obligations to supplement the provision of recreation, leisure and community facilities**  
**R2 Provision of recreation, entertainment and leisure facilities in Town Centres**  
**S9 Change of use of shops in Local Centres**  
**T4 Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements**

**Site specific policy:-**

**PR23 land at Hillingdon Circus**

**London Plan 2011 policies.**

**LLP 3.18 (2011) Education facilities**  
**LPP 2.15 (2011) Town Centres**  
**LPP 3.9 (2011) Mixed and Balanced Communities**  
**LPP 4.1 (2011) Developing London's economy**  
**LPP 4.7 (2011) Retail and town centre development**  
**LPP 5.1 (2011) Climate Change Mitigation**  
**LPP 5.11 (2011) Green roofs and development site environs**  
**LPP 5.12 (2011) Flood risk management**  
**LPP 5.13 (2011) Sustainable drainage**  
**LPP 5.14 (2011) Water quality and wastewater infrastructure**  
**LPP 5.7 (2011) Renewable energy**  
**LPP 6.12 (2011) Road Network Capacity**  
**LPP 6.13 (2011) Parking**  
**LPP 6.3 (2011) Assessing effects of development on transport capacity**  
**LPP 7.16 (2011) Green Belt**  
**LPP 7.3 (2011) Designing out crime**  
**LPP 8.2 (2011) Planning obligations**

**NPPF**

**3. In this case the Local Planning Authorities has worked proactively with the applicants to try and secure a development that improves the economic, social and environmental conditions of the area.**

**4. The applicant's own assessment of cumulative impacts arising from Spenhill and Bridehall Development proposals ((planning application refs: 4266/APP/2012/1544 and 4266/APP/2012/1545), would be unacceptable.**





## APPENDIX A

### Report of the Head of Planning, Green Spaces, and Culture

**Address:** LAND ADJACENT TO HILLINGDON STATION & SWALLOW INN LONG LANE

**Development:** Demolition of the existing public house and timber yard, and the erection of a mixed use redevelopment comprising a foodstore (7829m<sup>2</sup> GEA) (Use Class A1); a 6 storey 82 bed hotel (Use Class C1); a 720m<sup>2</sup> restaurant/public house facility (Use Class A3/A4); and 107 residential units (Use Class C3), together with reconfiguration of the existing commuter car park, and associated landscaping, car/cycle parking and ancillary works.

**LBH Ref Nos:** 3049/APP/2012/1352

**Drawing Nos:** 8023-PP-109 Rev C  
8023-PP-110 Rev C  
8023-PP-111 Rev C  
8023-PP-112 Rev A  
8023-PP-113 Rev D  
8023-PP-114 Rev C  
8023-PP-115 Rev C  
8023-PP-116 Rev C  
8023-PP-117 Rev D  
8023-PP-140 Rev C  
8023-PP-141 Rev C  
8023-PP-142 Rev C  
8023-PP-143 Rev B  
8023-PP-144 Rev C  
8023-PP-145 Rev A  
8023-PP-146 Rev A  
8023-PP-147 Rev A  
8023-PP-148 Rev A  
8023-PP-149 (1) Rev A  
8023-PP-149 (2) Rev B  
8023-PP-150 (1) Rev A  
8023-PP-150 (2) Rev A  
8023-PP-151 Rev C  
8023-PP-152 Rev B  
8023-PP-153 Rev B  
8023-PP-154 Rev C  
8023-PP-155 Rev A  
8023-PP-156 Rev A  
8023-PP-157 Rev A  
8023-PP-158 Rev A  
8023-PP-160 Rev B  
8023-PP-161 Rev B  
8023-PP-162 Rev B  
8023-PP-163 Rev A

5238-100 Rev B  
 5238-101 Rev B  
 5238-102 Rev B  
 8023-PP-174 Rev B  
 8023-PP-175 Rev B  
 8023-PP-177 Rev A  
 Arboricultural Implications Assessment & Tree Protection Plan  
 – dated 23 May 2012  
 Revised Design and Access Statement Rev A –dated 01  
 March 2013  
 Addendum to Design and Access Statement Revision A –  
 dated 08 August 2013  
 Energy Strategy – dated 16 May 2012  
 Supplemental Energy Statement – dated 17 January 2013  
 Energy Summary – dated 12 August 2013  
 Flood Risk Assessment – dated 14 May 2012  
 Supplementary Flooding Commentary for Hillingdon Circus –  
 dated 30 July 2013  
 Retail Impact Assessment – dated 25 May 2012  
 Retail response and 2011-2017 Convenience Modelling –  
 dated 07 February 2013  
 Further Retail Impact Assessment Response – dated 31 July  
 2013  
 Sustainability Statement – dated 16 May 2012  
 Utilities Report – dated 14 May 2012  
 Daylight, Sunlight and Overshadowing report – dated April  
 2012  
 Drainage Statement – dated 14 May 2012  
 Supplementary Flooding Commentary for Hillingdon Circus –  
 dated 30 July 2013  
 Environmental Statement – dated 31 May 2012  
 Environmental Statement Addendum – dated February 2013  
 Interim Environmental Report – dated August 2013  
 Environmental Statement Addendum 2 –dated August 2013  
 Planning Statement – dated 31 May 2012  
 Statement of Community Engagement – dated 22 May 2012  
 Updated Transport Assessment Report – dated August 2013

<b>Date Plans Received:</b>	31/05/2012	<b>Date(s) of Amendment(s):</b>
		03/05/2013
		16/09/2012
		26/07/2012
		30/08/2013

**Date Application Valid:** 12/06/2012

## 1. SUMMARY

This reports sets out the assessment of the planning application lodged in respect of the Land Adjacent to Hillingdon Station & Swallow Inn Long Lane. It provides an assessment of the merits of that scheme, on the basis of it being implemented in isolation, and does not consider cumulative impacts associated with other live planning applications.

Planning permission is sought for the erection of a food store, car parking spaces, a 6 storey 82 bed hotel (Use Class C1); a 720m<sup>2</sup> restaurant/public house facility (Use Class A3/A4); and 107 residential units (Use Class C3), together with the reconfiguration of the existing commuter car park, and associated landscaping, car/cycle parking and ancillary works.

The site has an extensive planning history stretching back to 2004 for office use.

1757 local residents, businesses and local amenity groups were consulted initially in June 2012, and re-consulted on receipt of further information in May 2013 and August 2013. A total 69 individual letters of objection have been received, objecting to the planning application, primarily on the grounds of increased traffic generation and traffic congestion at Hillingdon Circus and the surrounding road network. Issues relating to the scale of the development, air quality, impact on retail provision and flooding have also been raised. In addition, a petition of 216 signatures and 16 other letters of support have been received. Both the Ickenham and Oak Farm Residents Associations have provided detailed responses to this application, and have objected on similar grounds to those made by individual residents. Given the scale of the development, the application is referable to the Mayor of London.

There is no land use policy objection to the principle of a retail led mixed use development of the site, provided the retail element is of a scale that is appropriate to the continued viability of the local centre; offers convenience or specialist goods and services that are accessible to people who would otherwise need to travel further afield and gives due regard to the cumulative impact of planned or emerging development within Hillingdon Local Centre, especially a potential food store development on the Former Master Brewer site.

In terms of retail impact, taken in isolation (i.e. if the development is implemented on its own and the Master Brewer proposals do not come forward) and given the various benefits associated with regenerating the site, on balance officers do not consider that there would be such harm to town centres and planned/committed development as to warrant refusal on this ground.

The development would integrate an appropriate level of inclusive design, measures to reduce energy use and other sustainable design features. Furthermore, subject to appropriate conditions the development would not have any adverse impacts on the amenity of residential occupiers by way of noise.

However, the Council's Highways Officer has raised concerns that the development would have significant adverse impacts on the free flow of the highway network and on highway or pedestrian safety.

### **3. RECOMMENDATION**

**That subject to the Mayor not directing the Council 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, Green Spaces and Culture to refuse planning permission for the following reasons:**

#### **1. Highways - Individual**

**The application fails to demonstrate that the proposed development would have a satisfactory layout, that it would not be detrimental to highway and cyclists safety and that it would not result in detrimental traffic impacts. Accordingly, the development is**

contrary to Policies 6.9, 6.11 and 6.12 of the London Plan (July 2011) and policies AM7 and AM9 of the Hillingdon Local Plan Part 2.

## **2. Planning Obligations - Individual**

The applicant has failed to provide contributions towards the improvements of services and facilities as a consequence of demands created by the proposed development (in respect of Off site Highways Works, Public Transport, Travel Plans, Employment and Hospitality Training, Construction Training, Public Realm, Affordable Housing, Education, Health, Library Facilities, Community Facilities, Air Quality and Project Management and Monitoring). The scheme therefore conflicts with Policy R17 of the London Borough of Hillingdon Local Plan part 2, and the adopted Supplementary Planning Document 'Planning Obligations.

### **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, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (February 2008) and national guidance.

#### **Part 1 Local Plan Policies**

**PT1.BE1(2012) Built Environment**  
**PT1.CI1 (2012) Community Infrastructure Provision**  
**PT1.E5 (2012) Town and Local Centres**  
**PT1.EM1 (2012) Climate Change Adaptation and Mitigation**  
**PT1.EM11(2012) Sustainable Waste Management**  
**PT1.EM2(2012) Green Belt, Metropolitan Open Land and Green Chains**  
**PT1.EM4 (2012) Open Space and Informal Recreation**  
**PT1.EM7 (2012) Biodiversity and Geological Conservation**  
**PT1.EM8 (2012) Land, Water, Air and Noise**  
**PT1.T1 (2012) Accessible Local Destination**

#### **Part 2 Local Plan Policies**

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

**AM10 Incorporation in new developments of additions to the proposed cycle network**

**AM11 Improvement in facilities and promotion of safety and security at bus and rail interchanges; use of planning agreements to secure improvement in public transport services**

**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) Shop mobility 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**  
**AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity**  
**AM3 Proposals for new roads or widening of existing roads**  
**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**  
**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.**  
**BE20 Daylight and sunlight considerations.**  
**BE21 Siting, bulk and proximity of new buildings/extensions**  
**BE26 Town centres - design, layout and landscaping of new buildings**  
**BE28 Shop fronts - design and materials**  
**BE29 Advertisement displays on business premises**  
**BE3 Investigation of sites of archaeological interest and protection of archaeological remains**  
**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.**  
**BE39 Protection of trees and woodland - tree preservation orders**  
**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**  
**H4 Mix of housing units**  
**H5 Dwellings suitable for large families**  
**LE6 Major office and other business proposals in town centres**  
**OE1 Protection of the character and amenities of surrounding properties and the local area**  
**OE11 Development involving hazardous substances a requirement for ameliorative measures**  
**OE3 Buildings or uses likely to cause noise annoyance - mitigation measures**  
**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**  
**OL5 Development proposals adjacent to the Green Belt**  
**PR23 Hillingdon Circus**  
**R1 Accessibility for elderly people, people with disabilities, women and children**  
**R16 Development proposals in or near areas deficient in recreational open space**  
**R17 Use of planning obligations to supplement the provision of recreation, leisure and community facilities**  
**R2 Provision of recreation, entertainment and leisure facilities in Town Centres**  
**S9 Change of use of shops in Local Centres**  
**T4 Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements**

**Site specific policy:-**

**PR23 land at Hillingdon Circus**

**London Plan 2011 policies.**

LLP 3.18 (2011) Education facilities  
LPP 2.15 (2011) Town Centres  
LPP 3.9 (2011) Mixed and Balanced Communities  
LPP 4.1 (2011) Developing London's economy  
LPP 4.7 (2011) Retail and town centre development  
LPP 5.1 (2011) Climate Change Mitigation  
LPP 5.11 (2011) Green roofs and development site environs  
LPP 5.12 (2011) Flood risk management  
LPP 5.13 (2011) Sustainable drainage  
LPP 5.14 (2011) Water quality and wastewater infrastructure  
LPP 5.7 (2011) Renewable energy  
LPP 6.12 (2011) Road Network Capacity  
LPP 6.13 (2011) Parking  
LPP 6.3 (2011) Assessing effects of development on transport capacity  
LPP 7.16 (2011) Green Belt  
LPP 7.3 (2011) Designing out crime  
LPP 8.2 (2011) Planning obligations

#### **NPPF**

**3. In this case the Local Planning Authorities has worked proactively with the applicants to try and secure a development that improves the economic, social and environmental conditions of the area.**

### **3. CONSIDERATIONS**

#### **3.1 Site and Locality**

The site is located within the northwest quadrant of Hillingdon Circus and covers approximately 2.13ha. Hillingdon Circus comprises the junction of Freezeland Way/Western Avenue and Long Lane. The development site is triangular with two sides facing major local roads, with the third facing north onto the A40 Western Avenue and the Metropolitan and Piccadilly Underground lines. To the north of the site, on the other side of the realigned A40, are residential properties in The Chase.

The site falls within the boundary of the North Hillingdon Local Centre and comprises the former Ruston Bucyrus crane works, The Swallow public house (PH), land operated by Transport for London as a park and ride facility (approximately 250 car parking spaces) and land owned by Transport for London (TfL), currently occupied by Harrow Fencing Contractors. The entrance to Hillingdon Underground Station is also included in the application site. The western end of the site comprises a long, thin strip of land (currently used as Park and Ride parking) which extends beneath Freezeland Way.

The site is almost 100% hard-covered, has limited vegetation and in the main is cleared of buildings. Approximately 8,000m<sup>2</sup> of the development site is currently disused tarmac hard-standing, which has become partly overgrown and unsightly. The existing park and ride car parking occupies an area of approximately 6,000m<sup>2</sup>. The remainder of the site is shared between The Swallow PH and the storage area of a local fencing contractor. The Swallow PH, on the north-eastern corner of the site, faces east onto the bus interchange area. The front elevation of the public house is two storeys high. To the rear there is a significant change in level with two additional storeys of development below street level on Long Lane. This arrangement enables servicing from the rear access road within the site.

The site is bound to the north and northwest by Hillingdon Underground station and the Piccadilly and Metropolitan Underground lines, a bus interchange fronting Long Lane to the east and Freezeland Way to the south and southwest. Opposite the site lies the Former Master Brewer Hotel site. Vehicular access is currently achieved either from a newly constructed roundabout off Freezeland Way or via Long Lane. Both Freezeland Way and Long Lane slope significantly up from Hillingdon Circus, to a height of between 5 and 6m above the level of the Hillingdon Circus. The existing pedestrian access to Hillingdon Underground Station which is relatively new and is of a contemporary design, is via a long elevated walkway from Long Lane, or up a number of stairs from the existing park and ride facility.

Hillingdon Circus is divided in character between the north and south of Freezeland Way. To the north lie the application site and the Master Brewer Hotel, both of which are characterised by large development footprints. To the south the character of Long Lane changes to that of a local shopping centre, with a more suburban character, with retail uses at ground floor and residential and commercial uses above. The maximum height of buildings along the street frontage varies between 3 and 4 storeys.

### **3.2 Proposed Scheme**

The application proposes the demolition of the existing Swallow Public House and Harrow Fencing Timber Yard, and the erection of a new Morrison's foodstore, 82 bed hotel, residential units and associated car/cycle parking and landscaping. The existing commuter car park will be largely retained. The proposals will utilise separate access points along Freezeland Way and Long Lane to separate servicing and deliveries from residents, customers and commuter access.

The proposed foodstore will consist of approximately 85% convenience and 15% comparison goods. The store will be located in the south-east corner of the application site and, as such, will front the Hillingdon Circus junction and provide integration with the existing core shopping area to the south. Due to changes in site levels, the store will be situated at first floor level with car parking below.

Customer access to the car park will be via the existing roundabout on Freezeland Way. From here, dedicated access to a store atrium at the south-east corner of the site will be provided via lifts, a stairwell and travellators. The atrium will provide the main entrance to the foodstore, and will also be the main point of entry for pedestrians.

To the south of the foodstore, along the Freezeland Way frontage, the proposals include an in-store cafe for use by customers, staff and wider visitors to North Hillingdon. Furthermore, the store will include a dedicated shopper's car park of 335 spaces.

Hotel:

The application proposals include an 82 bed hotel. The hotel will be located to the north of the application site on the approximate footprint of the existing Swallow Public House.

Dedicated car and cycle parking are located beneath the hotel, at an equivalent level to the proposed shoppers car park and existing commuter car park. An access core is situated within the car park to enhance access to the upper levels from the commuter and hotel parking level.

The ground floor of the hotel building will comprise separate commercial space for use as a restaurant or public house facility (Use Class A3/A4) that will extend to 720m<sup>2</sup> GEA. Due to



changes in site levels, the ground floor will be located on an equivalent level to the foodstore sales area. This is adjacent to the main pedestrian entrance/exit to the underground station and to the bus station. The hotel itself will offer a small bar/cafe area on the first floor level for use by its customers.

Access for servicing and deliveries will be via the existing lay-by along Long Lane. This is currently utilised by both the Swallow Public House and Hillingdon Underground Station for such operations. The proposed delivery and servicing arrangements will be set out in detail in a Delivery and Servicing Management Plan, which is likely to be a condition should planning consent be granted.

#### Residential

The application proposes 107 residential units, located within three blocks at podium level above the proposed foodstore. The blocks extend part two and part four storeys above podium level. The blocks are two storey above podium level on the elevations fronting Freezeland Way before stepping up to four storeys further back, including on the Long Lane elevation.

The application provides a total of 2,679m<sup>2</sup> public and private amenity space. This comprises shared amenity space and children's play areas at podium level, private terraces for flats at podium level, and private balconies for flats at upper levels.

Dedicated residential car and cycle parking is provided at basement level beneath the proposed shoppers car park, accessible from the commuter car park and a second ramp situated underneath the main ramp from Freezeland Way.

#### Commuter Car Park

The commuter car park is an important component of the site serving commuters and shoppers to North Hillingdon. As such, it has been incorporated into the final design and layout of the proposals. In addition to the dedicated parking for shoppers, the hotel and residential units, as outlined above, the proposals will maintain 242 spaces of the existing commuter car park.

In summary, the application proposals seek planning permission for the following:

- A Morrisons foodstore (Use Class A1) of c. 7,829m<sup>2</sup> GEA;
- An 82 bed, Travelodge hotel (Use Class C1);
- A 720m<sup>2</sup> GEA restaurant / public house facility (Use Class A3/A4);
- 107 residential units including affordable housing; and
- Associated landscaping, car/cycle parking and highways improvements.

### **3.3 Relevant Planning History**

The application site incorporates four separate parcels of land (Ruston Bucyrus, TfL Park and Ride, The Swallow PH and the TfL land currently occupied by Harrow Fencing) each of which have their own planning history. The planning history to the Ruston Bucyrus and the TfL land is most relevant to the application and is considered below.

#### Ruston Bucyrus

In 1993 outline planning permission was granted (ref. 3049R/92/1404) for 8,130m<sup>2</sup> of office floorspace. Reserved matters were approved in 1997 and the consent has been lawfully implemented by virtue of the construction of a mini roundabout on Freezeland Way. An

application for an additional floor to the above consented scheme (ref. 3049H/99/974) was refused planning permission on 12th July 2000. The applicants appealed this decision, which was subsequently dismissed by the Secretary of State on 30th January 2001, on the basis only that the appellants failed to execute a unilateral undertaking for a landscape mitigation scheme.

Following this appeal decision, the appellants submitted a revised planning application for the Ruston Bucyrus site (reference 3049/APP/2001/526) for a 5 storey office building of 11,574m<sup>2</sup>, 299 car parking spaces, 15 motor cycle spaces and 233 cycle spaces. Planning permission was granted on 11th July 2002 and is subject to a Section 106 Agreement which requires contributions to the following on implementation:-

- i) Mitigation strategy/environmental improvements/enhancements to North Hillingdon/and Hillingdon House Farm area
- ii) Public Transport Initiatives and Green Travel Plan
- iii) A landscape Mitigation Strategy
- iv) Air Quality Monitoring
- v) Street Furniture and Signage

#### Land Occupied by Harrow Fencing

The land adjacent to the former Ruston Bucyrus site, currently occupied by Harrow Fencing contractors, benefits from an extant outline planning permission granted on appeal on 14/11/04 for the erection of a 3 storey 69 bedroom hotel with basement car parking. The Inspector determining the appeal confirmed that the main issues of the case related to character and appearance of the proposal on the surrounding area and highway matters.

#### The Current Application Site

Planning application ref. 3049/APP/2006/1069 was lodged in July 2005, seeking the erection of a mixed use development, comprising a new IKEA retail store (25,526sq.m), restaurant/cafeteria with associated car parking (655 spaces) and servicing, unit shops (218m<sup>2</sup>), community uses (215sq.m), replacement cafe/bar, 240 residential 1 and 2 bedroom units and associated parking (206 spaces), extension to Hillingdon Underground Station and unit shops (1378sq.m), replacement park and ride facility (361 spaces) and highway alterations to Long Lane/ Freezeland Way.

The proposal was considered by the Central and South Planning Committee on 05/10/05 and refused for the following reasons:-

1. The application is considered to be contrary to Policies S1 and S2 of the Council's Unitary Development Plan, guidance set out in the London Plan, and Planning Policy Statement 6, having regard to the store's location in terms of its appropriateness, scale and function to the Local Town Centre, and the impact this will have on undermining the hierarchy of centres and their vitality and viability within the Borough.

2. The development, by virtue of its overall scale, height, density, site coverage and lack of landscaping and screening, is considered to constitute an over-development of the site, resulting in an unduly intrusive, visually prominent and incongruous form of development, which would fail to respect the established character of the North Hillingdon Local Centre or compliment the visual amenities of the street scene and openness and visual amenity of the Green Belt, and would mar the skyline, contrary to Policies OL3, OL5, BE13, BE19, BE21, BE36, BE38, OE1, H6 and PR23 of the Hillingdon Unitary Development Plan 1998, Policy 4B.3 of the London Plan, the Council's Supplementary Planning Guidance Design Guide

Residential Layouts and House Design, and the 1990 Planning Brief for site, entitled A40 Western Avenue, Land at Hillingdon Circus.

3. The proposal fails to provide a housing layout, adequate amenity space, a design, density, form and spacing that will produce good environmental conditions within the development for future occupiers and is therefore contrary to Policies BE20, and H6 of the Hillingdon Unitary Development Plan, Policy 4B.3 of The London Plan and the Council's Supplementary Planning Guidance Residential Design Guide.

4. The proposed development, by reason of its height and bulk will have an overbearing and visually dominant impact on residential properties, notably bungalows in the Chase and the listed Ickenham Manor, in conflict with Policies BE19 and BE21 of the Hillingdon Unitary Development Plan.

5. The proposal by virtue of its size, height, siting and design would be likely to interfere with the radar and the safe operations at Northolt Airport. The application is therefore contrary to policy A6 of the Hillingdon Unitary Development Plan.

6. The development is not considered to have made adequate provision, through planning obligations, for contributions towards affordable housing, education, health, community facilities, public transport, town centre improvements, and environmental/public open space improvements in accordance with Policies H11, R17 and AM11 of the Council's Unitary Development Plan or the Council's Supplementary Planning Guidance for Planning Obligations (Adopted December 2003) and Supplementary Planning Guidance for Planning Obligations for Health Facilities (draft approved September 2004 and to be adopted 16 December 2004).

7. The development is considered to provide inadequate larger family housing within the affordable housing component of the development, contrary to Policy H5 of the Hillingdon Unitary Development Plan and the Council's 2001 Housing Needs Survey.

8. The applicants have failed to satisfactorily demonstrate that traffic associated with the development can be adequately accommodated on the adjoining highway network. As such the development may be prejudicial to the free flow of traffic and conditions of general highway safety contrary to the aims of Policy AM7 of the adopted Hillingdon Unitary Development Plan.

9. The proposed development would result in an increase in NO<sub>2</sub> due to vehicle emissions to the detriment of air quality within an Air Quality Management Area. Accordingly the proposal is inconsistent with Policy 4A.7 of the London Plan, Policy OE6 of the Council's Unitary Development Plan and the Council's Supplementary Planning Guidance on Air Quality.

10. It is likely the proposed and surrounding residential development would be subject to unacceptable levels of noise, in addition to fumes and general disturbance, detrimental to the residential amenities of future and adjoining occupiers. This is contrary to Policy OE1 and OE5 of the Unitary Development Plan.

11. Parking for the residential element and motorcycle parking for the whole scheme are insufficient to address the demands of the proposed development in this locality, contrary to Policy AM14, of the adopted Hillingdon Unitary Development Plan and Council's Interim Revised Parking Standards, Dec 2001.

The refusal notice was issued on 12 October 2005. This decision has been appealed and dismissed.

The refusal notice was issued on 12 October 2005. This decision has been appealed and dismissed.

A subsequent revised Planning application ref: 3049/APP/2006/1069 was lodged in April 2006, for the redevelopment to provide a mixed use scheme comprising IKEA retail store (25,526sq.m) (class a1), restaurant/cafeteria with associated car parking (716 spaces) and servicing, unit shops (218 sq.m), community uses (215sq.m), replacement cafe/bar, 184 residential units including affordable houses and parking (159 spaces), extension to Hillingdon underground station and unit shops (1378sq.m), replacement park and ride facility (300 spaces) and highway alterations to long lane/ Freezeland Way (involving demolition of existing buildings).

The proposal was considered by the Central and South Planning Committee on 28/06/06 and refused for the following reasons:-

1. The application is considered to be contrary to Policies S1 and S2 of the Council's Unitary Development Plan, guidance set out in the London Plan, and Planning Policy Statement 6, having regard to the store's location in terms of its appropriateness, scale and function to the North Hillingdon Local Town Centre, and the impact this will have on undermining the hierarchy of centres and their vitality and viability within the Borough.
2. The development, by virtue of its overall scale, height, density, site coverage and lack of landscaping and screening, is considered to constitute an over-development of the site, resulting in an unduly intrusive, visually prominent and incongruous form of development, which would fail to respect the established character of the North Hillingdon Local Centre or compliment the visual amenities of the street scene and openness and visual amenity of the Green Belt, and would mar the skyline, contrary to Policies OL3, OL5, BE13, BE19, BE21, BE36, BE38, OE1, H6 and PR23 of the Hillingdon Unitary Development Plan 1998, Policy 4B.3 of the London Plan, the Council's Supplementary Planning Guidance Design and Accessibility Statement, and the 1990 Planning Brief for site, entitled A40 Western Avenue, Land at Hillingdon Circus.
3. The proposal fails to provide a housing layout, adequate amenity space, a design, density, form and spacing that will produce good environmental conditions within the development for future residential occupiers and is therefore contrary to Policies BE20, and H6 of the Hillingdon Unitary Development Plan, Policy 4B.3 of The London Plan and the Council's Supplementary Planning Document Design and Accessibility Statement.
4. The development is not considered to have made adequate provision, through planning obligations, for contributions towards affordable housing, education, health, community facilities, public transport, town centre improvements, and environmental/public open space improvements, construction training, community safety, air quality and noise, land contamination, recycling and waste management, and project management and monitoring in accordance with Policies H11, R17 and AM11 of the Hillingdon Unitary Development Plan or the Council's Supplementary Planning Guidance for Planning Obligations (Adopted December 2003) and Supplementary Planning Guidance for Planning Obligations for Health Facilities.
5. The applicants have failed to satisfactorily demonstrate that traffic associated with the development can be adequately accommodated on the adjoining highway network. As such the development may be prejudicial to the free flow of traffic and conditions of general highway safety contrary to the aims of Policy AM7 of the Hillingdon Unitary Development Plan.
6. The proposed development would result in an increase in NO2 due to vehicle emissions to the detriment of air quality within an Air Quality Management Area. Accordingly the proposal is inconsistent with Policy 4A.7 of the London Plan, Policy OE6 of the Hillingdon

Unitary Development Plan and the Council's Supplementary Planning Guidance on Air Quality.

7. It is likely the proposed and surrounding residential development would be subject to unacceptable levels of noise, in addition to fumes and general disturbance, detrimental to the residential amenities of future and adjoining occupiers. This is contrary to Policy OE1 and OE5 of the Hillingdon Unitary Development Plan.

8. In the event that the proposed adjacent Tesco Master Brewer development was granted planning permission (Refs: 4266/APP/2005/2978, 4266/APP/2005/2979 and 4266/APP/2004/2715) on appeal, the cumulative impact of Tesco Master Brewer in addition to the proposed IKEA development, would be unacceptable. Taking this into account, in addition to Reasons 1 - 7, by virtue of the overall scale, density, site coverage and lack of landscape screening, the developments are considered to constitute over-development of the sites, resulting in an adverse effect on the existing street scene and openness and visual amenity of the Green Belt, contrary to policies OL3, OL5, OL26, BE13, BE19, BE21, BE26, BE38, OE1 and PR23 of the Hillingdon Unitary Development Plan.

#### **4. PLANNING POLICIES AND STANDARDS**

##### Part 1 Local Plan Policies

PT1.BE1(2012) Built Environment  
PT1.CI1 (2012) Community Infrastructure Provision  
PT1.E5 (2012) Town and Local Centres  
PT1.EM1 (2012) Climate Change Adaptation and Mitigation  
PT1.EM11(2012) Sustainable Waste Management  
PT1.EM2(2012) Green Belt, Metropolitan Open Land and Green Chains  
PT1.EM4 (2012) Open Space and Informal Recreation  
PT1.EM7 (2012) Biodiversity and Geological Conservation  
PT1.EM8 (2012) Land, Water, Air and Noise  
PT1.T1 (2012) Accessible Local Destination

##### Part 2 Local Plan Policies

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

AM10 Incorporation in new developments of additions to the proposed cycle network

AM11 Improvement in facilities and promotion of safety and security at bus and rail interchanges; use of planning agreements to secure improvement in public transport services

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) Shop mobility 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

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

AM3 Proposals for new roads or widening of existing roads

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  
 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.  
 BE20 Daylight and sunlight considerations.  
 BE21 Siting, bulk and proximity of new buildings/extensions  
 BE26 Town centres - design, layout and landscaping of new buildings  
 BE28 Shop fronts - design and materials  
 BE29 Advertisement displays on business premises  
 BE3 Investigation of sites of archaeological interest and protection of archaeological remains  
 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.  
 BE39 Protection of trees and woodland - tree preservation orders  
 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  
 H4 Mix of housing units  
 H5 Dwellings suitable for large families  
 LE6 Major office and other business proposals in town centres  
 OE1 Protection of the character and amenities of surrounding properties and the local area  
 OE11 Development involving hazardous substances a requirement for ameliorative measures  
 OE3 Buildings or uses likely to cause noise annoyance - mitigation measures  
 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  
 OL5 Development proposals adjacent to the Green Belt  
 PR23 Hillingdon Circus  
 R1 Accessibility for elderly people, people with disabilities, women and children  
 R16 Development proposals in or near areas deficient in recreational open space  
 R17 Use of planning obligations to supplement the provision of recreation, leisure and community facilities  
 R2 Provision of recreation, entertainment and leisure facilities in Town Centres  
 S9 Change of use of shops in Local Centres  
 T4 Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements

Site specific policy:-

PR23 On land at Hillingdon Circus delineated on the proposals map the Local Planning Authority will pursue the following objectives;

A. Within the Green Belt:-

- (i) reinforce and enhance the Green Belt landscape to improve its visual function;
- (ii) improve access to freezeland covert to promote open space of recreational value;
- (iii) secure effective management, including planting of woodland at freezeland covert and the pond;
- (iv) enhance ecological and wildlife interest on land west of freezeland covert;
- (v) enhance pedestrian access between the green belt areas east and west of long lane;

B. Within the developed area :-

- (vi) secure substantial planting and landscaping in association with any development;
- (vii) promote a mix of uses that takes advantage of the north-south and east-west communication network to serve community and borough wide interests;
- (viii) secure the provision, where appropriate, of leisure/social/community facilities;
- (ix) environmental improvements and landscaping as necessary to enhance the local

shopping and residential environment; and Architecture and design which maintains a satisfactory relationship with nearby residential properties, Hillingdon Circus, the Green Belt and surroundings from which it is prominent.

London Plan 2011 policies.

LLP 3.18 (2011) Education facilities  
LPP 2.15 (2011) Town Centres  
LPP 3.9 (2011) Mixed and Balanced Communities  
LPP 4.1 (2011) Developing London's economy  
LPP 4.7 (2011) Retail and town centre development  
LPP 5.1 (2011) Climate Change Mitigation  
LPP 5.11 (2011) Green roofs and development site environs  
LPP 5.12 (2011) Flood risk management  
LPP 5.13 (2011) Sustainable drainage  
LPP 5.14 (2011) Water quality and wastewater infrastructure  
LPP 5.7 (2011) Renewable energy  
LPP 6.12 (2011) Road Network Capacity  
LPP 6.13 (2011) Parking  
LPP 6.3 (2011) Assessing effects of development on transport capacity  
LPP 7.16 (2011) Green Belt  
LPP 7.3 (2011) Designing out crime  
LPP 8.2 (2011) Planning obligations

NPPF1  
NPPF10  
NPPF2  
NPPF4  
NPPF7  
NPPF9

## **ADVERTISEMENT AND SITE NOTICE**

Advertisement Expiry Date: 15-08-2012

Site Notice Expiry Date: 15-08-2012

## **6. CONSULTATIONS**

### **6.1 EXTERNAL CONSULTEES**

The application has been advertised under Article 8 of the Town and Country Planning General Development Procedure Order 1995 as a Major Development. 1757 surrounding property owners/occupiers have been consulted. As well as the consultations carried out by the Council, the applicants organised a public exhibition.

Further consultations were undertaken on 03-05-13 and on 23-08-2013 (following receipt of additional information). Because this is an EIA development, alterations to the ES were advertised in accordance with statutory requirements.

### **Submissions in Support**

At the time of writing the report, in total 18 letters and a petition in support with 216 signatories have been received supporting the proposals and are summarised below:

1. This is a far better proposal than the one submitted by Tesco's. It appears to be more suitable to the area and would have less impact on existing businesses.
2. We have waited many years for a decent project for this corner of Hillingdon Circus. The Tesco plans are not suitable and they have taken little trouble to see how it would affect the area whereas Morrison's have really done their homework. Their scheme will enrich the area and bring the circus back to life.
3. It would be great to have a local supermarket, saving the journey to Ruislip, Uxbridge or Hayes. This development would help to re-vitalise the area, creating jobs and homes on a brown field site.
4. Development will create jobs.

### **Submissions in Objection**

In addition, 69 letters or internet representations have been received objecting on the following grounds:

1. Impact on already heavily trafficked roads.
2. Long lane is already the major route north and south for the three main emergency services. Creating more traffic and more junctions will only slow these very important services down
3. No need for another store let alone 2 (with the Master Brewer Tesco).
4. Loss of trade for local stores.
5. Insufficient parking
6. Disruption during construction Nuisance to residence and increased noise and air pollution.
7. The hotel is out of keeping for the site but a lower height is more acceptable.
8. Overdevelopment of the site
9. Against the principle of the hotel
10. Design unattractive
11. Eye sore on the landscape
12. Development should be coordinated with the Tesco Master Brewer site
13. More housing will add to the traffic congestion,
14. More parked cars and vehicles within this vicinity
15. The residential element of the development will have a severe impact on already over stretched local services.
16. Noise from deliveries and will bring crime to the local area.

It should also be noted that 10 responses provided general comments (neither objecting nor supporting the proposals).

### **Petition**

A petition of 38 signatures has also been received objecting to the scheme. This was submitted by the Ickenham Residents Association.

### **BAA**

No objection subject to Bird Hazard Management Condition

### **NATS**

No objection.

### **TFL/ London Underground**

Though we have no objection in principle to the above planning application there are a number of potential constraints on the redevelopment of a site situated close to underground tunnels and infrastructure. This site includes London Underground freehold land. It will need to be demonstrated to the satisfaction of LUL engineers that:



- i) Within this site is London Underground freehold property that will require the purchase/lease of land from London Underground/TfL
- ii) Our right of support is not compromised
- iii) The development will not have any detrimental effect on our structures either in the short or long term
- iv) The design must be such that the loading imposed on our structures is not increased or removed
- v) we offer no right of support to the development or land

Therefore we request that the grant of planning permission be subject to conditions to secure the following:

The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with London Underground) for all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the local planning authority which:

- i) provide details on all structures
- ii) accommodate the location of the existing London Underground structures
- iii) demonstrate access to elevations of the building adjacent to the property boundary with London Underground can be undertaken without recourse to entering our land
- iv) demonstrate that there will at no time be any potential security risk to our railway, property or structures
- v) accommodate ground movement arising from the construction thereof mitigate the effects of noise and vibration arising from the adjoining operations within the structures

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan policy 3C.4 and 'Land for Transport Functions' Supplementary Planning Guidance.

We also ask that the following informative is added:

The applicant is advised to contact London Underground Infrastructure Protection in advance of preparation of final design and associated method statements, in particular with regard to: demolition; drainage; excavation; construction methods; security; boundary treatment; safety barriers; landscaping and lighting.

#### **Defence Estates**

No objection

#### **Greater London Authority (GLA)**

London Plan policies on retail and town centre developments, visitor accommodation, housing, design, inclusive access, transport/parking, energy, ambient noise and air quality are relevant to this application. The application complies with some of these policies but not with others, and on balance, does not comply with the London Plan; the reasons and the potential remedies to issues of non compliance are set out below:

- i) Retail: The applicant should demonstrate that a foodstore with gross external area of 7,829 sqm. is appropriate to the size, role and continued function of North Hillingdon as a local centre within the strategic and borough wide shopping hierarchy; and address the implications of an upgrade in status of the centre, arising from the cumulative impact of known or potential retail developments.
- ii) Affordable housing: Inadequate information has been provided to demonstrate that the proposed affordable housing is the maximum reasonable amount viable for this scheme. Should Hillingdon Council be minded to grant permission for this development, a copy of the appraisal and the results of any independent review commissioned by the Council should be submitted to the GLA before any further referral of this application back to the Mayor.
- iii) Housing mix: The scheme does not include any of the larger affordable rented units, for which a specific need is identified in policy H2 of the emerging Core Strategy. The applicant should reconsider the proposed housing mix, as the proportion of family sized units fall significantly short of target set in the revised London Housing Strategy.
- iv) Urban design: A number of flaws undermine the achievement of an exemplary design and layout of the scheme, including the lack of animation/activity along the Western Avenue frontage; the route to and from the station is dominated the service and delivery yard; and the excessive number of units served by each of the internal cores, Those aspects should be reviewed.
- v) Inclusive design and access: Some improvements or clarifications need to be made to the car parking, hotel, residential and public realm to achieve a fully inclusive environment, as outlined in the relevant paragraphs of this report.
- vi) Transport: As indicated by TfL, paragraphs T20 to I35 above, some aspects of the proposal require clarification, additional work or a financial contribution towards the implementation of transport infrastructure, which need to be secured by planning condition or legal agreement to ensure that the relevant details fully comply with the transport policies of the London Plan.
- vii) Energy: A significant amount of additional information and works are required to clarify details of the proposed energy strategy and to ensure full compliance with the energy policies of the London Plan. Those details should be provided prior to any further referral of this scheme back to the Mayor.

### **Environment Agency**

We consider that planning permission could be granted to the proposed development if the following planning conditions are included.

#### **Condition 1**

No development approved by this planning permission shall take place until a scheme that includes the following components 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 site investigation scheme, based on the Preliminary Environmental Risk Assessment (Reference: EED12115-102-R-1-2-3-OR, Produced by Waterman, dated April 2012) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
2. The results of the site investigation and detailed risk assessment referred to in (1) 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.
3. 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 (2) 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 written consent of the local planning authority. The scheme shall be implemented as approved.

#### Reason 1

To protect groundwater in line with policies 5.3 and 5.21 of the London Plan.

The Preliminary Environmental Risk Assessment identified contaminated soils. As this site is located on a principle aquifer it is important that any remediation required is satisfactorily undertaken.

National Planning Policy Framework (NPPF) paragraph 109 states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of water pollution.

Paragraphs 120 and 121 of the NPPF provide requirements for land contamination which should be taken account of through the planning process.

#### Condition 2

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

#### Reason 2

To protect groundwater (see reason 1).

#### Condition 3

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 3

To protect groundwater (see reason 1).

Piling can mobile contamination by drilling through different aquifers and creating preferential pathways. If piling is proposed then a Piling Risk Assessment will be required.

#### Condition 4

No development shall take place 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 drainage strategy should demonstrate the surface water run-off generated up to and including the 100 years 20% climate change critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

The scheme shall include sedum roofs at the residential roof level with lawns in the podium areas, as stated in the submitted Flood Risk Assessment (Produced by Cundall, dated 14 May 2012).

#### Reason 4

To prevent flooding on and off site by ensuring the satisfactory storage and disposal of surface water in line with policies 5.3, 5.11 and 5.13 and of the London Plan.

#### Condition 5

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

#### Reason 5

To protect groundwater (see reason 1).

#### Advice to applicant

The current planning application for the site will use an underground attenuation system as the main SuDS system for site. To comply with condition 4 the water stored within these tanks should be recycled or reused onsite. No infiltration drainage will be allowed in contaminated land.

#### **Oak Farm Residents Association**

OFRA is against this proposal for the following reasons: In our view the roads will not be able to cope with the increase in traffic (no data provided with the application on this matter); increase in noise arising from this and increase in air pollution; detrimental effect on local shops; probable increase in on road parking of staff etc as the proposal makes no reference to staff parking. It is for these reasons that we oppose this significantly large development.

#### **Ickenham Residents Association**

24.09.2012

We are writing to inform you that the Ickenham Residents' Association is likely to object to the above Planning Application on a number of issues. These will include:

- Concerns about the density of buildings and hard surfaces on the site coupled with minimum green spaces within the site.
- The size and height of the buildings which will be visible from nearby Green Belt land.
- A reduction of parking space for Commuters using Hillingdon Station.
- The effect of increased vehicular traffic on already congested local roads.
- Areas for Concern in Relation to the Retail Impact of the Proposed Store on Ickenham retailers.

The Association is currently carrying out a survey of our membership to ascertain the views of residents in order to make a more detailed representative response to this proposal .

We will forward these considerations to you when our survey is complete and trust that you will allow us more time to bring together our evidence.

06.06.13

The Association is writing to object to the above application on behalf of our membership. The objection is submitted in order to comply with the extended consultation timeline granted by the LBH.

We had consulted our members formally about the previous application 3049/APP/2012/1352 (originally recorded on 31.05.12) and our opposition is based on their views. We cannot see anything in the above amended proposals that is likely to reduce these objections.

We have tried to set up a meeting with your Planning Officers to discuss the *Traffic Impact* in connection with the latest application, however, to no avail as yet. Our objection is based on the following grounds:

Traffic impact and consequential pollution of the environment, height and appearance of the proposed buildings.

#### Traffic Impact

We have reviewed the applicant's Traffic Assessment and find the report has several major limitations/omissions. These include

1. Assumptions around trip generation/diversions and direction of travel
2. Incorrect Committed Development Assumptions
3. Lack of supporting TA modelling data, number of vehicles etc
4. Predictive models that are already out of date
5. Junction cycle times that are different from Tesco's, LBH and observed 18<sup>th</sup> May 2013
6. The LINSIG findings in the report do not take account of exit congestion which invalidates the entire modelling exercise.

#### Trip Generation

Trip Diversions in terms of the reference sites used to assist food-store trip assessments and modal split, 5 sites were put forward with assessments dating back 10 years and with locations that are different to the proposed site at Hillingdon Circus.

#### *Tesco – Gainsborough Road, Leytonstone, W11 1RX*

Totally different road layout on the A12 junction with 6 lanes, 3 exit and three to an underpass that allows through traffic and non-supermarket traffic to avoid the area completely. This is not the case for Hillingdon Circus.

#### *Sainsbury's - Canal Way, London W10 5AA*

Location is on an existing industrial estate and gas works, off Ladbroke Grove and although located near a main road junction, the NORTH KENSINGTON ENVIRONMENT FORUM, states Access from Ladbroke Grove is via Canal Way, which also serves the Sainsbury's supermarket. Traffic congestion is very bad in this area, and is compounded by shoppers visiting the supermarket in private cars.

This goes against the assumption that the majority of trips will be diversion trips made by vehicles that already use the area on pre-planned/existing journeys.

The report states:

On the basis that the site is conveniently located close to the Hillingdon Circus junction, the A40/Freezeland Way and Long Lane, it is assumed a proportion of trips will divert from the existing route, e.g. along the A40 and Long Lane, onto Freezeland Way to access the site.

The assumption is that 30% of shoppers will arrive from the West and exit the A40 at the Hillingdon turn, with an additional 20% coming from Hercies Road.

The model does not show the potential increase from Northbound and Westbound traffic that would normally go straight on or right at Hillingdon Circus, that will now use the roundabout on Freezeland way, increasing the volume at this junction.

#### Traffic Surveys and Committed Development

Surveys were carried out at a number of locations within the defined study area:

- Long Lane, Ickenham High Road/Swakeleys Road junction
- Long Lane/A40 Eastbound slip road lights
- Hillingdon Circus
- Long Lane/Sweetcroft Lane/Ryefield Avenue
- Hillingdon Circus/Freezeland Way roundabout

The applicant determined from the surveys that the network peak hours were:

- Weekday AM peak hour: 07:30-08:30;
- Weekday PM peak hour: 16:15-17:15;
- Saturday peak hour: 12:30 – 13:30.

The peak hour has been selected by picking the hour with the maximum number of vehicles crossing the junction. However this ignores the fact that in the hour with the longest queuing, around 5.30 to 6.30pm, vehicles are held up by congestion at the exits. Particularly Long Lane Northbound. This is the hour with greatest demand, but fewer vehicles are able to cross and have to wait at the box junction.

The assumptions are further cast into doubt by the Robert West survey for the Glebe School extension which not only shows higher figures than the applicant's traffic survey, but at a much earlier peak period between 1500 and 1600.

We find fault with the assessment years and scenarios to be assessed as follows:

- 2011 – Observed;

No details of these surveys provided, which throws any results into question.

- 2014 - The anticipated year of opening 'Without Development' and 'With Development';

The figures that purport to include 'Committed Development' are flawed, see below.

- 2022 - 10 years after submission of planning application 'Without Development' and 'With Development'

The figures that purport to include 'Committed Development' are flawed, see below.

From the known Committed Developments in the area, only two have been modelled, namely the Master Brewer site and RAF Uxbridge development, which makes the assumptions invalid.

Known developments are

- A residential-led mixed use development on RAF Uxbridge – included.
- The new housing and retirement neighbourhood on Ickenham Park, about 2km north of the site on Long Lane - Excluded
- A small affordable housing development at Honeycroft Day Centre, about 1.5km southwest of the site down Hercies Road – Excluded
- The expansion of Glebe Junior School, Sussex Road, Ickenham. - Excluded

It should be noted that larger developments such as the extension of Glebe School and the traffic resulting from the Ickenham Park development which is now part occupied already has a significant impact on local traffic. The new traffic signals at Aylsham Drive introduced to accommodate traffic to and from Ickenham Park have increased queuing along Long Lane Northbound right back to Hillingdon Circus.

Indeed the modelling of the Glebe School expansion undertaken in 2012 by Robert West on behalf of the London Borough of Hillingdon, which excludes the Master Brewer and Hillingdon Circus proposals, already shows higher saturation figures than your 2014 base case and puts the Hillingdon Circus junction over capacity by 2018.

The outcomes of any modelling or simulation assessments therefore cannot be relied on.

Traffic modelling results

*Freezeland Way Site Access*

Table 7.7: ARCADY results – Site Access – 2022 With Development

The applicant states:

The results demonstrate that the roundabout would continue to operate within capacity with minimal queuing during the morning, evening and Saturday peak hours. The maximum queue of 4 vehicles is experienced in the PM peak, with the RFC reaching 0.79. We cannot see from the modelling how any additional traffic from the East will be managed, if the assumption that 30% from the West and 20% from Hercies road are wrong. We believe that additional traffic will join from Long Lane South Left and Freezeland Way East ahead. This will compound the existing issue of vehicles exiting the roundabout in evening peak time described in response to 7.7 above.

Already in the pm peak, the approach to the roundabout from the West already has in excess of 4 cars queuing on Freezeland Way, as their entry/exit from the roundabout is prevented by vehicles turning from the Easterly direction, or traffic backing up onto the roundabout from the traffic lights at Hillingdon Circus.

*Swakeleys Road / Long Lane / Ickenham High Road*

The applicant states:

*7.33 The results for the priority junction of Swakeleys Road / Long Lane / Ickenham High Road*

*show that it currently operates within capacity in each of the peak hours, with a maximum Degree of Saturation (DoS) of 88.7% with a cycle time of 83 seconds and queue of 9.0 PCU's*

*during the AM peak hour*

There is no data provided to support the statement made in 7.33.

*Long Lane / A40 Eastbound On-Slip*

*7.38 In the Without Development scenario in the future years of 2014 and 2022, the junction would also operate within capacity with minimal queuing of up to 9 PCU during the AM peak hour.*

*7.39 In the Development scenario, the maximum DoS for the Long Lane (southbound) movement*

*is 73.6%, with a corresponding queue of 8.4 PCU.*

We do not recognise the figures produced for this junction, as the survey by Robert West in 2012 shows that the junction is already operating with a DoS of 81.6 and PCU of 9.5 for the a.m. peak and 87.5 and 14.5 in the pm peak. This is set to rise again by 2018.

*Hillingdon Circus (Long Lane / Freezeland Way)*

*7.43 In the 2014 With Development scenario, the junction is forecast to perform better in the AM peak hour compared to the existing situation, due to the relocation of the commuter car park access and the resulting reduction in vehicles travelling through the junction. However, in the PM peak hour, the junction would operate over capacity with maximum DoS of 102.4% for the Long Lane (south) ahead movement. The junction is still within Practical Reserve Capacity during the Saturday peak hour.*

We acknowledge the assessment predicts the Hillingdon Circus junction will be operating over capacity by 2014, but point out that the figures returned by Robert West are higher than the 2011 figures shown in table 1.12.

We would again point out that this predication is without the Committed Developments outlined above, which will impact both the timescales and the DoS percentage.

We also understand that once 100% DoS is exceeded, the Linsig predictions cannot be relied upon and that with queue lengths modelled below those we know to exist and with >100% saturation and existing exit congestion, the figure of 102.4% is on the conservative side.

In summary, we hold that because of flaws in the assumptions used to model the junction are flawed, its results cannot be relied upon. The applicant concludes:

*8.14 In conclusion, it is considered that the Development proposals are reasonable and appropriate for the location and that there are no traffic or transport reasons why it should not be granted planning permission*

We believe the conclusion the applicant draws is flawed and that there would be significant impact on local traffic and increased congestion and as such go against Section 4.2 of the NPPF and the Hillingdon UDP.

National Planning Policy Framework (NPPF)

4.2 The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied.

*Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."*

LB Hillingdon Unitary Development Plan Saved Policies (2007)

Policy AM2 states that all proposals for development will be assessed against:

*"Their contribution to traffic generation and their impact on congestion*

and in particular the proposal is contrary to policy AM7

*the LPA will not grant planning permission whose traffic generation is likely to:*

*i) unacceptably increase demand along roads or through junctions which are already used to capacity,*

NB: We understand that there may be additional traffic assessments still to be submitted and we reserve the right to make further responses on TRAFFIC IMPACT in the light of these.

Height And Appearance

This application constitutes a massive over-development of this prominent corner site as ably demonstrated by drawing No. 8023-PP-143 which shows the devastating effect this will have on views from the West, and Green Belt, particularly from Hillingdon House Farm, much like the previously refused earlier attempts by Tesco on the Master Brewer site. Most of the footprint will be covered with concrete comprising building and various hard surfaces.

Overall the height of various parts of the proposal will be of 2 and 3 storey blocks of flats built on top of the store, such height we feel to be excessive on this prominent corner site.

The design of the exterior of the building is not considered to be attractive and the Residential Blocks on top of the proposed store is undesirable in terms of appearance, street scene, access and suitability of accommodation for future residents.

The design concept proposed leaves little room for urban greening on the site other than minimal rooftop garden areas.



Estimations from the drawings suggest that the block scale and height of the proposal would be twice the height of the buildings in North Hillingdon and the Station's main structure, and would be very visible from nearby green belt (Hillingdon House Farm and aspects from the higher ground to the West).

We object to a hotel of six storeys and the chosen location, being the highest point of the proposal site. This we believe would cause maximum detrimental effect on the street scene, views from the general locality including established local residential roads to the north of the site (e.g. The Chase, Halford Road, Long Lane, Bridge Way and possibly even Swakeleys Drive) and especially Green Belt areas. Commuter car parking for Hillingdon Station will be compromised by the loss of 47 places and hotel parking for 10 cars is totally inadequate for 82 bedrooms.

For all of the above reasons we feel this application does not comply with either, all, or part of the following policies as detailed in the Hillingdon Unitary Development Plan (adopted September 1998) or these policies now superseded by the Current Core Strategy Policies:- BE13; BE14; BE19; BE35; BE36; S1(iii); H6; A6 and PR23.B (vii) and ix).

#### Retail Impact

It is a major objective of the Association to maintain the health of Ickenham's "High Street". We are concerned both about the scale of the proposed new store and also Morrisons' belief that the provision of free parking would not only attract people's "main shop" but also lead them to use the independent and convenience stores in North Hillingdon for their "top up" shopping. If this turned out to be the case and Ickenham people were attracted to the new store for their "main shop", it would be to the detriment of Ickenham retailers. No estimate is given for the impact of this, only for losses coming from the new store itself.

There is particular cause for concern about the potential impact on our independent butcher of the inclusion of a fresh meat counter, granted that Morrisons feature this product area heavily in their advertising: "We care about giving you the best quality fresh British meat and prepare it for you just the way you like. Anything from a whole joint for the family to a single pork chop, whatever you need, whatever your budget". This is in contradiction of the Morrisons' statement that "the proposals will not directly compete with Ickenham" and it is questionable how much such competition the business of S J Williams, Swakeleys Road, could withstand, particularly if they backed their national advertising with in-store promotions. According to a report by Santander: "The number of specialist butchers has been in long term decline for a number of years, largely due to the increasing influence of the large supermarket chains. As well as offering a full range of pre-packed cuts of meat, almost all of the large supermarket chains have butchery counters that compete directly with High St butchers. The convenience of including meat in the weekly "shop" has resulted in a significant shift in the way consumers make their purchases – in the early 1980s around 20% of meat was bought from supermarkets but by the early 2010s this had increased to around 80%. This has inevitably had a negative impact on independent butchers and their numbers have dwindled as a result of this drop in demand. In the 1980s there were over 20,000 independents but by the end of the 2000s there were only around 6,000".

The Local Plan Part 1 – Strategic Policies states:

"The viability of local parades is threatened by competition from supermarkets. For some local shopping areas the closure of just one essential shop may be so significant as to precipitate the closure of other shops and ultimately the demise of the centre"

Policy E5 says: "Local parades will be protected, enhanced and managed to ensure that they meet the needs of the local community and enhance the quality of life for local residents, particularly those without access to a car".

In our view, this statement and this policy are directly relevant to the threat posed to the business of S J Williams by the proposed new store.

## Environmental Statement

### Air Quality

It is widely known that air pollution is worsened by traffic emissions. Petrol and diesel engines emit a variety of pollutants and the UK AQS identifies nitrogen oxides(CO), particulate matter(PM10), carbon monoxide(CO), butadiene and benzene. Nitrogen oxide, oxidises in the atmosphere to form nitrogen dioxide. Currently, AQMAs designated in the UK attributable to road traffic emission are associated with high concentrations of NO2 and PM10.

The Mayor of London is responsible for strategic planning in London. The current version of the London Plan was published in July 2011. The plan acts as an integrating framework for a set of strategies, including improvements to air quality. Policy 7.14 is the key policy relating to air quality. In this document " *the Mayor recognises the importance of tackling air pollution and improving air quality to London's development and the health and well- being of its people.*"

Development proposals should "*minimise increased exposure to existing poor air quality and make provision to address local problems of air quality, particularly within Air Quality Management Areas*"(AQMAs). It also states that any proposed development should "*promote sustainable design and construction to reduce emissions from the demolition and construction of buildings following the best practice guidance in the GLA and London Councils*". Another important policy statement is that any development "*be at least air quality neutral and not lead to further deterioration of existing poor quality such as designated AQMAs*".

The London Borough of Hillingdon sets out policies to guide a proposed development, and whether a particular proposed development will affect air quality significantly, is a matter for consideration by local planning authority, being based on matters of fact and degree related to the development being proposed.

The proposals present an example of over-development, and would adversely affect the environment at the Hillingdon Circus junction and its major and secondary road network. In this regard we can also take into account the accumulative effects of what are now dual development proposals " Tesco and Morrisons" on the environment. Regarding Air Quality, the LBH Environmental Services Map indicates that within the Borough air pollution at Hillingdon Circus is second only to levels found at Heathrow airport. It is self evident that the development will generate significant additional traffic at the junction and as a result increase the levels of Nitrogen Dioxide at Hillingdon Circus. (Road traffic is the largest source of NO2 contributing 49% of total emissions).

### Noise Pollution

The area of the proposed development has already high levels of noise, again due to excessive road traffic usage, particularly the M40 corridor. The worst congestion occurs at peak times morning and evening. Loudness of noise is subjective, but it is accepted that an increase/ decrease of ten decibels corresponds to a doubling/ halving in perceived loudness. External noise levels are rarely steady but rise and fall according to activities in the area. It is likely that the existing noise levels combined to that of the proposed development would be above the Council's recommended guidelines.

We consider that the activities associated with proposed development would increase noise levels and cause disturbance to local residents both existing and new. Any noise

assessment for residential development should include noise from mechanical service plant, noise from delivery events, noise from car parking activity, noise from road traffic and construction noise.

Some of the proposed residential dwellings will require a higher level of glazing /and ventilation. It also noted that the children's play areas will need the introduction of solid acoustic screens to the northern and southern perimeters to mitigate the noise levels. This may not be enough to prevent the noise exceeding Local Authority guidelines.

12.09.2013

The latest revised TA has been produced following the requirement by the LPA to take into account exit blocking at Hillingdon Circus in peak hours which had previously been ignored by the applicant.

This is a fundamental change and has wide ranging implications for the modelling of traffic at the junction.

We submit that the revised LINSIG and VISSIM models do not properly account for the exit blocking since the LINSIG model shows more traffic flowing up LONG Lane northwards in the PM peak than in the base case which would not be possible without changes to the road network at the Ickenham Pump and beyond. Therefore the models cannot be validated.

We have also identified a large number of anomalies of which we have pointed out a few to the LPA and asked for their comments. These include:

- Why the right hand lane of the three northbound lanes on Long Lane at Hillingdon Circus has been omitted
- Why the journey times for the peak hour have been taken averaged over three hours
- Why no comparative analysis of pedestrian crossing times has been produced

At the time of writing we have not had any response from the LPA regarding these concerns.

Whereas TESCO have now effectively admitted that more traffic at the junction will inevitably create longer queues and journey times, this is not the case with this application and therefore its conclusions cannot be relied upon. We therefore submit it should be refused.

We also believe that as there is no correlation between the Tesco and Morrisons Traffic Assessments and because we know that data from an LBH survey has not been provided that a real risk that the Consultation Process has been flawed from the outset and that a Judicial Review may be required, should either be accepted

Further observations

In addition to the comments made in our previous objections, clause 3.12 states they intend to use the Freezeland Way Eastern approach and that this does not currently have queuing traffic, but residents of Ickenham know that this statement is not correct and that traffic regularly forms queues during the PM peak, please see picture below from 21st May 2013.

In addition, Morrisons propose to remove the cross-hatching to "formalize a two-lane approach arrangement to improve capacity" – why if no queuing problem currently exists?

Also, on the in-ramp to the store from the roundabout, they "propose to install a raised table" – again why, as raised tables are normally used to restrict access, perhaps because they

feel motorists held in traffic will use the store car park as a way to circumnavigate the junction.

#### Transport Assessment Conflict

Because there is no correlation between the Tesco and Morrisons Transport Assessments, despite the fact they both say they have included/modeled each others assessments. We believe both assessments are fatally flawed and present the potential for a significant impact on the local transport network.

The Morrisons TA States:

The effects of any development needs to be assessed against the criteria in the NPPF, with the key tests:

“Plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- safe and suitable access to the site can be achieved for all people;
- and improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development.

Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

7.42 The addition of traffic flows generated by the Master Brewer development proposals (scenarios 4 and 7), and associated junction modifications, results in a significant worsening of junction performance, such that the junction is predicted to operate significantly above capacity during the AM, PM and Saturday peak periods in both 2014 and 2022. This is considered to primarily be as a result of the introduction of the right turn movement from Long Lane (south) to Freezeland Way (East), which results in the requirement for an alternative staging arrangement to accommodate this movement.

7.51 The addition of the Master Brewer proposals (scenarios 4 and 7) results in the VISSIM model becoming overloaded and effectively ‘locking up’, with vehicles becoming stationary, and blocking the path of other vehicles which are therefore unable to pass through the network. As such, it is not possible for the model to report any meaningful results, particularly journey times, as vehicle trips through the network are not completed.

7.52 Whilst a lock up of the highway network is unlikely to occur in practice, as vehicles will give way to turning vehicles rather than blocking their path, or can change their journey in response to such conditions, this outcome within the VISSIM effectively concludes that the addition of the Master Brewer proposals would result in a significant worsening of the operation of the highway network such that the impact could be classified as significant.

7.73 The addition of the Master Brewer proposals results in a significant detrimental impact on the operation of the highway network such that the VISSIM model locks up, and journey times, vehicle speeds and queues are not able to be accurately reported. It can therefore be concluded that the addition of the Master Brewer proposal results in a significant impact.

8.18 The addition of the Master Brewer proposals so that there would be two foodstores in the area results in a detrimental impact on the operation of the highway network such that

the VISSIM model locks up, and journey times, vehicle speeds and queues are not able to be accurately reported. It can therefore be concluded that the addition of the Master Brewer proposal results in a significant detrimental impact.

#### Retail Impact

1. The Ickenham Residents' Association registered its detailed objections to these proposals on 6<sup>th</sup> June 2013 .

2. These objections can be summarised as:

2.1 Traffic pollution/environmental impact: pollution levels at Hillingdon Circus are already above lawfully permitted levels and the inevitable additional traffic would make them even worse.

2.2 Traffic concerns: the Hillingdon Circus junction is already beyond capacity levels, particularly at peak times, and could not cope with additional vehicle movements

2.3 Retail Impact: we are concerned about the impact on our local Ickenham shops, particularly in the case of Morrisons whose meat counter we consider to be a threat to Williams' butchers, with potential knock-on effects on the entire "High St"

2.4 Over-Development: The size and impact of the building proposed by Morrisons is wholly inappropriate and out of keeping with the locality and street scene.

2.5 Housing: whilst we welcome the provision of extra homes the local schools, medical facilities etc are already fully stretched and could not cope with additional demand.

3. Since we lodged those objections we have not seen any submission from either retailer that has diminished our concerns in any way, and the threat of future traffic gridlock in the area has increased with the evolving proposals for HS2.

4. Our concerns have been exacerbated by the information that LBH are considering the possibility of approving *both* proposals. We believe that the impact of such a decision would not just increase these problem areas in an incremental way but move them into a whole new dimension as Tesco and Morrisons competed for business across the junction, with bargain hunters attracted from a wide area by the prospect of comparison shopping and the ability to "cherry pick" choice promotions. The exception would be housing where the increase in problems would "only" be incremental.

5. On the evidence of their submissions of 13<sup>th</sup> August 2013 [Tesco] and 21<sup>st</sup> August 2013 [Morrisons] neither retailer considers that the North Hillingdon centre could support two major food stores.

#### Built Environment – Height & Appearance. (Tesco & Morrisons)

Our objections in relation to both applications individually, in respect of the above aspects, are well documented in our previous letters of 06.08.12 and 10.06.13 concerning Tesco and 24.09.12 and 06.06.13 concerning Morrisons.

The purpose of this addendum to our letters is to raise the issue that IF consideration should be given to both applications at the same time, and for whatever reasons they were both recommended for approval, then our individual objections would be combined, amplified, and stressed far more strongly.

Our current objections relate to each individual proposal.

If forced to choose between the two, then it is our opinion that the Tesco proposal is far less intrusive, they having listened to our many previous objections over many years. Morrisons puts more area 'under concrete', is considerably larger and higher, with less desirable housing design and location, and impinges on car parking provision at Hillingdon station.

We do not feel the combined sites could possibly facilitate both companies' ambitions.

If allowed it would be devastating to the local area not just in relation to the Built Environment, but also in the many aspects as detailed elsewhere in this letter.

## **6.2 INTERNAL CONSULTEES**

### **Policy**

1. This note provides an assessment of some of the key policy issues associated with mixed use development proposals for Hillingdon Circus and the Former Master Brewer (Ruston Bucyrus) sites. Both sites are covered by the provisions of Policy PR23 in the Unitary Development Plan (Saved Policies) document 2007 (UDP). The policy refers to the promotion of a mix of uses that take advantage of the north/south/east/west communication network and securing planning permission, where appropriate, for leisure/social/community facilities.

2. Hillingdon Circus (Ruston Bucyrus): Morrisons supermarket (net sales area of 3,731sqm), an 82 bedroom hotel and 107 residential units

#### **Proposed Residential Development**

2.1 The proposals involve the development of 107 residential units of which 16 (15%) will be affordable. The affordable housing mix is proposed at 62.5% intermediate tenure and 37% affordable rented.

2.2 Paragraph 7.20 of the applicant's planning statement refers to the submission of a viability study in due course. In the absence of such an assessment there is no evidence to demonstrate that:

- affordable housing provision has been 'maximised' in accordance with London Plan policy 3.11; or
- the 35% target for affordable housing provision in policy H2 of the emerging Local Plan Part 1 cannot be met.

2.3 The applicant will need to demonstrate how the provision of affordable rented tenure will meet housing needs in the borough and should discuss this with the Council's Development Team (contact Marcia Gillings). Similarly, all units are flats, which does not address the need for family homes in the borough.

#### **Edge of Centre/Out of Centre Retail**

2.4 Paragraph 4.15 of the applicant's Planning Statement refers to the site as being in an edge of centre location. The pre-application advice provided in the Council's letter dated 06th June 2011 confirmed that based on the provisions of PPS4, the site was considered to be out of centre. The practical implications of this are that out of centre locations require more justification to demonstrate sequentially preferable sites, in either edge of centre or town centre locations, are not available.

2.5 In the context of the definitions contained in the National Planning Policy Framework (NPPF), Officers' are of the view that:

- i) North Hillingdon is defined as a Local Centre in the UDP;
- ii) Local Centres are included in the definition of Town Centres contained in the NPPF;
- iii) A further pre-requisite to meeting the definition of a Town Centre is that it contains a Primary Shopping Area (defined below);

- iv) Whilst North Hillingdon has a concentration of retail development, it does not contain primary or secondary shopping frontages. The retail area does not, therefore, meet the definition of a Primary Shopping Area;
- v) In absence of a Primary Shopping Area in North Hillingdon, the application site cannot meet the definition of an edge of centre location; and
- vi) The application site can only be defined as being out of centre.

Town centre: Area defined on the local authority's proposal map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance. Unless they are identified as centres in Local Plans, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres. Primary shopping area: Defined area where retail development is concentrated (generally comprising the primary and those secondary frontages which are adjoining and closely related to the primary shopping frontage).

Edge of centre: For retail purposes, a location that is well connected and up to 300 metres of the primary shopping area. For all other main town centre uses, a location within 300 metres of a town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances.

Out of centre: A location which is not in or on the edge of a centre but not necessarily outside the urban area.

#### Sequential Test

2.6 The following sites were assessed by the applicant as part of the sequential test and subsequently discounted:

- i) Belmont House & Middlesex House, the Mall Shopping Centre, Uxbridge;
- ii) RAF Uxbridge;
- iii) Former South Ruislip Dairy Site, South Ruislip;
- iv) Former Master Brewer Site, North Hillingdon;
- v) 175 - 222A High Street, Uxbridge (Site PR12);
- vi) Land at High Street, Vine Street & Uxbridge Road, Uxbridge (Site PR13);
- vii) Mahjacks Island Site, Uxbridge (Site PR14); and
- viii) Windsor Street, Uxbridge (Site PR15).

2.7 Paragraph 5.17 in the applicant's Planning Statement refers to over trading at the Sainsbury's store in Uxbridge. Paragraph 7.45 of Hillingdon's Convenience Goods Retail Study Update prepared for the Council by Strategic Perspectives states that:

'Our qualitative assessment of existing stores in the Borough has identified that whilst some stores appear to be 'over trading' according to national averages, no stores appear to be experiencing the symptoms of overtrading. Indeed, we consider that these stores are trading at reasonable levels for stores in London. As a result, we have assumed that the larger stores are not 'over trading' in 2011 and that this should not be used justify additional convenience goods floorspace over the study period.'

2.8 The retail study update also refers to the amount of convenience goods capacity in the borough over the next 10 years. It concludes there is no capacity for additional convenience goods retailing in the years up to 2016 and that from 2016 through to 2021 capacity grows to 2,709 square metres. There could, however, be a qualitative argument to support the provision of convenience goods floorspace in the northern half of the borough, which will be taken into account on a case by case basis and as part of the production of the Site Allocations DPD.

2.9 Officers would question the applicant's assumptions regarding overtrading in the catchment area and whether there is currently sufficient convenience goods capacity to support additional foodstore. At the very least the applicant should take the conclusions of this study into account.

#### Community Facilities

2.10 The applicant's Planning Statement does not appear to refer to the provision of any community facilities as part of the scheme.

#### Location

2.11 The location of the proposed store is primarily a development management issue, however it is noted that the scheme would have direct access to Hillingdon Underground station. The self contained nature of the site is also well suited to a major foodstore.

3.5 The applicant's retail assessment does not appear to take account of the conclusions of the Convenience Goods Retail Study Update 2012. The comments in paragraphs 2.7-2.9 of this note also apply to the Tesco proposals, particularly in relation to the need for assessment in the context of borough-wide capacity for convenience goods.

3.6 The proposals also make assumptions regarding overtrading. As noted above the Council's view is that no stores in the borough appear to be experiencing the symptoms of overtrading.

#### 4. Conclusion

4.1 In planning policy terms there appears to be little difference in the nature of the proposals put forward by Morrisons and Tesco, particularly as they are covered by the same policy provisions in the UDP.

4.2 A key concern regarding both schemes is the lack of evidence to justify affordable housing provision and the proposed tenure split, which will need to be discussed with the Council's Development Team. Similar evidence is presented by both applicants on retail impact although there are some differences in the number of sites assessed as part of the sequential test analysis. The supporting documents submitted by each applicant would benefit from closer examination prior Committee.

4.2 Notwithstanding the additional retail units, the overall size of the supermarket element presented by Tesco is more closely related to convenience goods capacity in the borough. Proposals are also put forward for a community facility on the site, reflecting part (viii) of Saved Policy PR23. In this sense the Tesco scheme more closely reflects the provisions of the UDP and policy E5 in the emerging Core Strategy.

#### **EPU Noise**

The Council's Noise Officer raised initial concerns (below). These have been addressed by the applicant and the details have been agreed by the Environmental Protection Unit, who have raised no objection subject to standard noise conditions.

#### **EPU Air Quality**

The site is in an air quality management area and there are recorded levels of poor air quality near the site that are close to or exceeding the minimum EU limits for health (40µg NO<sub>2</sub>). This limit relates to the levels at which there are significant impacts on health.



Whilst the air quality assessment seems to have estimated the impact of the development(s) to be imperceptible/negligible, they have failed to adequately characterise the air quality in the area in the modelling.

The Air Quality assessment addendum concludes:

*In summary, the conclusions of the updated air quality are consistent with those presented in the original Air Quality Chapter. There therefore appears to be no constraints on the development in the context of air quality, with all air quality effects associated with the construction and operation of the development predicted to be 'not significant'.*

It is inappropriate to suggest there are no constraints in the context of air quality having admitted that there are areas along the road network that exceed minimum EU standards, and given the presence of an air quality management plan.

It is likely the air quality will continue to be poor in the area due to existing traffic issues without development, and it will likely worsen due to increase in traffic as a consequence of the development.

The Council does not consider the submitted air quality assessments present a fair and accurate representation of the baseline position, and in turn the impacts of the development are underplayed.

The Council considers that the impacts on air quality will be negative. However, this should not automatically result in a refusal as this would result in blight across the area. Through conditions and planning obligations, if implemented in isolation (and considering the benefits of the scheme), this proposal could be considered acceptable in air quality terms.

The cumulative impacts of this scheme as well as the proposal at the former Master Brewer site present a greater problem. Cumulative impacts would be worse (and more complex) than just the sum of an individual scheme. This is, for example, due to the extra traffic congestion (at junctions resulting from both schemes) resulting in greater emissions from vehicles.

I therefore do not object to the application on its own (subject to clear measures to reduce the impacts of the development). The need to provide green travel plans and contributions to public transport will assist and the following conditions are also necessary:

#### Condition

Prior to the commencement of development a construction air quality action plan shall be submitted to and approved in writing by the Local Planning Authority. The action plan shall set out the methods to minimise the adverse air quality impacts from the construction of the development. This scheme should include (but not limited to) clear demonstration of the use of low emission vehicles and machinery by the relevant contractor, and confirmation of how environmentally aware driver training methods will be utilised (i.e. no idling, avoiding peak times for construction lorries etc...). The construction must be carried out in accordance with the approved plan.

#### Reason

To reduce the impacts on air quality in accordance with Policy EM8 of the Local Plan Part 1.

#### Condition

Prior to first occupation of the development an air quality action plan shall be submitted to and approved in writing by the Local Planning Authority. The action plan shall set out the measures to be undertaken to promote, encourage and install measures to reduce impacts on air quality. The development must be operated in accordance with the approved plan.

#### Reason

To reduce the impacts on air quality in accordance with Policy EM8 of the Local Plan Part 1.

#### Air Quality Impacts to new residents

The air quality assessment does not identify any mitigation as being necessary for the proposed development. However, it does note the façades of the building will be near EU annual limit value for NO<sub>2</sub>. The Council is concerned that the modelling is not entirely clear as to the possible ingress of polluted air into the new development. The most recent modelling carried out by Hillingdon has indicated that this transport corridor and associated junctions are contributing to levels of air pollution above recognised air quality standards and NO<sub>2</sub> is predicted to be over the annual mean in 2011 and 2015 (this is also the case for the hourly mean). The following condition is advised for the residential block to ensure some mitigation for the poor air quality in the area.

#### Condition

Prior to commencement of development a scheme for protecting the proposed residential units from external air pollution shall be submitted and approved by the Local Planning Authority. The development must proceed in accordance with the approved scheme and completed prior to occupation. The development shall retain the air pollution protection measures throughout the lifetime of the development.

#### Reason

To reduce the impacts on air quality in accordance with Policy EM8 of the Local Plan Part 1.

#### CHP

There are limited details regarding the air quality impacts from the proposed CHP unit or the pollution abatement technology to reduce impacts. The following condition is therefore necessary:

#### Condition

Prior to commencement of the development full specifications of the CHP unit shall be submitted to and approved in writing by the Local Planning Authority. The specifications shall demonstrate the use of the least polluting CHP system appropriate with and the relevant NO<sub>x</sub> emissions, the designs of the flue to reduce impacts to residents and further pollution abatement technology to ensure the CHP has minimal air quality impacts. The development must proceed in accordance with the approved scheme.

### **EPU Contaminated Land**

The Environmental Statement includes part of a desk study and a preliminary risk assessment for the site based on the proposed use. It notes a large part of the application area was previously investigated and remediated. However, it identifies further investigation may be required for previously uninvestigated areas (mostly to the north, and east of the site) and as a check to ensure the remedial works undertaken previously are suitable.

It appears as the application includes a proposal for a large basement area (southern half of the site), there may be a significant amount of soil to dispose of off site (where it is not needed for reuse on site). The report notes it is possible some of this soil may need treatment on site and this needs to be clarified following the site investigation. The Construction Environmental Management Plan (CEMP) needs to include measures to ensure no contaminated soil is tracked off site, and minimise any fugitive dust emissions from contaminated materials stockpiled on site.

The recommended ground investigations will include ground water and ground gas (due to natural ground conditions as well) assessment as well as soil analysis (we will not accept WAC (waste acceptance criteria) testing alone for any soil that is to remain on site). The report indicates no groundwater investigation has been undertaken previously. Ground

contamination is a concern with regard to piling and SUDs at the site as some of the geology under the site have been identified as principle aquifers, and piling and SUDs could potentially act as a pathway to groundwater contamination if significant sources remain on site. Please ensure the Environment Agency is consulted with regard to piling, SUDs and potential groundwater contamination issues.

The report also indicates with regard to any possible gas protection requirements to the south of the site, specific remedial works with regard to ground gas may not be required as the basement will be ventilated. Any remediation action plan for the site should clearly identify the locations where this would apply, even if it is not put forward as a specific remediation measure.

The standard contaminated land condition is advised for any permission that may be given alongside a separate soil contamination condition for landscaped areas (for any reused and imported soils). If you would also prefer a separate gas condition, please let me know.

#### Contaminated Land Condition

(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 areas

Before any part of the development is occupied, site derived soils and imported soils shall be independently tested for chemical contamination, and the results of this testing shall be

submitted and approved in writing by the Local Planning Authority. 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).

#### **Access Officer**

The proposal, which seeks to redevelop the above site to comprise a foodstore, hotel, restaurant/public house, and 107 residential units, would be subject to the Equality Act 2010. The Act seeks to protect people accessing goods, facilities and services from discrimination on the basis of a 'protected characteristic', which includes those with a disability.

A new pathway with a maximum cross fall of 1:60 would be provided between Hillingdon Underground station and the main store entrance. Hillingdon Station is accessible to wheelchair users and there are a number of accessible bus and coach services that operate nearby. It is understood that level access to the proposed foodstore would also be via the atrium from street level along Long Lane and Freezeland Way. Once inside, the access arrangements would comply with Part M to the Building Regulations on the provision of lifts and stairs.

The car park for the proposed foodstore would be accessed via a vehicular ramp from Freezeland Way, where 20 accessible parking spaces are proposed close to the main entrance. The car parking spaces appear to have been designed to exceed the requirements of BS 8300:2009. It is, however, not clear whether provision has been made for high sided accessible vehicles to enter and use the car park. No provision appears to have been made for large community transport vehicles and similar door-to-door service vehicles, such as Dial-a-Ride.

Entry into the proposed foodstore would be via an automatic sliding door and no accessibility issues are raised on the internal configuration.

The hotel car parking would be accessed via a vehicular ramp from Freezeland way through the commuter car park. It is understood that one accessible car parking space would be located close to a lift core from the car park level.

The hotel main entrance would also be accessible from Long Lane via a level entrance with automatic sliding doors. The hotel reception would be at first floor level and accessed via a lift or stairs from the entrance level. A statement indicates that 10% of the 82 room hotel would be wheelchair accessible, however, no details have been provided on the standard to which these rooms would be designed.

A commercial use building is also proposed, and it is indicated at this stage that it would be used as a bar/restaurant.

The residential element would comprise 11 units designed to Wheelchair Home Standards. All wheelchair standards units would be accessed from the lift core, leading from the basement level car park. Access to the amenity area would be step-free from all residential units, and the wheelchair unit would have a balcony to a depth of 1.5m to allow wheelchair manoeuvrability. The Wheelchair Home Standards units have been designed to the correct

specification, including storage for an outdoor mobility scooter within what would be a generous entrance hallway.

The remaining 96 residential units would be built to Lifetime Home Standards and accessible via two lifts. Disabled car parking is proposed near each lift core. The approach to all entrances appears to be illuminated and level, however, there are no plans to demonstrate this detail. The principal stairs would, however, be required to meet building regulation specification. The hallways and other integral circulation spaces would comply with Lifetime Homes Standard 6 and have been demonstrated on plan. Criterion 7 is satisfied, as plans demonstrate adequate manoeuvring space with typical furniture items in situ. The remaining standards are commensurate with the design of Lifetime Home flats, and have been demonstrated and/or would be required by building regulations.

#### Observations Specific to the Proposed Hotel

1. Policy 4.5 (London's visitor infrastructure) of the London Plan 4.5, seeks to achieve 40,000 net additional hotel bedrooms by 2031, of which at least 10 per cent should be wheelchair accessible. To this end, the Council seeks to increase the quality and quantity of fully wheelchair accessible hotel accommodation, and, therefore, in accordance with the above mentioned Supplementary Planning Document and BS8300:2009, requires the minimum provision of accessible bedrooms as a percentage of the total number of bedrooms to be:

- i.5% without a fixed tracked-hoist system (see BS8300:2009, example in Figure 59);
- ii.5% with a fixed tracked-hoist system or similar system giving the same degree of convenience and safety;
- iii.5% capable of being adapted in the future to accessibility standards (i.e. with more space to allow the use of a mobile hoist, wider doors, provision for services and with enclosing walls capable of supporting adaptations, e.g. handrails).

2. Part of the reception/concierge desk should be provided at a height of 750-800mm. An assisted listening device, i.e. infra-red or induction loop system, should be fitted to serve all reception areas.

3. All signage for directions, services or facilities should be provided in a colour contrasting with the background. Signage and lighting levels should be consistent throughout the building and care taken to avoid sudden changes in level.

4. Plans should detail room dimensions, particularly for the en suite bathrooms and suitably detailed within the Design and Access Statement. Bath and shower rooms should accord with the design guidance in BS8300:2009. As the majority of wheelchair users prefer showers, a larger proportion of the accessible rooms should feature shower rooms. Large-scale plans should be submitted detailing the specification of the proposed accessible bath and shower rooms.

5. Corridors should be a minimum of 1500mm wide and internal doors across circulation routes should incorporate a suitable zone of visibility.

6. Internal doors, across circulation routes, should be held open using fire alarm activated magnetic closers.

7. Details of where Hearing Enhancement Systems (e.g. induction loops) will be provided should form part of the scheme. Consideration should also be given, at this stage, to the type of system(s) that will be suitable for different areas of the hotel. (It is important to

consider such detail now, as the design of a building and the material from which it is constructed, contribute to good acoustic travel and stability. A technical audit should form part of the Design & Access Statement, as the reliability of systems in proximity to other electrical equipment or materials can be adversely affected, e.g. fluorescent lighting and steelwork.)

8. Signs indicating the location of an accessible lift should be provided in a location that is clearly visible from the building entrance.

9. The lifts should accord with BS 8300:2009.

10. A minimum of one fire rated lift should be incorporated into the scheme. The lift should be integrated to support Horizontal Evacuation and designed in accordance with BS 9999:2008 and all related standards contained within.

11. Fire exits should incorporate a suitably level threshold and should open onto a suitably level area.

12. Advice from a suitably qualified Fire Safety Officer concerning emergency egress for disabled people should be sought at an early stage. It is, however, unacceptable to provide only a refuge in a development of this type and scale. It is not the responsibility of the fire service to evacuate disabled people, and therefore, inherent in the design must be facilities that permit disabled people to leave the building independently in the event of a fire evacuation.

13. The alarm system should be designed to allow deaf people to be aware of an activation. (Such provisions could include visual fire alarm activation devices, and/or a vibrating pager system. A technical audit should be considered at this stage to ensure that mobile phone and emergency paging system signals can transmit throughout the building.)

### **S106 Officer**

Please find below the agreed heads of terms for drafting the s106 agreement:

1. Off site Highways Works (as proposed in TA)

2. Public Transport: a financial contribution in the sum of £250,000 for the extension of the U10 to Hillingdon Station.

3. Travel Plans: TP's are required for the store, hotel and residential elements of the development.

4. Employment and Hospitality Training: an Employment Strategy is to be submitted and approved by the LA. They must demonstrate within this strategy how they are to deliver the hospitality training as part of the hotel development as well as encouraging local people to apply for jobs in the development generally.

5. Construction Training: either deliver an in-kind scheme to the equivalent of the financial contribution or pay a financial contribution in the sum of £145,432.66.

6. Public Realm: a financial contribution in the sum of £252,310 towards public realm improvements in the locality.

7. Affordable Housing: 15% of the scheme by habitable room is to be delivered as affordable housing. A review mechanism is also to be incorporated into the s106 agreement.

8. Education: a financial contribution in the sum of £288,950.
9. Health: a financial contribution in the sum of £41,596.31.
10. Library Facilities: a financial contribution in the sum of £4,415.54.
11. Community Facilities: a financial contribution in the sum of £50,000.
12. Air Quality: a financial contribution in the sum of £25,000.
13. Project Mgmt and Monitoring Fee: 5% of the total cash secured.

### **Drainage Officer**

The FRA produced by Cundall dated May 2012 Rv2 and supplementary letter from Cundall on flood risk dated 30/07/2013.

The FRA demonstrates that the site is in Flood Zone 1 at little or no risk from fluvial flooding. However the FRA indicates that assessment and mitigation work will need to be undertaken as detailed design evolves to ensure all flood risks are dealt with sufficiently.

Addressing the surface water the FRA proposes a reduction in hard standing by 60%, and a 60% reduction in flows from the developable site area and a number of different sustainable drainage methods have been assessed and utilised in accordance with the SuDs hierarchy. This includes the provision of a green 'sedum' roof and landscaping for the residential elements and further landscaped podiums and permeable paving and attenuation tanks.

It is acknowledged in the FRA there could be a risk from the artificial drainage should the pumping system fail. This surface water sewer system also combines with the road drainage at the Freezland Junction and then discharges not far from the site into the River Yeading. This junction has had numerous reports of water ponding. Therefore further work must be undertaken to demonstrate this system is sufficient and provide a suitable system where it is not, all informed by the Thames Water Capacity study that they are conducting.

Groundwater is also referred to as a Medium risk on this site due to previous incidences of flooding being noted historically. It was stated this would be investigated further. The supplementary letter provides some further information on the site survey and groundwater levels from a Geotechnical Specialist. This also states that further investigations will be done, however as the risks from and too the development are determined to be low the mitigation measures were suitable to be left to be dealt with at detailed design stage.

### **Management**

Since no clear strategy is provided, it is not possible to understand the adoption and maintenance arrangements or who would carry these out. If drainage tanks are to be used then silt traps and ongoing inspections and maintenance would be needed and this needs to be detailed.

Therefore it is appropriate a suitable condition requesting a more detailed strategy is provided. This condition will also require further details of the adoption and maintenance arrangements or who would carry these out. As the Suds Approval Body is not yet required by government and therefore not in existence at Hillingdon, Therefore it is likely that the SuDs would remain private and would need to be maintained by the Landowner. Clear

standards of inspection, maintenance, remediation and response times for resolving issues should be provided as part of the commitment of that Private Management Company.

I therefore request the following conditions:

No development approved by this permission shall be commenced until an outline scheme for the provision of sustainable water management has been submitted to, and approved in writing by the Local Planning Authority. A scheme to deal with all flood risks including foul and surface water and groundwater, shall be submitted to and approved by the Local Planning Authority.

The scheme shall clearly demonstrate how it follows the strategy set out in Flood Risk Assessment, produced by Cundall dated Mat 2012 Revision R2, and incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

- i. provide details of the surface water design including all suds features and how it will be implemented to ensure no increase in flood risk from commencement of construction and during any phased approach to building.
- ii. provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including details of appropriate inspections and
- iii. provide details of the body legally responsible for the implementation of the management and maintenance plan.
- iv. any overland flooding should be shown, with flow paths depths and velocities identified as well as any hazards.

The scheme shall also demonstrate the use of methods to minimise the use of potable water, and will:

- v. incorporate water saving measures and equipment.
- vi. provide details of water collection facilities to capture excess rainwater;
- vii. provide details of how rain and grey water will be recycled and reused in the development.

Thereafter the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development, unless consent to any variation is first obtained in writing from the Local Planning Authority.

#### REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) Policy 5.12 Flood Risk Management of the London Plan (July 2011) and Planning Policy Statement 25. To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (July 2011), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (July 2011).

#### **Trees & Landscaping**

The site is currently occupied by a triangular parcel of land (formerly the Ruston Bucyrus crane works), which has lain vacant for some years. The central part of the site is accessed from a roundabout off Freezeland Way, the dual carriageway which provides slip roads onto, and off, the A40. The northern perimeter of the site is used by London Underground as a commuter car park for Hillingdon Station. The Swallow public house is situated to the north-east of the site and Harrow Fencing Contractor is in the south-east corner. The site is bounded to the north and north-west by Hillingdon Underground Station and the associated



railway line, a bus interchange fronting Long Lane to the east, and Freezelend Way to the south and west.

Much of the site is relatively level, although there are significant changes of level along the eastern boundary where Long Lane (and the bus station) is on higher land supported by an embankment which rises to the north as it approaches the Long Lane bridge which spans the A40 and the railway line. Similarly, to the south, Freezelend Way (A437) is on an embankment which rises from the east (Long Lane junction) to the west, where it spans the railway line before dipping down to provide the west-bound slip road onto the A40.

There are trees along the eastern boundary on the Long Lane road embankment, but no Tree Preservation Orders or Conservation Area designations affording specific tree protection. The rest of the site comprises developed land with the centre vacant / cleared land with localised natural regeneration.

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.

- The Design & Access Statement refers to landscaping and ecology in Part 2, Section 3 under the heading: Layout (p.49). The principle concept at ground level is new soft landscaping of the embankment along the southern boundary (Freezelend Way) and new soft landscaping of the eastern embankment and hard and soft landscape enhancements to the public realm interface between the site and the bus station and Long Lane.
- The extent of ground level planting is also indicated on Darnton Egs drawing no. 8023-PP-111 Rev B.
- There will also be podium level structure planting (with trees) to the west of the foodstore which will be seen from the London Underground car park and railway line. (See LVIA View 1b, p.57)
- The two communal gardens at podium (third floor) level are indicated on Darnton Egs drawing No. 8023-PP-113 Rev C.
- A tree survey, Arboricultural Implications Assessment and Tree Protection Plan has been prepared by Bosky Trees, in accordance with BS5837:2012. The survey was undertaken in April 2012 and the report is dated May 2012.
- The survey assesses the condition and value of 12No. individual specimen trees and 3No. small groups of trees. All of these are sited along the east boundary as indicated on the accompanying drawing No.TPP-1. All of the trees are assessed to be category 'C' (poor) quality trees which would not normally be seen as a constraint on development. The figures 1 or 2 which are ascribed to the trees, are sub-categories which acknowledge that the trees have some (1) arboricultural, (2) landscape value.
- The tree report confirms that all of the existing trees will be removed in order to facilitate the development. This includes the 3No. Lime trees (T10,11 and12) in the roadside planting bed at the Long Lane entrance, which is due to be widened. There is no objection to the conclusions of this report.
- The summary also confirms that 100No (+) new trees will be planted as part of the landscape enhancement of the site.
- LUC's drawing No.100 RevB, Landscape Proposals: Hardworks, indicates the extent of hard (and soft) landscaping across the site. In addition to the new planting along the south and east boundaries and the small podium level planting to the west of the building, there will be two large communal roof gardens for the benefit of residents. Sited on a north-east / south-west axis, these gardens are illustrated with extensive planting, circulation space, 'micro gardens' in raised planters and a play area in each space.
- The above plan provides an indicative palette of the planting and hard surfacing materials to be used within the development.

- LUC's drawing No. 100 Issue B, Landscape Proposals: Podium East Communal Gardens provides a more detailed plan of one of the communal gardens. The key on this plan confirms that many of the planting beds will be provided with 450mm deep topsoil – a specification designed to support structure planting (trees, large shrubs and hedges) which have the greatest potential to define the space and create an attractive garden.
- LUC's drawing No.102 Rev B, Long Lane Elevation, Sections & Plan: Timber Screen, provides sketch plans and elevations of the proposed treatment along the eastern boundary.
- The EIA (section 4.6.17) confirms that the proposed landscape features, including tree planting on the podium level will help to mitigate the effects of wind, which will improve the local microclimate, providing shelter and screening.
- The combination of soft landscape (planting ) proposals along the south and east boundaries and, at a higher level, on the three podia, will enhance the public realm and are considered to satisfy BE38.
- If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and appearance of the area.

No objection subject to the above observations and conditions COM9 (parts 1,2,3,4,5 and 6). The local planning authority should also be notified and permitted access to inspect the roof gardens within 6 months of practical completion.

### **Energy/Sustainability**

Demolition of the existing public house and timber yard, and the erection of a mixed use redevelopment comprising a foodstore (7829m<sup>2</sup> GEA) (Use Class A1); a 6 storey 82 bed hotel (Use Class C1); a 720m<sup>2</sup> restaurant/public house facility (Use Class A3/A4); and 107 residential units (Use Class C3), together with reconfiguration of the existing commuter car park, and associated landscaping, car/cycle parking and ancillary works.

#### **Energy**

I have no objections to the proposed development.

I am broadly satisfied with the energy strategy put forward, but require more detailed information prior to development starting. This information will be secured through the following condition:

#### **Condition**

Prior to the commencement of development a detailed energy assessment including specifications of green technology to be used, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly set out the size, inputs and outputs and locations of renewable technology and methods for monitoring and reporting the results to the Local Planning Authority. The development must proceed in accordance with the approved plan.

#### **Reason**

To ensure the development complies with Policy 5.2 of the London Plan and contribute to a reduction in CO<sub>2</sub> emissions.

#### **Condition**

Prior to commencement of the development, an Interim certificate showing the development complies with Level 4 of the Code for Sustainable Homes will be submitted and approved in writing by the Local Authority. The certificate must be signed by a valid code assessor and issued by one of the licensed Code for Sustainable Homes approval bodies.

#### Reason

To ensure the development meets the sustainable design aims of the Council and London Plan Policy 5.13.

#### Condition

Prior to the occupation of the development a completion certificate showing the development complies with Code 3 of the Code for Sustainable Homes will be submitted and approved in writing by the Local Authority. The certificate must be signed by a valid code assessor and issued by one of the licensed Code for Sustainable Homes approval bodies.

#### Reason

To ensure the development meets the sustainable design aims of the Council and London Plan Policy 5.13.

#### Ecology

The site is considered to have minimal ecological value. However, the lack of development and activity on the site has meant it has previously been overgrown and heavily vegetated. These vacant sites provide valuable ecological resources, but are generally lost through development. The Council would therefore seek to ensure protection and improvements can be included within the new development proposals. In this instance the level of development reduces the ability to achieve much onsite improvements. The following condition is required to ensure that some onsite enhancement measures can be delivered:

#### Condition

Prior to the commencement of development a scheme for the inclusion of ecological enhancement measures shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate the inclusion of measures within the fabric of the building e.g. bird boxes, and measures to be included within the landscaping e.g. habitat walls. The development must proceed in accordance with the approved scheme.

#### Reason

To ensure the development contributes to ecological enhancement in accordance with Policy EM7 (Local Plan) and Policy 7.28 of the London Plan.

#### Water Efficiency

The Council is in a severely water stressed area and is therefore mindful of the additional burdens placed on water consumption by new development. The proposed development will have a significant water demand, with the hotel having a particularly high water consumption rate. The following condition is therefore necessary:

#### Condition

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

#### Reason

To ensure the development reduces the pressure on potable water in accordance with Policy 5.15 of the London Plan.

#### Living Walls and Roofs

The development is within an air quality management area and will result in the loss of most vegetation on the site. Living walls and roofs can improve air quality, operate as carbon sinks

and also be of importance for nature conservation. The following condition is therefore necessary:

#### Condition

Prior to commencement of development a scheme for the inclusion of living walls, roofs and screens shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall provide details of the types of living material to be used and the locations. In particular, road facing facades should supporting living walls to aid improvements to air quality. The development should proceed in accordance with the approved plans.

#### Reason

To ensure the development contributes to a number of objectives in compliance with Policy 5.11 of the London Plan.

### **Highways**

The Council has appointed an external transport consultancy Parsons Brinckerhoff (PB) to undertake the review of the Transport Assessments and related technical documentation submitted by the developer's transport consultants Vectos and SCP.

Given the complexity, volume and technical nature of the submitted documentation and the reviews undertaken by PB, it is not considered practical to include all the information in the comments here. Instead, these comments highlight the main issues for consideration by the Planning Committee.

An analysis has been carried out of the reported accidents over a period of 5 years to December 2011. At this stage there does not appear to be any cluster of specific accident types that would cause concern.

A series of static and micro-simulation models have been submitted by Vectos/SCP. The modelled traffic flows are made up of three parts as described in the list below:

- 2011 base year flows;
- Committed development flows; and
- Proposed development flows, containing the Hillingdon Circus development with and without the Master Brewer development.

The traffic flows have been combined to develop the scenario models listed below. Adequate traffic growth has been applied to the future years 2014 and 2022 modelling scenarios.

1. 2011 Base;
2. 2014 Base;
3. 2014 Base plus Core Development Trip Generation;
4. 2014 Base plus Sensitivity Test Development Trip Generation plus Master Brewer Site;
5. 2022 Base;
6. 2022 Base plus Sensitivity Test Development Trip Generation; and
7. 2022 Base plus Sensitivity Test Development Trip generation plus Master Brewer Site.

The proposed highways and transport related works are listed below:

- Modifications to the existing London Underground Limited Hillingdon Underground Station commuter car park, currently providing 289 spaces;
- Alterations to site access arrangements;

- Parking and associated servicing; and
- A package of off-site highway works including pedestrian and cycle improvements along Long Lane and Freezeland Way and modifications to the Hillingdon Circus junction.

In consultation with TfL, the applicant has agreed to contribute £50,000 a year over 5 years towards extending route U10 from Swakeley's Drive to Hillingdon Station Forecourt' via a S106' agreement. Although the extension is considered to be positive as it will improve public transport accessibility of the development site from Ickenham and Ruislip (albeit at a low frequency and noting that the Underground already links the site with some parts of the U10 corridor), there is no feasibility study submitted to review the proposed extension including practicality, manoeuvrability, and advantages and disadvantages.

Base VISSIM modelling: The revised base models meet the validation standards required by the TfL modelling guidelines with the exception of the Saturday peak journey times. The addition of the extra junction and crossings has a limited impact on the northbound Long Lane queuing and appears to have no effect on Hillingdon Circus. The exit blocking still comes from the northbound weaving before the A40 westbound on-slip rather than the observed rolling northbound queue.

Traffic modelling of Hillingdon Circus Development (Scenarios 3 and 6): The improvements to the presented modelling results following the introduction of the subject development traffic appear to primarily come from the proposed changes to the Hillingdon Circus junction. The changes include splitting and staggering the pedestrian crossing over Long Lane (South) which reduces the closing intergreen and frees around 10 seconds for use by other phases. In the presented VISSIM models, most of this additional green time had been allocated to the north-south movements on Long Lane. The staggering of the pedestrian crossing will also affect the crossing waiting times for pedestrians. The modelling results of the combined wait and crossing times for pedestrians in the 2014 Do Minimum and 2014 Do Something models (Scenarios 2 & 3 respectively) suggest that the proposed changes to the Hillingdon Circus junction will reduce the average crossing time of the south Long Lane arm for pedestrians in all three tested peak periods.

All VISSIM model scenarios have coded the first 75m of Hercies Road nearest to Freezeland Way, which traffic approaching this junction could queue on. In the 2014 PM Do Something scenario, there could be 84 PCUs of additional queue (or c480m) on Hercies Road compared with 2014 PM Do Minimum. In 2022 the net increase could reach approximately 2.2km.

However, it should be noted that the 2014 Do Something scenario is based on Morrisons' trip rate assumptions, whereas the 2022 Do Something is based on Tesco's assumptions, with the latter giving an overall higher trip estimate. Therefore, it is possible that the anticipated queue on Hercies Road in 2014 PM Do Something could be higher, if Tesco's trip rate assumptions prove to be a closer fit to actual traffic conditions.

The internal junction leading to the commuter car park is approximately 80m (14 PCUs) away from the access roundabout on Western Avenue. The maximum queue at the development's access to the roundabout is predicted to exceed this distance in 2022, therefore there is a chance that vehicles leaving the commuter car park and looking to join the exit queue could block inbound traffic entering from the roundabout, which could

consequently affect traffic operation on the public highway. The above could also apply in the 2014 PM Do Something scenario.

It should be noted the development traffic in the 2014 Morrisons-only scenario (scenario 3) is based on Morrisons's own trip generation, whereas 2022 is based on Tesco's higher trip estimates. Therefore the extent of the above potential issue in the 2014 PM Do Something scenario could be more akin to the conditions that may exist in 2022, if Tesco's higher trip rates prove to represent a closer fit to actual traffic conditions.

The main concerns relating to the latest plans are summarised below. These issues and the others that remain outstanding are described in more detail in Appendix 1 of PB's comments:

The private cycle parking proposals remain unacceptable, mainly due to access, safety, unattractiveness/usability concerns. The primary access to the private housing cycle store is via the goods/refuse entrance from the service yard. Thus, cyclists are expected to ride/walk through a HGV turning area that has no dedicated cycle or pedestrian path, putting cyclists at risk of being hit by goods vehicles. On refuse collection days, in particular, this would be a serious safety concern, as cyclists will emerge from the building into an area that refuse vehicles may be reversing into – therefore being unsighted by the driver.

In addition to the safety issues related to the primary access route to the private housing cycle store, there is an issue of attractiveness of use. It would appear that only one lift is available for the transportation of refuse bins for the whole housing development. This lift is therefore likely to be used frequently for refuse. Cyclists will have to use this lift and, as a result are far more likely to have to put up with spillages, breakages and odours from the bins that other residents can avoid. This is likely to discourage cycling, rather than encourage it.

The proposed secondary access for cyclists to the private housing cycle store remains poor, with three doors to be negotiated in order to access the goods lift.

The faults are capable of amounting to a reason for refusal. Remedying the faults is potentially possible though conditions requiring revised designs. However, as changes to the proposed building footprint and/or layout are likely to be required to achieve a satisfactory result, it is considered that conditioning would not be an effective approach.

There are a number of concerns with the proposed shared foot/cycleway north of the service yard entrance, for which little design detail has been given to demonstrate feasibility and safety. These concerns could potentially be resolvable, but may require reconfiguration of the drop-off/bus area to achieve a satisfactory result. It is considered that a satisfactory solution can be secured by way of suitable provisions in the S106 agreement.

The revised layout for the proposed two-lane westbound approach to the site access roundabout (VD12048 Hillingdon-01) is deficient as it does not provide sufficient entry path radius. It is non-compliant with the DMRB design standard TD16/07 and has not been subject to a Road Safety Audit (RSA). The proposed design is a significant safety concern and PB therefore cannot recommend acceptance. One possible means of resolution would be to move the eastbound roundabout exit northwards, taking part of the slope and installing a retaining wall. However, this could require changes to the proposed building footprint and is likely to be costly. In the absence of the satisfactory design from the applicant and significant change and costs likely to be associated with the aforementioned possible solution, it is not considered practicable that satisfactory design can be secured by way of S106 agreement.

The key conclusions of the technical reviews carried out by PB of the latest submissions including cumulative traffic impact of the Hillingdon Circus development and the Master Brewer development are:

*Apart from the Saturday peak, which has no suitable journey time data to validate against, no significant issues with the models presented have been identified during this review. The flow differences between the VISSIM models and the flow diagrams have been satisfactorily explained by the applicant. The presented models provide an acceptable evidence base for assessing the potential impact of the Hillingdon Circus development proposals in the relevant scenarios. It should be noted that the proposed change to the pedestrian crossing of Long Lane (south) will affect pedestrian waiting times.*

*The modelling has suggested (in the 2022 PM scenario) the potential for queues back from the site access roundabout into the development, of such length as to create a risk of blocking exit from the station car park and potentially creating knock-on blockages for traffic entering the site.*

*The Scenario 4 and 7 VISSIM models produced as part of the Hillingdon Circus Updated Transport Assessment are considered to provide an acceptable representation of the applicants' proposals. The results produced by these models are therefore considered to satisfactorily reflect the likely performance of the network with both developments and their associated mitigation measures in place.*

*It should be noted that a key mitigation measure for the Hillingdon Circus development is a 2-lane westbound approach to the access roundabout on Freezeland Way. The applicant has not yet demonstrated that a 2-lane approach can be safely provided at this location, however, and the modelling results should be seen in the light of this.*

*The presented journey time results suggest that, in principle, the proposed highway improvements would more than offset the forecast increase in traffic generated by the Hillingdon Circus development using Long Lane. The modelling also suggests that the other approaches (Freezeland Way and Western Avenue) would operate within capacity with just the Hillingdon Circus development in place.*

*Pedestrians and local bus services are expected to benefit from a net improvement in journey times following the introduction of the proposed highway improvements for the Hillingdon Circus development.*

*In traffic terms, the modelling has demonstrated that in 2014 and 2022 the network can be mitigated to accommodate the flows produced by the Hillingdon Circus development, as long as a 2-lane westbound approach to the access roundabout on Freezeland Way can be safely provided.*

*The modelling results for Scenarios 4 and 7 suggest that the combination of demand from the Hillingdon Circus development and the Master Brewer site would overwhelm the capacity provided by the proposed highway mitigation measures.*

*In the context of paragraph 32 of NPPF it is unlikely that the residual cumulative traffic impacts of the Morrisons development (only), are demonstrably severe. The weight which may now be attached to LB Hillingdon's Policy AM7 should be reviewed in the light of paragraph 215 of the NPPF. Our advice should not be taken to imply any significance of cumulative impact of the Tesco development in determination of the Morrisons application or vice versa.*

*The new plans that have been provided have not resolved the deficiencies in the Hillingdon Circus applicants' proposals fully. There are still a number of key issues relating to pedestrian/cyclist provision, cycle parking access and road safety, in particular, that remain outstanding. The most significant of these remains the design of the Freezeland Way roundabout. Until the applicant has demonstrated that a 2-lane approach can be safely provided on the westbound approach to this junction, the impact of the Hillingdon Circus development cannot be confirmed as being acceptable in traffic impact terms.*

*Considering that the impact of the Hillingdon Circus development cannot be confirmed as being acceptable in traffic impact terms until the applicant has demonstrated that a 2-lane approach can be safely provided on the westbound approach of the Freezeland*

Way roundabout and that there are concerns regarding significant anticipated queuing on Hercies Road, issues at the development's access to the roundabout, and access, safety and unattractiveness/usability concerns on private residential cycle parking provision, which cannot be resolved by way of conditions/S106 agreement, the development is unacceptable from the highways viewpoint .

The conclusion of the latest cumulative assessments i.e. Master Brewer and Hillingdon Circus combined, undertaken by SKM Colin Buchanan, Master Brewer's transport consultants, and Vectos/SCP, Hillingdon Circus' transport consultants, suggest that the residual cumulative traffic impact with mitigation will be significantly detrimental.

Considering that;

- The surrounding highway network carries very high volumes of traffic, especially during traffic peak periods, and experiences traffic congestion;
- The Tesco and Morrisons developments combined will generate high volumes of traffic, where the highway network is already well congested;
- Cumulative impact results submitted by both the developers show a significant worsening of junction performance;
- Impact of the Hillingdon Circus development cannot be confirmed as being acceptable in traffic impact terms until the applicant has demonstrated that a 2-lane approach can be safely provided;
- There are inconsistencies between the assessments carried out by Tesco and Morrisons; and
- There are a number of outstanding traffic assessment issues to fully review the cumulative traffic impact

It will be a highly risky to conclude that the residual cumulative traffic impacts of these two major developments are unlikely to be significant or severe.

The proposed car parking provision for the retail and residential elements of the development are within the range of maximum standards and are therefore considered acceptable. The level of car parking proposed for the hotel is not considered excessive. The operational arrangements to cater for any overspill from hotel parking overnight and residential visitor parking during weekends to share the retail and/or commuter parking facilities (subject to further details) could be covered by way of condition or S106 agreement.

The development will result in reduction in commuter car parking from the current 289 to 250. Occupancy surveys of the commuter car park were carried out in February 2012 and November 2012 to determine the current parking demand. The maximum accumulation during these surveys was recorded at 13:30 on Tuesday when a total of 281 spaces were occupied. Analysis of the surveyed accumulation profile indicates that at 10:00, 208 spaces were occupied, and that the percentage of spaces occupied continued to increase up to 13:30. Similarly by 18:00 152 spaces were occupied.

The applicant takes the view that the commuter car park is not fully used, that some of the usage is by short-term users who would migrate to the food retail store car park in future, and that the proposed diversion of the U10 will reduce the demand on the car park. On that basis the applicant considers that reduction of 39 commuter spaces is appropriate.

PB considers that the proposed reduction in commuter car parking spaces requires further justification to ensure that the reduction will not constrain commuter car parking capacity.

Notwithstanding that further justification should be provided, TfL has raised no objection to the reduction in spaces, in its roles as both station operator and a land use planning



consultee. It is there considered that the main remaining question is whether there is potential for overspill parking onto local streets.

It is noted that while parking on several of the roads near the station is prohibited or controlled, it is possible that displaced commuters may still seek to park in the remaining uncontrolled locations or beyond the controlled area. However, this could be resolved through a suitable monitoring regime in the S106 agreement. This would cover monitoring of car park occupancy levels; logging of any reported issues; and, if the two are found to be connected, a means of mitigation such as additional parking controls. The applicant has already accepted the principle of additional parking controls as a potential mitigation measure if required.

The applicant refers to the development providing free short-stay parking for use by local people, including those using the existing retail centre. The right for non-Morrisons customers to park there without charge can be secured by way of S106 agreement.

The disabled car parking provision is proposed to be 6% for retail (further 4% of total parking provision be converted to disabled bays as required), 100% for hotel and 12.8% for residential of their respective total parking provisions. Around 2% of the retail car parking spaces will be parent and child spaces. Around 2-3% of the retail car parking should be provided for brown badge holders, which can be conditioned.

For the retail element, it is proposed to provide circa. 1.5% electric vehicle charging points (EVCPs) with a further 18.5% spaces to be passive spaces to make a total of 20% provision. The EVCP provision does not meet the London Plan standards requiring 10% of all spaces to have electric charging points and an additional 10% passive provision for electric vehicles in the future. The active EVCPs are considered low and should be increased to at least 5% with a further 15% passive provision with a review mechanism of the use and increase of active EVCPs.

The residential car parking provision includes around 20% active and 20% electric charging points, which meets the London Plan standards.

No coach parking space is proposed for the hotel. Restrictions can be imposed on the hotel by way of S106 agreement not to cater for coach parties and/or coaches to/from the hotel.

An area of the shoppers' car park conveniently close to the food store entrance will be set aside for motorcycle parking.

Whilst the overall level of cycle parking provision is considered acceptable, there are concerns about access, safety, unattractiveness/usability of private residential cycle parking provision. The hotel cycle parking should be covered and secured.

Separate Travel Plans have been developed for the food store, residential and hotel elements. The updated Transport Assessment suggests that each travel plan has passed the ATTrBuTE test. However, PB's ATTrBuTE tests show that all three travel plans failed the test. Subject to comments from the Council's travel plan officer, satisfactory travel plans and monitoring can be conditioned or covered within the S106 agreement as appropriate.

In light of the highways and transport issues discussed above, the Hillingdon Circus development cannot be recommended for approval.

## **7. MAIN PLANNING ISSUES**

## 7.1 THE PRINCIPLE OF THE DEVELOPMENT

### Principle of the Proposed Use

The strategic policy planning context for development of the site is provided by the London Plan (2011) and Local Plan Part 1 Policy E5.

London Plan Policies 2.15 (town centres), 4.7 (retail and town centre development) and 4.8 (Supporting a successful and diverse retail sector) collectively seek to ensure that retail developments:

- Relate to the size, role and function of the centre
- sustain and enhance the vitality and viability of the centre
- follow the sequential approach to site selection
- Accommodate economic and housing growth
- support and enhance competitiveness, quality and diversity of town centres
- promote public transport and sustainable modes of travel
- contribute towards an enhanced environment.

Local Plan Part 1 Policy PT1.E5 (Town and Local centres) affirms the Council's commitment to improve town and neighbourhood centres across the Borough and improve public transport, walking and cycling connections whilst ensuring an appropriate level of parking is provided. At a more site-specific level, the context is provided by Saved Policy PR23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and the detailed planning brief for the site, adopted in 1990. In each case, the planning guidance advocates a comprehensive mixed-use development on the site, which respects the scale and function of the existing Local Centre.

In establishing the principle for the development, PR23 provides a framework for the type of development deemed to be acceptable. A mixed-use retail-led development with an hotel, housing would be considered acceptable, provided issues of scale, density, traffic intensification are suitably addressed.

### Retail

The application site is identified in the Local Plan: Part 2 - Saved UDP Policies (November 2012) as the North Hillingdon Local Centre. Table 8 of the Local Plan: Part 2 - Saved UDP Policies defines local centres as providing local shops and services for people who do not live or work near a town centre. Accordingly, they are in principle an appropriate location for a supermarket, for people who would otherwise make longer trips to their nearest town centre.

The National Planning Policy Framework (NPPF) replaces PPS4. However, the PPS4 Practice Guidance remains a material planning consideration. Paragraph 23 of the NPPF requires Local Planning Authorities in drawing up local plans to define a network and hierarchy of centres that is resilient to anticipated future economic changes and set policies for consideration of proposals for main town centre uses which cannot be accommodated in or adjacent to town centres. Paragraphs 24 to 27 of the NPPF set out the matters to be considered in the determination of planning applications for main town centre uses, including retail. Paragraph 27 provides that where applications do not satisfy the sequential and impact tests, they should be refused.

Policies 4.7 to 4.9 of the London Plan address retail matters, at strategic, planning decision and LDF preparation levels. Policy 2.15 (Town Centres) requires that development proposals in town centres should comply with Policies 4.7 and 4.8, and additionally:

- a. sustain and enhance the vitality and viability of the centre
- b. accommodate economic and/or housing growth through intensification and selective expansion in appropriate locations
- c. support and enhance the competitiveness, quality and diversity of town centre retail, leisure, arts and cultural, other consumer services and public services
- d. be in scale with the centre
- e. promote access by public transport, walking and cycling
- f. promote safety, security and lifetime neighbourhoods
- g. contribute towards an enhanced environment, urban greening, public realm and links to green infrastructure
- h. reduce delivery, servicing and road user conflict.

Policy 4.7 (Retail and Town Centre Development) directs that the following principles should be applied in determining applications for proposed retail and town centre development:

- a. the scale of retail, commercial, culture and leisure development should be related to the size, role and function of a town centre and its catchment
- b. retail, commercial, culture and leisure development should be focused on sites within town centres, or if no in-centre sites are available, on sites on the edges of centres that are, or can be, well integrated with the existing centre and public transport
- c. proposals for new, or extensions to existing, edge or out of centre development will be subject to an assessment of impact.

Policy 4.8 (Supporting a Successful and Diverse Retail Sector) provides that LDFs should take a proactive approach to planning for retail through a number of measures, including (inter alia):

- b. support convenience retail particularly in District, Neighbourhood, and more local centres, to secure a sustainable pattern of provision and strong, lifetime neighbourhoods
- c. provide a policy framework for maintaining, managing and enhancing local and neighbourhood shopping and facilities to provide local goods and services, and develop policies to prevent the loss of retail and related facilities that provide essential convenience and specialist shopping
- d. identify areas under-served in local convenience shopping and services provision and support additional facilities at an appropriate scale in locations accessible by walking, cycling and public transport to serve existing or new residential communities

Policy 4.9 (Small Shops) sets out that the Mayor will and that boroughs should consider imposing conditions or seeking contributions through planning obligations where appropriate, feasible and viable, to provide or support affordable shop units suitable for small or independent retailers and service outlets and/or to strengthen and promote the retail offer, attractiveness and competitiveness of centres.

#### Size of Store and Planning History

The site is located across the road from the former Master Brewer Hotel site. The former Master Brewer site has a previous planning history which involved a scheme for a supermarket (3,917sqm net sales area, split between 2,925 convenience and 992 sqm comparison) which was refused planning permission (and subsequently appealed) in part because of the size of the store and associated retail impacts.

The current supermarket proposal by Bride Hall is 3,716sqm net sales area, split between 3,159 convenience and 557 sqm comparison. Whilst the size of the current scheme is relatively similar (200sqm smaller) in size to the previously refused scheme, its important to note that since the previous refusal there have been many changes in terms of the retail (new stores have opened) and policy context. The changed retail context as well as the fact

that the exact size and nature of the proposed supermarket are different to the previously refused scheme, means that a new assessment of retail impacts will again need to be undertaken before it can be established if any harm would result from the proposal (from a retail impact perspective).

#### Sequential Test:

Paragraph 24 of the NPPF sets out the principles of the sequential test. In effect, this direction carries over the guidance set out in PPS4 Policy EC15. Furthermore, Paragraph 24 provides further advice to local authorities that when considering applications on out of centre sites, preference should be given to accessible sites that are well connected to the town centre. Paragraph 24 adds that LPAs should apply sequential testing to planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up to date Local Plan. They should require applications for main town centre uses to be located in town centres, then edge of centre locations and only if suitable sites are not available should out of centre uses be considered. In- and edge-of-centre sites have been considered in terms of whether they are suitable and available, having regard to the requirement for flexibility on issues of format and scale.

The applicant's sequential test has shown that no such suitable sites are available and the applicant submits that the application site is therefore the most sequential preferable location. The application site is on the edge of a centre, will be reasonably integrated into North Hillingdon, by virtue of the design and is located close to public transport links (London Underground station and bus services on Long Lane). This is compliant to London Plan Policy 4.7 (b). Having regard to the requirements of the NPPF at paragraph 24, it is considered that there are no preferable sites following the sequential approach to site selection.

#### Impact Assessment:

Paragraph 26 of the NPPF covers the requirement for impact assessments. The application is in excess of the 2,500 sqm default threshold for impact assessments. Paragraph 26 requires that this should include assessment of the impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal. This carries over the requirements set out in the now revoked PPS4 Policy EC16.1a. In addition, paragraph 26 requires the impact assessment to include an assessment of the impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and wider area, up to five years from the time the application is made. For major schemes where the full impact will not be realised in five years, the impact should also be assessed up to ten years from the time the application is made. This carries over the requirements of PPS4 Policy EC16.1b and 16.1d.

The question of retail impact has been a key concern in the consideration of this application. The NPPF is clear in stating that applications should be refused where there would be a 'significant adverse' impact upon existing centres. With any proposal of this scale, there will clearly be an impact upon shopping patterns within the locality and the aim of the retail impact assessment and addendum submitted with the application is to predict, with as much accuracy as possible, the impact on these trade patterns.

This involves a complex set of assumptions regarding the available level of retail expenditure within the store's catchment area, the performance and trading capacity of the store itself, the relative performance of competing stores and centres, the likely trade draw from other centres and stores, future changes in trading patterns (such as internet shopping) and the cumulative impact of existing retail commitments, such as the extensions to the South

Ruislip and Uxbridge Sainsbury's supermarkets. Any one of these fields is sensitive to the assumptions inputted into the forecasting model.

#### Adequacy of Retail Impact Assessment

The original Retail Impact Assessment submitted in support of this application was dated May 2012. Following a review of this analysis (along side the analysis submitted as part of the planning application lodged for a Tesco store on the former Master Brewer site), as well as in response to objections received as part of the consultation process (which raised concerns over various aspects of the impact assessment), the applicant was requested to revisit the analysis to ensure accuracy.

The applicant responded and provided further clarification and justification for the analysis, however the anomalies remained and officers were not satisfied with explanations. To this end a further request for clarification was made by the Council, which (following meetings) resulted in the applicant providing a comprehensive note (titled 'Response to Queries Raised by the London Borough of Hillingdon') which attempts to clarify and justify the assessment.

Notwithstanding this additional work, officers still have significant concerns as to the reliability of the retail impact assessment. Members should be aware that the retail impact assessments necessarily involve many assumptions and judgements (rather than being based entirely on fact). While the applicant has attempted to calibrate the assessment with facts, it remains a study informed by assumptions and judgement (some of which the Council's planning officers do not agree with).

#### Study/Catchment Area

The Guidance to PPS4 suggests that the first step in under taking a retail impact assessment is to define the likely catchment/study area. In this case the applicant's study area is extensive. The size of the catchment area is similar to that of the previously refused scheme, which had been proposed on the Master Brewer site.

Whilst the appeal was ultimately withdrawn, to assist the applicant with any resubmission the inspector helpfully provided written comments to the applicant. In relation to the size of the catchment area the Inspector stated:

*"The catchment was very extensive and it was also unclear on what basis the "local" catchment had been drawn."*

The concerns raised by the Inspector are also raised by officers in relation to the current scheme.

The Table below compares the study/catchment areas with the assessment lodged by Tesco's:

	<b>Tesco Area</b>	<b>Study</b>	<b>Morrison's Area</b>	<b>Study</b>
<b>Population</b>	65,801		131,811	
<b>Expenditure (£m)</b>	£132.26		£256.78	

The key concern with overly large catchment/study areas is that this can have the effect of artificially dissipating retail impacts over wide number of stores and centres in the much larger trade/study area. The reported impacts as a result would be underestimated.

### Trade Draw Generally

In terms of trade draw to the proposed store generally, the Morrison's retail analysis assumes that around 30% of spending in the proposed store on convenience goods will come from areas close to the store. Trade is instead said to be diverted from a number of large out-of-centre stores; as with all impact assessments, this pattern of diversion is entirely based on judgement rather than evidence base and therefore must be clearly reasoned. This approach is not intuitive; the greatest trade draw (and impacts) typically come from close to the proposal.

The applicant argues that the approach is reasonable given the lack competing stores, which mean that shoppers may well travel from far away to shop at the proposed store. However officers have considered the location of competing supermarkets and their likely catchment areas, and in summary officers are uncomfortable with the approach taken by the applicant, which would have the effect of underestimating impacts.

The originally submitted retail assessment (para 7.77) also assumes that 25% of trade would be derived from beyond the study/catchment area. This is an assumption, and is considered by officers to be overly high (particularly given the large size of the catchment area). It is not justified through evidence, and again has the potential to under estimate impacts on existing and committed retail development close to the store.

Even if the applicants assumptions regarding trade draw is correct there would be concern that the large proportion (70%) of convenience trade being diverted from stores in areas far from the site would alter the way that centres such as Hayes, and South Ruislip would function. The high level of inflow would indicate that the proposal would have become a destination in its own right (radically altering the function and scale of the centre in a way which would be considered harmful).

In terms of the function of centres, the applicant's 'Response to Queries Raised by the London Borough of Hillingdon' states that a large extension to the South Ruislip Sainsbury's was considered by the Council not to alter the functioning of that centre. The inference is that this sets a precedent, however there are fundamental differences between the situations and sites.

South Ruislip already has a supermarket, which has been in place for many years and has an established customer base. Because of this, officers did not consider that the extension would unacceptably alter the way that South Ruislip functions in the hierarchy of centres, or unacceptably harm other centres or retailers.

In stark comparison to the South Ruislip scenario the introduction of a large supermarket at Hillingdon Circus would mean that it (the new store) would need to be supported by a customer base, which is at present shopping in other stores.

### Trade Draw from Specific Stores

There are several anomalies contained within the retail analysis which officers are not satisfied with. By way of example, the applicant's assessment assumes that only £15,000 of convenience trade would be drawn from the Co-op in North Hillingdon (close to the site). The retail assessment made by 'Spenhill' of the smaller Tesco supermarket proposal (on the former Master Brewer site) estimates trade draw from this store at £180,000. It is illogical

that a smaller store would draw over 10 times the trade of a larger store (officers are faced with having to determine which study is more likely to be right).

Members should note that the forecasting predictions set out in the applicant's retail assessment should not be read as an exact science. By way of example, the study assumes that Tesco's Extra in Hayes trades at £61.45m and that the Tesco Metro in Uxbridge trades at £15.44m.

Information recently received from Tesco's indicates that these stores are actually trading well below these assumed figures. Whilst actual trading figures are commercially confidential, evidence from Tesco is that at best Tesco's Extra in Hayes trades at £36.7m (i.e. £24.7m or 40% less than the amount assumed by the applicants retail consultant). The Tesco Metro in Uxbridge (at best) trades at £12.3m (£3.1m or 20% less than the retail impact assessment assumes).

The difference between assumed turnovers and actual turnovers stated by Tesco serves to highlight the fact that retail impact assessments involve judgement and assumptions, which can be incorrect. The lower turnovers mean that less trade is available to be diverted from these stores, and therefore the turnover in the proposed supermarket would be drawn more heavily from other stores (for example Sainsbury's in Uxbridge).

The applicant's retail analysis also assumes £5.6m (convenience goods trade) would be drawn from Tesco Extra in Hayes. This is similar to the trade assumed to be drawn from Sainsbury's Uxbridge, even though Tesco Extra is 6.6km away and Sainsbury's is only 2.5km away. Typically the amount drawn from a store diminishes with distance (simply put, people are more likely to shop for groceries at a store which is close to them). The study is counterintuitive in this regard.

There are several other anomalies with the analysis, one of the most striking is that the applicant's estimated convenience goods trade drawn from Sainsbury's in Uxbridge to be in the vicinity of £5.9m. This is compared to the smaller supermarket proposal on the former Master Brewer site which is estimated (by that applicant) to draw £7.27m. It is illogical that a smaller store would have a greater impact than a larger store.

The applicant's 'Response to Queries Raised by the London Borough of Hillingdon' makes it clear that they do not agree with the retail impact assessment submitted in relation to the supermarket proposal on the former Master Brewer site. However, that study takes a more realistic approach in terms of catchment area and trade draw and with assumptions generally.

In summary, officers have significant concerns with the reliability of the retail analysis submitted as part of this application. Officers are particularly concerned that the study underestimates impacts.

#### Impact on Existing, Committed and Planned Public and Private Investment:

The key committed development which could be impacted upon by the proposal would be the approved extension to the Sainsbury's store in Uxbridge.

Planning permission has been approved for a 2,130 m<sup>2</sup> extension to the Sainsbury's food store in Uxbridge Town Centre, of which 1,099 sq m would be allocated for the sale of convenience goods. There are a number of benefits to Uxbridge as a town centre which would result from the Sainsbury's extension in terms of linked trips, acting as an anchor, improving the retail offer of Uxbridge generally and ensuring it is a place where people can live, work and play, without having to necessarily drive a car.

The applicant's retail impact assessment estimates that approximately £5.6m of the convenience goods trade in an expanded Sainsbury's Uxbridge store would be diverted to the proposed Morrison's store at Hillingdon Circus. As has been discussed, there are significant concerns that this figure under estimates impacts.

To try and understand (more realistically) what the impact could be, officers have considered the retail impact assessment submitted as part of the supermarket proposal on the former Master Brewer site. The two sites are so close that this analysis could be used to inform an understanding of impacts.

The key concern is whether the approach taken by GL Hearn in developing an assessment of retail impacts in relation to the proposed supermarket at the former Master Brewer site is reliable. In this regard, it is considered that that study takes a more realistic approach in terms of catchment area and trade draw and assumptions generally (its more likely to be right).

That analysis assumes convenience goods trade draw from Sainsbury's (in Uxbridge) of £7.27m for the 1,599sqm of net sales area for convenience goods proposed in the Tesco store.

Taking into account the greater turnover of the Morrison's store (i.e. £37.91m for convenience goods), and assuming a proportionately greater impact than the Tesco analysis, officers consider that the Morrison's scheme could draw in the vicinity of £12m from Sainsbury's (not £5.6m). This would mean that the extended Sainsbury's store would be trading at only 76% of what is usual (benchmark) for a Sainsbury's store.

It should be emphasised that Officers have only made this estimate because of the concerns over the reliability of the estimates provided by the applicant. Whilst the actual impact is very difficult to know with certainty, it is highly likely to be well above the £7.27m estimate made in relation to the smaller supermarket proposed on the former Master Brewer site.

Paragraph 27 of the NPPF states that where an application is likely to have significant adverse impact on existing, committed and planned private investment in a centre in the catchment area of the proposal it should be refused.

In deciding whether the impact of the proposed supermarket (on its own) would cause such harm as to warrant refusal, it's worth highlighting that the planning application for extensions to Sainsbury's in Uxbridge noted that a key rationale for the expansion was to better serve the needs of existing customers rather than significantly increasing market share (i.e. the viability of the extension would not necessarily rely solely on additional customers).

Whilst there is concern over the reliability of the applicant's Retail Impact Assessment, on balance officers are not of the view that the impacts would be so harmful as to warrant refusal if the store were to be implemented in isolation.

Permission was also granted on appeal in February 2012 for a Lidl supermarket in Cowley, comprising 1,029 sq.m of convenience shopping floor space. The Mayor considers and officers agree that the proposed store is unlikely to draw trade or compete with the Lidl store (given the significant differences in the nature of Lidl's retail operations, the goods and services it offers and the catchments over which it has influence).

#### Impact on Town Centre Vitality and Viability:



As noted previously, concern is raised over the reliability of the impact assessment provided by the applicant, and officers consider that it underestimates impact. Therefore little weight can be placed on it. The approach taken by GL Hearn in relation to the development proposed by 'Spenhill' (i.e. the proposed supermarket on the former Master Brewer site) analysis is by no means perfect, however it is considered more robust (as it would not tend to underestimate impacts).

In an attempt to understand what impacts on centres (in terms of convenience goods) from the supermarket proposed adjacent to Hillingdon tube (i.e. the Morrison's scheme), officers have used the estimates from the retail analysis undertaken by GL Hearn for the supermarket proposed on the former Master Brewer site, and used these to calculate what impacts would be from a proportionately larger store (with the turnover of proposed in the Morrison's supermarket).

The table below highlights an estimate made by officers of impact on convenience trade.

	<b>Morrison Trade Draw £m</b>	<b>Impact %</b>
<b>Uxbridge</b>	15.74	27
<b>Ruislip</b>	2.87	11
<b>North Hillingdon</b>	0.46	12
<b>Ickenham</b>	0.18	3
<b>South Ruislip</b>	0.89	4

Clearly the largest impact would be upon Uxbridge Town Centre. Whether the impact is considered to cause significant harm to each centre is considered in further details below:

North Hillingdon:

A health check on the vitality and viability of the centre indicates a low vacancy rate, but with few national multiple operators and a predominance of local independent retailers providing specialist goods and essential services, with few convenience goods shops. Surveys indicate that that most local residents carry out their weekly/monthly food shopping at Uxbridge Town Centre. The introduction of the proposed store would offer a much wider choice of branded goods (hitherto unavailable in the centre). This would retain a significant amount of local expenditure within the area and in turn, reduce the number of vehicular trips to shopping destinations further afield.

The Mayor of London considers it unlikely that any loss of trade would be of such a scale as to undermine the vitality and drive the existing local shops out of business.

On balance it is considered that the proposed store would have a net beneficial effect on the vitality of North Hillingdon local centre, by enhancing local consumer choice and resulting in increased spin-off expenditure in existing shops and services.

Uxbridge:

Uxbridge is designated as being of metropolitan importance in the London Plan retail hierarchy. Being the nearest centre to the application site the proposed store would draw trade from Uxbridge.

The proposed development would compete with mainly convenience retailers. As the most comparable sized facility, the Sainsbury's store in Uxbridge is most likely to be affected by trade draw. Impacts on this store have been discussed above (in summary it is not considered that the proposal would cause such harm as to warrant refusal).

It must be remembered that in addition to convenience sales there is a significant turnover in Uxbridge of comparison goods (in the impact year estimates suggest £451m), the proposal would have very little impact on this sizeable turnover, suggesting that Uxbridge would not be unacceptably impacted upon by the proposal if implemented in isolation.

#### Ruislip:

Ruislip District centre is anchored by a Waitrose store and is also supported by an Iceland store and M & S outlet. It is acknowledged that a larger range of branded budget foods at the proposed Morrison's store is likely to draw a significant, though not decisive amount of trade from Ruislip, given its relative proximity to the application site.

#### South Ruislip

South Ruislip is anchored by a Sainsbury's supermarket, with planning permission for a large extension. Whilst the catchment areas do overlap, given the distance between South Ruislip and the application site, it is not considered that the proposal would divert sufficient trade from this store to cause significant harm to the centres viability and vitality.

#### Ickenham:

Following the submission of the 2011 applications, a health check of Ickenham Local Centre was undertaken in November 2011. Given the role of the proposed food store as a main food shopping destination, it will not draw significant turnover from Ickenham Local Centre because of the centre's primarily top-up and service function.

#### Scale:

Policy 2.15 of the London Plan notes that Development proposals in town centres should be in scale with the centre. The London Plan provides descriptions of Local Centres, which is set out below:

*"Neighbourhood and more local centres typically serve a localised catchment often most accessible by walking and cycling and include local parades and small clusters of shops, mostly for convenience goods and other services. They may include a small supermarket (typically up to around 500sq.m), sub-post office, pharmacy, laundrette and other useful local services.*

*Together with District centres they can play a key role in addressing areas deficient in local retail and other services."*

The proposal is for a supermarket well in excess of 500sqm, and it is considered that the centres function would alter with the presence of the proposal.

On its own, whilst it would clearly affect the scale and function of the centre (which does not currently have a large supermarket in it), it is important to establish if this change in scale would result in unacceptable harm to other centres. In this case (if implemented on its own) officers do not consider that there is evidence to demonstrate that (on its own) it would

cause unacceptable impacts (i.e. it would not disrupt the function, viability and vitality of other centres) as a result of its scale.

### Retail Conclusion

There are a number of concerns with the retail impact assessment which undermine its reliability. Officers consider that the Retail Impact Assessment would underestimate the impact. Given the potential harm to in centre committed development and disruption to the hierarchy of centres an underestimate of impacts is particularly problematic, and little weight can be placed on the retail impact assessment. As such officer have attempted to ascertain the likely impacts by assuming the larger store would have proportionately larger impacts than the supermarket scheme proposed on the former Master Brewer site. The impact of the store on committed development and other centres is not insignificant.

Notwithstanding this, the site is allocated in emerging planning policy for mixed-use retail-led development and it sits within a defined local centre. At present, North Hillingdon is under-provided for in terms of main food shopping, as evidenced by the limited role the centre currently plays for local residents. Officers are also mindful of the weighting which must be placed on Government pro-growth policies of recent years, such as the NPPF which encourage competitiveness between retailers. This was also taken into account when taking an overall view on retail impact.

Furthermore, emerging policy in the form of the Council's Site Allocations DPD specifically promotes the redevelopment of the site for a mixed use development. Taking this into account, on balance officers do not consider, that taken on its own that the scheme would cause such harm to committed development and other centres as to warrant refusal.

## **7.2 DENSITY OF THE PROPOSED DEVELOPMENT**

London Plan Policy 3.4 seeks to maximise the potential of sites, compatible with local context and design principles in Policy 7.1 (Design principles for a compact city) and with public transport capacity. Boroughs are encouraged to adopt the residential density ranges set out in the Density matrix (habitable rooms and dwellings per hectare) and which are compatible with sustainable residential quality.

The proposed scheme would have a density of 111.5 units per hectare or 297.9 habitable rooms per hectare. This is within the upper end of the London Plan density range (70-170 units per hectare or 200 - 400 habitable rooms per hectare) based on the site's Public Transport Accessibility Level (PTAL) score of 3. It is considered that this is an appropriate density in this Town Centre location which has excellent Public Transport Accessibility Levels. Accordingly, no objection is raised to the proposed density in this instance.

## **7.3 IMPACT ON ARCHAEOLOGY/CONSERVATIONS AREAS/LISTED BUILDINGS**

The application site is not located within or in proximity to any Archaeological Priority Area, Conservation Areas, Listed Buildings or Areas of Special Local Character.

## **7.4 AIRPORT SAFEGUARDING**

There are no airport safeguarding objections to the proposal. The former Master Brewer site lies within both the height and technical safeguarding zones surrounding RAF Northolt, being located in close proximity to the flight approach path for runway 7. However, the Ministry of Defence (MOD) Defence Infrastructure Organisation have written to confirm that it has no safeguarding objections to the full and outline planning applications.

Given the proximity to Northolt Airport, it is important to ensure the site does not attract birds, and therefore conditions are recommended to ensure that the extraction is done in a way which would not create large pools of water (attractive to birds), or that restoration landscaping involves berry bearing species (which may also attract birds).

## **7.5 IMPACT ON THE GREEN BELT**

Policy BE36 states that areas sensitive to high buildings or structures will only be permitted if they will not mar the skyline, intrude unacceptably into important local views or interfere with aviation or navigation. The site is adjacent to areas to the east, west and north which are considered sensitive to high buildings. Policy OL5 states that development adjacent or conspicuous from the Green Belt will only be permitted if it would not injure the visual amenities of the Green Belt, by reason of siting, materials, design, traffic or activities generated. This is reflected in the NPPF, which advises that the visual amenities of the Green Belt should not be injured by development conspicuous from it of a kind that might be visually detrimental by reason of siting, materials or design.

Land to the east and west of the Site is Green Belt. Green Belt is predominantly open land around built-up areas which has the strategic role of defining the edge of London, limiting urban sprawl, preventing neighbouring towns from merging into one another, safeguarding open countryside from development, assisting in urban regeneration and providing areas for open recreational activity. Within the Green Belt there is a presumption against development.

The landform of the Site is predominantly flat with landform rising on the southern side of the site to form the embankment to Freezeland Way. The flat nature of the Site surrounded on all sides by busy roads, the density of built development to the north and south of the Site and its location within a wider low-lying landscape/townscape means that views to the site are predominantly from close proximity including from roads surrounding the Site and residential properties to the north and south of the site.

The open, undeveloped floodplain landscapes to the east and west of the Site (beyond Long Lane and Freezeland Way/ Western Avenue) allows more distant views to the Site.

Built Heritage assets in proximity to the site include Ickenham conservation area and statutorily a locally listed buildings (Ickenham Manor and Hillingdon Underground Station) and scheduled monuments (Manor Farm Moat and Pynchester Moat).

The Landscape/Townscape Visual Impact Assessment (LVIA) concludes that there will be a number of significant adverse short term effects during construction as a result of the presence of construction activity and equipment. This will affect, for a temporary period, the character and quality of the northern edge of the Inter War Suburbs-North Hillingdon townscape (to the south of the site).

The buildings and landscape have been carefully designed to integrate the Development into the surrounding townscape and landscape of Hillingdon. New tree planting, at street and podium level, will mature and help screen and integrate the Development.

It should also be note that the proposed development is lower and significantly less bulky and prominent than the extant office block permission ref: 3049/APP/2001/526. This application, for a 5 storey office block, was approved on 15/7/2002 and the developer commenced work within the requisite 5 year period by installing the roundabout on Freezeland Way. In doing so, the development remains extant and could be implemented at any time with no further time limits.

Overall, it is considered that the scheme adequately protects the environment in terms of the landscape and Green Belt. As a result of the use of sustainable materials and innovative design concepts, these measures are considered to create their own foiling sufficient to mitigate any potential the harm to the Green Belt. The proposal therefore complies with Policies BE26, BE38, PR23 and OL5 of the Local Plan.

## **7.6 IMPACT ON THE CHARACTER AND APPEARANCE OF THE AREA**

Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to ensure that new development makes a positive contribution to the character and amenity of the area in which it is proposed. Policy BE13 states that, in terms of the built environment, the design of new buildings should complement or improve the character and appearance of the surrounding area and should incorporate design elements which stimulate and sustain visual interest. Policy BE38 requires new development proposals to incorporate appropriate landscaping proposals. Policy BE26 states that within town centres the design, layout and landscaping of new buildings will be expected to reflect the role, overall scale and character of the town centres as a focus of shopping and employment activity.

In terms of urban design, site specific policy PR23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) requires development to be of a form of architecture and design which maintains a satisfactory relationship with nearby residential properties, Hillingdon Circus, the Green Belt and surroundings from which it is prominent. Policy BE35 requires major development adjacent and visible from the A40 to be of a high standard of design.

Several design related policies have been saved within the UDP. Policy BE13 seeks for the layout and appearance of the development to harmonise with the existing street scene and features of an area. The design should take account of the need to ensure that windows overlook pedestrian spaces to enhance pedestrian safety (Policy BE18). In addition, Saved Policy OE1 prohibits proposals that are to the detriment of the character and appearance of the surrounding properties or area.

Policy BE19 seeks to ensure that proposals compliment or improve the amenity and character of the area. Policy BE20 furthers that residential layout should facilitate adequate daylight and sunlight penetration into and between them. Should any buildings result in a significant loss of residential amenity by means of their siting, bulk and proximity, planning permission will be refused under Policy BE21.

Policy BE26 relates to town centres, stating that the design, layout and landscaping of new buildings will be expected to reflect the role, overall scale and character of the town centres as a focus of shopping and employment activity.

It is acknowledged that the present open and degraded site, together with the vacant adjoining Hillingdon Circus site to the west are major detractors in North Hillingdon's function as a local shopping centre. This is made worse by the presence of highway infrastructure and the domination by road traffic. The site is clearly in need of an appropriate scheme of redevelopment, bringing regeneration, vibrancy and improvements to the townscape of North Hillingdon. However these need to be integrated in a way that brings improvements to the whole environment of the Circus and not merely the site itself.

## **7.7 IMPACT ON NEIGHBOURS**

Policies BE20 and BE21 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to prevent developments which would be detrimental to the amenity of nearby occupiers by way of their siting, bulk, proximity or loss of light.

There are no residential properties that directly abut the site. The nearest residential properties are in Freezland Way opposite. The development would be separated from residential properties by roads on all sides. This separation is adequate to ensure the development does not have adverse impacts on the amenity of residential occupiers in respect of dominance or loss of light.

Policy BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to ensure that new developments do not have adverse impacts on the amenity of existing residential properties due to loss of privacy.

The buildings would be over 21m from the nearest residential property in Freezland Way and would be separated by the road itself. This is sufficient to ensure no harm to the residential occupiers by loss of privacy. Accordingly, the proposal would comply with policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

Accordingly, the proposal would comply with policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

Issues relating to air quality and noise are dealt with elsewhere in this report.

#### **7.7.1 LIVING CONDITIONS FOR FUTURE OCCUPIERS**

Policy BE23 of the UDP requires the provision of external amenity space, sufficient to protect the amenity of the occupants of the proposed and surrounding buildings and which is usable in terms of its shape and siting. The Council's SPD Residential Layouts specifies amenity space standards for flats.

Hillingdon Design and Accessibility Statement (HDAS) Supplementary Planning Document - Residential layouts, suggests that the following shared amenity space for flats and maisonettes is provided:

- 1 bedroom flat - 20m<sup>2</sup> per flat
- 2 bedroom flat - 25m<sup>2</sup> per flat
- 3+ bedroom flat - 30m<sup>2</sup> per flat

Based on the current accommodation schedule the required amenity space provision for 208 dwellings would be as follows:

- 49 x 20 = 980sq m
- 44 x 25 = 1100sq m
- 14 x 30 = 420sq m
- total = 2500sq m

The current development proposal provides 3,451m<sup>2</sup> of amenity space in the form of shared amenity space at ground and roof level together with private balconies and roof terraces. Childrens play space is also provided.

- Shared amenity space = 1,560msq
- Balconies = 982.3msq
- Terraces = 908.7msq
- Total = 3,451msq

The amenity space provided is considered acceptable, in compliance with the Hillingdon Design and Accessibility Statement (HDAS) Residential Layouts and Saved Policy BE23 of the Local Plan.

Overall, it is considered that the scheme would provide for sufficient amenity space of a satisfactory quality. As such the provision of amenity space is considered to accord with Policy BE23 (which requires sufficient provision of amenity space for future occupiers in the interest of residential amenity).

The London Plan (July 2011) sets out minimum rooms sizes for various sized residential units. The proposal is for 49 x 1 bedroom flats, 44 x 2 bedroom and 14 x 3 bedroom flats. The applicant submitted amended plans with all unit sizes meeting the minimum floor space standards as set out above. The scheme now accords with the London Plan (July 2011) minimum standard and is as such considered acceptable.

Policies BE20, BE23 and BE24 seek to protect the amenity of new residents by requiring adequate daylight, access, external amenity space and the protection of resident's privacy.

The applicant has submitted a daylight/sunlight assessment which indicates that the proposed development would receive appropriate levels of sunlight. Further officers have considered the layout of the development in detail and consider that all of the proposed residential accommodation would receive appropriate levels of light.

The Council's HDAS provides further guidance in respect of privacy, in particular, that the distance between habitable room windows should not be less than 21m. In this regard, the proposed unit windows are separated from other dwelling windows by more than 21 metres, which is consistent with the Council's Supplementary Planning Guidance. The placement of balconies on the northern elevation with a depth of 1m would not compromise compliance in this regard.

Whilst the scheme has been designed to ensure separation distances of at least 21m to existing neighbouring properties, there were initial concerns about separation distances between units within the proposed scheme.

Separation distances between habitable room windows of units within the scheme are 17.7m between Core B and Core C; 18m between Core A and Core B and 20.6m between Core E and Core G. There are also instances where the distance between a balcony and habitable room of a neighbouring flat is 12m, at the northern end of the site close to the Bentinck Road exit. However, following negotiations with the applicant amended plans have been submitted and each unit has been designed in such a way, using measures such as fins and screens, to prevent interlocking between and overlooking of the affected units. In this regard, Officers are satisfied that there would be no detrimental overlooking as to justify a refusal within the proposal.

As such the development is considered to provide an acceptable level of accommodation in accordance with Policies BE20, BE23 and BE24 of the Local Plan Part 2.

## **7.8 TRAFFIC IMPACT, CAR/CYCLE PARKING, PEDESTRIAN SAFETY**

The National Planning Policy Framework (NPPF) at Paragraph 32 states that plans and decisions should take account of whether safe and suitable access to the site can be achieved for all people; and development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. Paragraph 35 of

NPPF also refers to developments and states that developments should be located and designed where practical to give priority to pedestrian and cycle movements; create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.

Local requirements in relation to impacts on traffic demand, safety and congestion are set out in Local Plan Part 2 policy AM7 which states:

The LPA will not grant permission for developments whose traffic generation is likely to:

- (i) unacceptably increase demand along roads or through junctions which are already used to capacity, especially where such roads or junctions form part of the strategic London road network, or
- (ii) prejudice the free flow of traffic or conditions of general highway or pedestrian safety

TfL is the highway authority for A40 Western Avenue, while LB Hillingdon is responsible for the rest of the road network in this area. TfL buses operate on Long Lane.

Members will note that local residents and residents associations have raised concerns regarding increased traffic generation and congestion at Hillingdon Circus junction. Both the Ickenham Residents Association and Oak Farm Residents Associations have provided detailed responses to the consultations, and these have been reproduced in full in the External Consultees section of this report.

The Council has appointed an external transport consultancy Parsons Brinckerhoff (PB) to undertake the review of the Transport Assessment and associated documents by the developer's transport consultants.

The private cycle parking proposals remain unacceptable, mainly due to access, safety, unattractiveness/usability concerns. The primary access to the private housing cycle store is via the goods/refuse entrance from the service yard. Thus, cyclists are expected to ride/walk through a HGV turning area that has no dedicated cycle or pedestrian path, putting cyclists at risk of being hit by goods vehicles. On refuse collection days, in particular, this would be a serious safety concern, as cyclists will emerge from the building into an area that refuse vehicles may be reversing into – therefore being unsighted by the driver.

In addition to the safety issues related to the primary access route to the private housing cycle store, there is an issue of attractiveness of use. It would appear that only one lift is available for the transportation of refuse bins for the whole housing development. This lift is therefore likely to be used frequently for refuse. Cyclists will have to use this lift and, as a result are far more likely to have to put up with spillages, breakages and odours from the bins that other residents can avoid. This is likely to discourage cycling, rather than encourage it.

The proposed secondary access for cyclists to the private housing cycle store remains poor, with three doors to be negotiated in order to access the goods lift.

The faults are so severe as to justify a reason for refusal. Officers have considered if it is possible to remedy the faults through conditions requiring revised designs. However, as major changes to the proposed building footprint and/or layout are likely to be required to achieve a satisfactory result, it is considered that conditioning would not be an appropriate or viable approach.

There are a number of concerns with the proposed shared foot/cycleway north of the service yard entrance, for which little design detail has been given to demonstrate feasibility and safety. These concerns could potentially be resolvable, but may require reconfiguration of the drop-off/bus area to achieve a satisfactory result. It is considered that a satisfactory solution can be secured by way of suitable provisions in the S106 agreement.



The revised layout for the proposed two-lane westbound approach to the site access roundabout (VD12048 Hillingdon-01) is deficient as it does not provide sufficient entry path radius. It is non-compliant with the DMRB design standard TD16/07 and has not been subject to a Road Safety Audit (RSA). The proposed design is a significant safety concern and (as recommended by the external third party consultants) officers consider it unacceptable. One possible means of resolution would be to move the eastbound roundabout exit northwards, taking part of the slope and installing a retaining wall. However, this could require changes to the proposed building footprint and would have major cost implications. In the absence of a satisfactory design from the applicant and given the significant change and costs likely to be associated with the aforementioned possible solution, it is not considered practicable that a satisfactory design can be secured by way of S106 agreement or condition.

Overall the application fails to demonstrate that the proposed development would not be detrimental to highway and pedestrian safety and free flow of traffic. More specifically the inadequate provision and design of the hotel cycle parking, the proposed shared cycle/pedestrian footpath north of the service yard entrance and the proposed two lane west bound approach to the entrance roundabout would have a significant detrimental impact on highway safety and the free flow of traffic contrary to Policies 6.9, 6.11 and 6.12 of the London Plan (July 2011) and policies AM7, AM8 and AM9 of the Hillingdon Local Plan Part 2.

## **7.9 URBAN DESIGN, ACCESS AND SECURITY**

Issues of design and accessibility are addressed elsewhere within the body of the report.

In respect of security, the submitted design and access statement details various areas where security has been taken into account in the design of the proposals including:

- (i) Natural Surveillance;
- (ii) Appropriate Levels of Lighting;
- (iii) Provision of internal and external CCTV;
- (iv) Design of the car park to comply with Park Mark standards; and
- (v) Provision of appropriate boundary treatments.

It is considered that the submitted documentation demonstrates that security and safety considerations have formed a fundamental part of the design process and have been appropriately integrated into the scheme. The Metropolitan Police Crime Prevention Officer raises no objections to the proposed security measures. The implementation of specific measures such as lighting, boundary treatments and CCTV could be secured by way of appropriate conditions in the event the application was approved.

## **7.10 ACCESS FOR PEOPLE WITH A DISABILITY**

The Equality Act 2010 seeks to protect people accessing goods, facilities and services from direct 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.

Policies 7.2 and 3.8 of the London Plan provide that developments should seek to provide the highest standards of inclusive design and this advice is supported by the Council's Supplementary Planning Document - Accessible Hillingdon.

The application is supported by a design and access statement and incorporates a number of measures to incorporate the requirements of inclusive design including appropriate gradients and flush kerbs within car parking areas for the retail store and hotel and full compliance with Part M of the Building Regulations and the Disability Discrimination Act, including but not limited to the provision of flush thresholds, wheelchair accessible lifts, disabled toilets and baby change facilities. However the Design and Access Statement does not explain in detail how the principles of access and inclusion have been applied.

In view of the above, the Council's Access Officer has made a number of observations which are summarised elsewhere in the report. These relate to the location and access to disabled parking, glass doors, cash point machines, signage, accessible toilets, baby changing facilities, details of refuge areas and/or emergency evacuation procedures, and details of a fire in emergency plan. specific observations have been made with regard to the proposed hotel regarding the minimum provision of accessible bedrooms as a percentage of the total number of bedrooms and internal access arrangements, lighting levels toilets, directional signage, lifts and fire evacuation procedures.

The Access Officer has assessed disabled parking provision and has advised that he raises no objection, in that the level of provision proposed would exceed the requirements set out within the Council's Supplementary Planning Document - Accessible Hillingdon. However, the store car park would also be served by 6 parent and children spaces which would also to a size which could be used by disabled users and located an appropriate distance from the store entrance. Given that the proposal would comply with the Council's Local Guidance and that the parent and children spaces provide additional flexibility with regard to parking no objection with respect to the provision of inclusive parking for the retail store.

The hotel would be served by 9 spaces marked out to an appropriate standard for use by blue badge holders, which fully complies with both the Council's Local Guidance and the London Plan.

It is considered that should the application be approved, detailed matters could be deal with by way of suitably worded conditions and an informative. Subject to a condition to ensure the provision of facilities designed for people with disabilities are provided prior to commencement of use, the scheme is considered to comply with Policy R16 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), London Plan policies 7.1 and 7.2 and the Council's Supplementary Planning Document 'Accessible Hillingdon'

## **7.11 HOUSING MIX, AFFORDABLE HOUSING AND SPECIAL NEEDS HOUSING**

The London Plan sets the policy framework for affordable housing delivery in London. Policies 3.10 -3.13 requires that boroughs should seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mix-use schemes, having regard to their affordable housing targets.

The application exceeds the threshold of 10 units and above, therefore affordable housing provision by way of a S106 Legal Agreement is required. The requirement is for 35% of units to be affordable. The applicant advises that the schemes finances are finely balanced and that only 15% could be provided. A Financial Viability Assessment (FVA) was provided by the applicant, which has been reviewed by an appropriately qualified, third party, financial consultant. The advice is that the FVA is accurate.

The NPPF states that planning obligations should not be so onerous as to make schemes unviable, and that where appropriate the development economics of proposals should be taken into account. In this case there would be substantial benefits arising from the scheme which would outweigh the limited provision of affordable housing.

Paragraph 5.22 states that the Council will seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mixed use schemes. The policy acknowledges a balance between the need for affordable housing that the economic viability of private housing developments. Where less than 35% affordable housing is proposed, a justification for the departure from the London Plan will be required, together with a financial viability appraisal to demonstrate that the maximum affordable housing provision is being delivered on site.

The application exceeds the threshold of 10 units and above, therefore affordable housing provision by way of a S106 Legal Agreement is required.

The developer has advised that in this case the development would not be viable or required to deliver 35% of the units as affordable housing. A Financial Viability Assessment (FVA) has been provided, and this has been checked by an independent and appropriately qualified 3rd party financial consultant. The advice from the financial consultant is that the assumed sale prices are reasonable (based on evidence of actual sales achieved in the area).

The Financial Consultant did however identify anomalies in the cost plan, the contingency to build costs, which tend to overestimate costs. This was used to renegotiate the amount of planning obligations being sought.

In this case there are a variety of mitigation measures necessary, and the money has been allocated between to these, which were considered to be of importance, and officers consider than being all directed towards affordable housing provision. The obligations including off site highways works. Extensive works are necessary, and arguably as important as achieving affordable housing. In addition obligations are sought for public transport contributions to the tune of £250,000 for the extension of the U10 bus service to Hillingdon Station. Travel plans, employment and hospitality training, construction training (equivalent to £145,432), public realm improvements to the value £252,310, an contribution of £288,950 towards schools, a health contribution in the sum of £41,596, library contribution, air quality and community facilities and monitoring and management.

Officers consider that the correct balance has been struck in terms of how funds available have been distributed, although this has resulted in less than 35% affordable housing being sought.

The current economic climate is not bright, however in future years things may improve. Higher revenues (sales prices) may be achieved, and the scheme finances could improve. To this end a review mechanism would be incorporated into any legal agreement (were the scheme considered acceptable), requiring the financial position to be reviewed when the scheme is built to see if more affordable housing can be delivered at that time.

## **7.12 TREES, LANDSCAPING AND ECOLOGY**

Saved Policy BE38 stresses the need to retain and enhance landscape features and provide for appropriate (hard and soft) landscaping in new developments.

The application is supported by a tree survey, arboricultural implications report and by landscaping plans covering the retail stores, hotel and associated residential developments.

The Council's Trees and Landscape Officer has reviewed the proposals and considers that; subject to conditions to secure the protection of retained trees, the implementation of

updated landscaping proposals and their maintenance; the proposal would provide an appropriate landscape environment in terms of Policy BE38.

### **7.13 SUSTAINABLE WASTE MANAGEMENT**

With regard to collections, the Highway Engineer advises that the proposed access and road layout is suitable for the Council's refuse vehicles to enter the site in a forward gear, manoeuvre within the site and exit in a forward gear. Refuse collection points are provided for the flats, the refuse collection vehicle can manoeuvre up to/close to the various collection points.

The residential element of the scheme would result in 15,680 litres of refuse per week. This would require at least 15 x 1100 litre euro bins to be provided for refuse storage within the site. The proposal makes provision for 16 x 1100 litre bins, which is considered adequate in terms of the quantum of refuse storage provided. Refuse is provided in 8 refuse stores at podium level in each of the cores of the proposed residential buildings.

Waste facilities are also provided for the proposed Morrisons Supermarket in the service yard and for the proposed Hotel at ground floor level.

The level of waste and recycling provision is acceptable and vehicle tracking diagrams have been submitted demonstrating that the development can be adequately serviced by refuse vehicles.

### **7.14 RENEWABLE ENERGY/SUSTAINABILITY**

Policies within Chapter 5 of the London Plan require developments to provide for reductions in carbon emissions, including a reduction of 25% in carbon emissions, in line with Code for Sustainable Homes Level 4.

The application is accompanied by both an Energy Strategy and Sustainability Statement. These confirm that the residential development will be built to Code for Sustainable Homes Level 4, achieving a 21% reduction in annual CO<sub>2</sub> emissions and increasing the pass rate over Building Regulations CO<sub>2</sub> emission targets to over 25%. Both these technical documents demonstrate that the development will be built to comply with local and regional energy and sustainability planning policies. Subject to an appropriate condition to secure this implementation within the final design the scheme will comply with adopted policy.

The Council's Energy Officer has reviewed the submission and raised no objections, subject to the provision of conditions to ensure further details are submitted and the details contained within these being secured. As such the application is considered acceptable in this regard.

### **7.15 FLOODING ISSUES**

Policies OE7 and OE8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to ensure that new development incorporates appropriate measures to mitigate against any potential risk of flooding. The application is not located within a zone at risk of flooding, however due to the size of the development, it is necessary for it to demonstrate that it would incorporate sustainable drainage techniques and reduce the risk of flooding, in accordance with the requirements of Policies 5.11, 5.12 and 5.13 of the London Plan and the NPPF.

A Flood Risk Assessment (FRA) has been submitted as part of the application. Retail and hotel led development requires large areas of car parking and utilising permeable paving

provides filtration at source as well as attenuation. Therefore both rainwater harvesting and SUDS are to be incorporated within the scheme.

The Environment Agency have reviewed the proposal and raise no objection, subject to the imposition of conditions. As such, subject to those conditions it is not considered that the development would increase the risk of flooding or have an adverse impact on water quality. Accordingly, the proposal would comply with Policy OE8 of the Local Plan part 2.

## **7.16 NOISE AND AIR QUALITY**

### Noise

The Government's National Planning Policy Framework (NPPF) which replaces PPG24 (Planning and Noise) gives the Government's guidance on noise issues. NPPF paragraph 123 states that planning decisions should (i) avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development, and (ii) mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from new development, including through the use of conditions. According to the Government's Noise Policy Statement for England (NPSE) of March 2010, these aims should be achieved within the context of Government policy on sustainable development.

Saved Policies OE1 and OE3 of the Local Plan seek to protect the environment from the adverse effects of pollutants and to ensure sufficient measures are taken to mitigate the environmental impact of the development and ensure that it remains acceptable. Saved Policy OE3 seeks to ensure that uses which have the potential to cause noise be permitted only where the impact is appropriately mitigated.

A noise report has been submitted in support of the application. The report considers the development covered by this application. The report concludes that with appropriate mitigation measures, the development could proceed without the likelihood of harming the amenity of existing or proposed residential dwellings. The Council's Environmental Protection Unit (EPU) has reviewed the Noise Report, taking into account both applications. In summary, the EPU accept that the policy requirements of the NPPF and NPSE can be met for the various noise issues, by the imposition of appropriate planning conditions controlling noise impacts, subject to a condition being imposed requiring noise insulation and ventilation, to provide satisfactory internal noise levels in the proposed new residential blocks.

### Air Quality

The London Plan, Policy 7.14, supports the need for development to be at least air quality neutral and not lead to further deterioration of existing poor 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 A40. It is likely the air quality will continue to be poor in the area due to existing traffic issues without development, and it will likely worsen due to increase in traffic as a consequence of the development.

The Council considers that the impacts on air quality will be negative. However, this should not automatically result in a refusal. Subject to clear measures to reduce the impacts of the development (including green travel plans and contributions to public transport), when considered on an individual basis, objection would not be made to the proposal.

As the development is in and will cause increases in an area already suffering poor air quality, the Council's Environmental Protection Unit has also requested a contribution of up to £25,000 to the air quality monitoring network in the area to be secured by way of a Section 106 Agreement in the event the scheme is approved.

Subject to conditions and planning obligations, it is considered that the impact of the development on the air quality of the area can be mitigated, to the extent that refusal of the application on these grounds would not be justified.

## **7.16 COMMENTS ON PUBLIC CONSULTATION**

### Submissions in Support

At the time of writing the report, in total 18 letters and a petition in support with 216 signatories have been received supporting the proposals and are summarised below:

1. This is a far better proposal than the one submitted by Tesco's. It appears to be more suitable to the area and would have less impact on existing businesses.
2. We have waited many years for a decent project for this corner of Hillingdon Circus. The Tesco plans are not suitable and they have taken little trouble to see how it would affect the area whereas Morrison's have really done their homework. Their scheme will enrich the area and bring the circus back to life.
3. It would be great to have a local supermarket, saving the journey to Ruislip, Uxbridge or Hayes. This development would help to re-vitalise the area, creating jobs and homes on a brown field site.
4. Development will create jobs.
5. Morrisons offer a better food choice.

#### Planning Officer Comment:

*The comments in support have been noted. Whilst the submissions has been made in support of Morrisons, it should be noted that planning permission, should it be granted, would relate solely to the use (i.e an A1 supermarket) and not to any particular supermarket company. Thus any A1 supermarket provider could utilise the site in the future.*

### Submissions in Objection

In addition, 69 letters or internet representations have been received objecting on the following grounds:

1. Impact on already heavily trafficked roads.

#### Planning Officer Comment:

*This issue has been assessed by the Council's Highways Officer who has raised concerns regarding the potential impact on the free flow of traffic.*

2. Long lane is already the major route north and south for the three main emergency services. Creating more traffic and more junctions will only slow these very important services down.

#### Planning Officer Comment:

*These issues have been assessed by the Council's Highways Officer who has raised concerns regarding the potential impact on the free flow of traffic.*

3. No need for another store let alone 2 (with the Master Brewer Tesco).

#### Planning Officer Comment:

*'Need' is not a planning consideration.*

4. Loss of trade for local stores.

Planning Officer Comment:

*This has been assessed within the principle of development section.*

5. Insufficient parking

Planning Officer Comment:

*Car parking provision has been assessed by the Council's Highways Officer who has raised no objection in this regard.*

6. Disruption during construction Nuisance to residence and increased noise and air pollution.

Planning Officer Comment:

*The issue of noise and disturbance during construction is controlled by separate Environmental Protection legislation.*

7. The hotel is out of keeping for the site but a lower height is more acceptable.

Planning Officer Comment:

*The hotel has been assessed by Design Officers and is deemed acceptable in both scale and design.*

8. Overdevelopment of the site

Planning Officer Comment:

*The scheme has been assessed and is deemed to not represent an overdevelopment of the site.*

9. Against the principle of the hotel

Planning Officer Comment:

*The principle of the hotel has been assessed and is deemed acceptable.*

10. Design unattractive

Planning Officer Comment:

*The design of the development has been assessed by the Council's Design Officer. Following concerns with the initial design the scheme was amended to the satisfaction of officers. The scheme is considered to be in keeping with and add positively to the character of the area.*

11. Eye sore on the landscape

Planning Officer Comment:

*Please see point 10 above.*

12. Development should be coordinated with the Tesco Master Brewer site

Planning Officer Comment:

*The Commutative Assessment, carried out by officers, has demonstrated that both developments cannot be carried out together.*

13. More housing will add to the traffic congestion.

Planning Officer Comment:

*This has been assessed by the Council's Highways Officer and is addressed in the traffic section.*

14. More parked cars and vehicles within this vicinity.

Planning Officer Comment:

*The car provision for the development has been assessed by the Highways Officer and is deemed acceptable. As such it is not considered that the development will result in indiscriminate parking in the area.*

15. The residential element of the development will have a severe impact on already over stretched local services.

Planning Officer Comment:

*The Council's S106 has negotiated Heads of Terms for a S106 agreement should permission be granted. These Planning Obligations would offset the increased demand for services.*

16. Noise from deliveries and will bring crime to the local area.

Planning Officer Comment:

*Should planning permission be granted conditions would be added to the decision restricting deliveries to times of the day which are not noise sensitive. In terms of crime, a Secure by Design condition would be added, which would require the scheme to incorporate crime prevention measures.*

#### Ickenham Residents Association Comments

*The Ickenham Residents Association submitted three sets of comment to the Council. These were assessed by Officers and a meeting was held with the Highways Officer to discuss their concerns. The issues raised were taken into account and changes made to the proposals and clarification sought on issues where it was deemed necessary.*

### **7.17 PLANNING OBLIGATIONS**

Policy R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) is concerned with securing planning obligations to supplement the provision 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 saved UDP policies are supported by more specific supplementary planning guidance.

The Council's Section 106 Officer has reviewed the proposal, as have other statutory consultees, including the Greater London Authority and Transport for London. The comments received indicate the need for the following contributions or planning obligations to mitigate the impacts of the development, which have been agreed with the applicant:

Overall, it is considered that the level of planning benefits sought would be adequate and commensurate with the scale and nature of the proposed development. However, whilst the applicant has agreed to the Heads of Terms, the S106 has not been signed and as such the proposal fails to accord with Policy R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

### **7.18 OTHER**

The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. A positive planning system is essential because, without growth, a sustainable future cannot be achieved.

In this case the Local Planning Authorities has worked proactively with the applicants to try and secure a development that improves the economic, social and environmental conditions of the area. At the heart of the National Planning Policy Framework (NPPF) is a presumption



in favour of sustainable development, which should be seen as a golden thread running through decision-taking.

The NPPF notes that Planning Authorities should approve development proposals that accord with the development plan. That is granting unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

In assessing and determining the development proposal, the local planning authority has applied the presumption in favour of sustainable development. However regard needs to be had to the fact that the governments definition of sustainable development is that which complies with an up to date development plan. In this case there are significant adverse impacts that would arise. Accordingly, it is not considered that there are any overriding factors or that the proposed development would better meet the requirements of the up to date development plan in force.

## **8. OBSERVATIONS OF BOROUGH SOLICITOR**

### General

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

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

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

### Planning Conditions

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

### Planning Obligations

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

### Equalities and Human Rights

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

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

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

## **9. CONCLUSION**

The retail component of the development accords with the sequential approach set out in the NPPF and on its own (on balance) it is not considered that refusal of the scheme is justified in terms of retail impacts. Comments from the Mayor indicate that the location of the proposed store will not have an adverse impact on the North Hillingdon or other centres in the catchment area.

While there are concerns in terms of air quality, the Council's Specialist officer considers that subject to conditions and planning obligations, on balance refusal of the scheme in relation to air quality impacts is not warranted.

The application is complaint in terms of residential amenity for future occupiers and would not cause harm to the amenity of existing residents due to overlooking or loss of light.

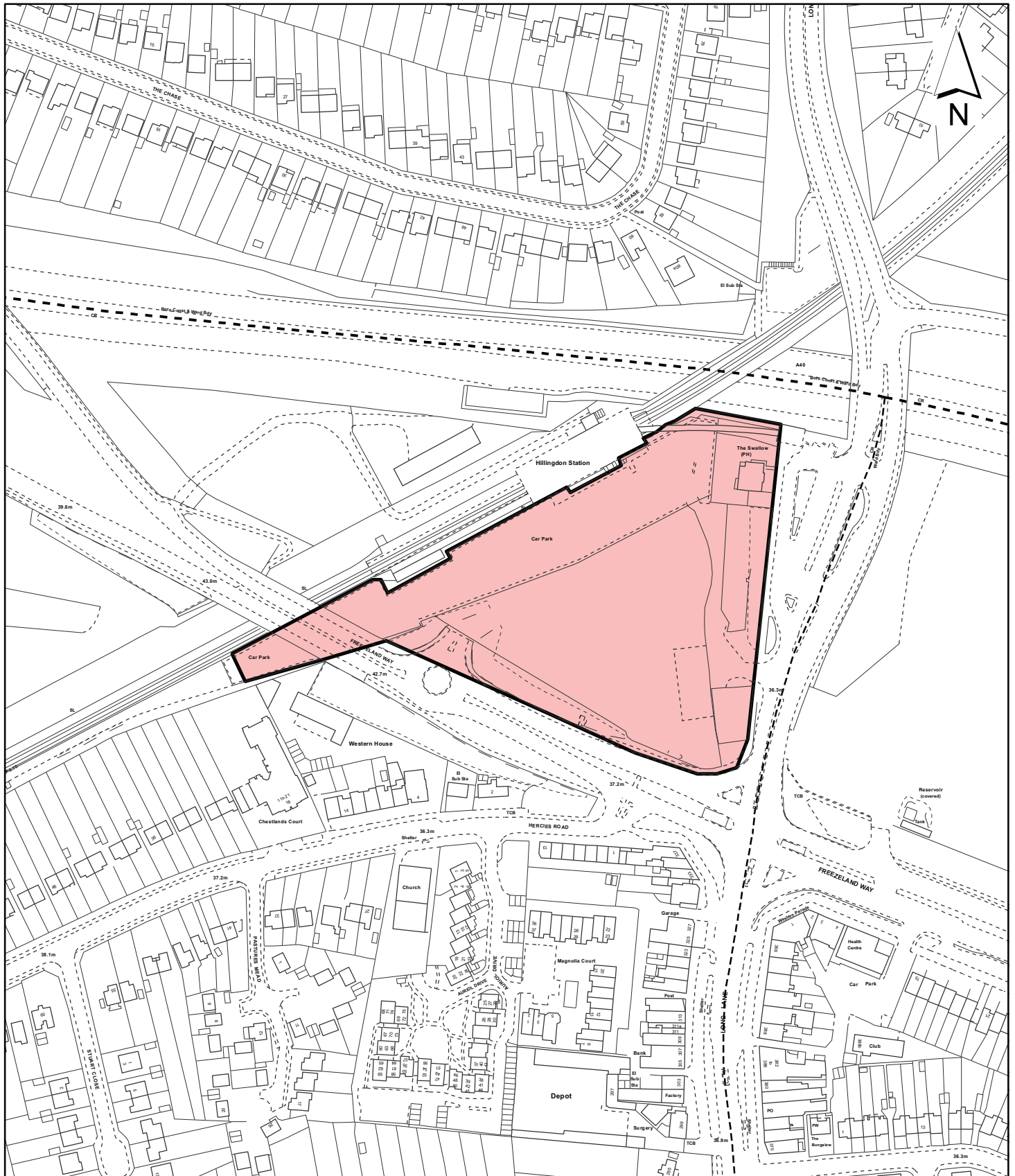
However, concerns are raised in terms of traffic and highways matters, it is not clear that solutions could be found to resolve these issues. The potential for the proposal to cause unacceptable harm in highways terms is significant, and there is simply not certainty that that the impacts will not occur. In this regard refusal is recommended.

## **10. REFERENCE DOCUMENTS:**

The Hillingdon Local Plan: Part 1- Strategic Policies (8th November 21012)  
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)  
London Plan 2011  
National Planning Policy Framework (NPPF)  
The Greater London Authority Sustainable Design and Construction (2006)  
Council's Supplementary Planning Guidance - Community Safety by Design  
Council's Supplementary Planning Document - Air Quality  
Hillingdon Supplementary Planning Document: Accessible Hillingdon January 2010)

**Contact Officer:**

Matt Kolaszewski



**Notes**

 Site boundary

For identification purposes only.

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Site Address

**Land adjacent to Hillingdon Station  
and Swallow Inn, Long Lane  
Hillingdon**

Planning Application Ref:

**3049/APP/2012/1352**

Planning Committee

**Major Applications**

Scale

**1:2,500**

Date

**September  
2013**

**LONDON BOROUGH  
OF HILLINGDON  
Residents Services**

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



**HILLINGDON**  
LONDON

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## APPENDIX B

### Report of the Head of Planning, Green Spaces and Culture

#### CUMULATIVE ASSESSMENT

- Address 1:** FORMER MASTER BREWER SITE, FREEZELAND WAY
- Development:** Mixed use redevelopment comprising the erection of a 3,543 sq.m foodstore (GIA) (Use Class A1), (inclusive of delivery areas) with 181 car parking spaces and 32 cycle spaces; 3 additional retail units, totalling 1,037 sq.m (GFA) (Use Class A1 to A5); a 100 sq.m safer neighbourhoods unit (Use Class D1); a 7 storey (plus plant level) 84 bedroom hotel (Use Class C1), with 18 car parking spaces and 16 cycle spaces; together with associated highways alterations and landscaping.
- LBH Ref Nos:** 4266/APP/2012/1544
- Drawing Nos:** SEE INDIVIDUAL REPORT
- Date Application Received:** 08-06-12
- Date Application Valid:** 12-06-12
- Address:** FORMER MASTER BREWER SITE, FREEZELAND WAY
- Development:** Erection of 5 part 4, part 5 storey blocks to provide 125 residential units (Use Class C3) with 99 car parking spaces and 150 cycle parking spaces and associated highways alterations, together with associated landscaping (outline application).
- LBH Ref Nos:** 4266/APP/2012/1545
- Drawing Nos:** SEE INDIVIDUAL REPORT
- Address 2:** LAND ADJACENT TO HILLINGDON STATION & SWALLOW INN LONG LANE
- Development:** Demolition of the existing public house and timber yard, and the erection of a mixed use redevelopment comprising a foodstore (7829m2 GEA) (Use Class A1); a 6 storey 82 bed hotel (Use Class C1); a 720m2 restaurant/public house facility (Use Class A3/A4); and 107 residential units (Use Class C3), together with reconfiguration of the existing commuter car park, and associated landscaping, car/cycle parking and ancillary works.
- LBH Ref Nos:** 3049/APP/2012/1352

## **1. SUMMARY**

The Council has before it two schemes, the Spenhill scheme, comprising a full and outline application at the former Master Brewer site and the Bride Hall scheme at the Hillingdon Circus site, both for mixed use development in North Hillingdon. Both schemes propose a comprehensive mixed-use retail-led development incorporating residential, hotel, and in the case of the Spenhill scheme, a community facility and café/ bar. Because of the need to consider the cumulative impacts of the schemes, the applications are being considered together at the same committee meeting.

There are objections to the Bride Hall scheme on its own on traffic grounds. However, to provide for a scenario where the Committee consider that objection not to warrant refusal, it is appropriate to consider if the cumulative impacts of allowing both proposals would be acceptable. This will also assist the applicant in formulating alternative proposals in the future.

Cumulatively, the impact of both schemes together, in terms of retail, air quality and highway considerations is judged to unacceptable.

## **2. PROCEDURAL MATTERS**

Consideration needs to be given as to whether the grant of two planning permissions in this case would be acceptable in planning terms. Of relevance here will be the Development Plan Policies. The existence of other planning applications and planning permissions is a material consideration and as such it is necessary to take account of whether the cumulative impact of these applications would accord with the development plan when making a judgement on the proposals.

Other material considerations should also be taken into account, including the NPPF and PPS4 technical guidance. This deals with matters such as retailscale, the sequential approach to site selection and impact on existing centres and accessibility.

However, if there is evidence that the cumulative impact of both permissions being implemented would be unacceptable in planning terms, then that evidence should be taken into account in dealing with the two applications. In this case, Retail Impact Assessments and Environmental Impact Assessments have been undertaken for both the Bride Hall's and Spenhill's applications. These assessments suggest that the cumulative impact of the two supermarkets together would be likely to have an unacceptable impact on town centres within the relevant catchment areas.

If it is judged that the two proposals' cumulative impact is unacceptable to the extent that only one permission can therefore be granted, then the approach to be taken is a full comparative assessment of each site against the other, in order to decide which scheme is preferred in planning terms. Any comparative assessment would need to be conducted in accordance with any relevant criteria in the Development Plan and/or against the material facts of the sites proposed. The comparative assessment must be fair and objective, such an assessment has been undertaken and is provided elsewhere on this agenda.

## **3. RELEVANT PLANNING HISTORY**

Since the first submission of applications by Spenhill on the Master Brewer site in July 2011, a planning application has also been submitted in relation to a retail-led development on

nearby land to the west (Hillingdon Circus). A request for a Screening Opinion in relation to this proposal was submitted to the Council on 14 October 2011, with an opinion subsequently issued on 1st November 2011. In isolation, it was concluded that the Hillingdon Circus proposals were unlikely to have significant effects in the context of EIA. On balance, however, the Council concluded that the prior submission of the Spenhill applications (submitted in July 2011) required Environmental Impact Assessment of the potential cumulative impacts arising from development on both sites.

The agents for the Spenhill scheme requested a Screening Direction from the Secretary of State (SoS) in order to confirm the situation with regard to the need for EIA in relation to the 2012 applications, in the light of the Hillingdon Circus proposals. The Secretary of State's Direction, dated 3 December 2012 confirmed that the proposals constitute EIA development. Whilst the SoS did not consider there to be any significant environmental effects regarding use of natural resources; production of waste; risk of accidents; or landscapes of historical, cultural or archaeological significance, he did consider that the environment was sensitive in terms of traffic and air quality. In addition, the SoS makes specific reference to the proposed Hillingdon Circus development, and the potentially cumulative impacts from both developments on traffic and air quality. On balance, he therefore concluded that EIA should be carried out in relation to these proposals. A full Environmental Statement has been submitted in support of the Spenhill applications which includes consideration of the cumulative impacts of both developments.

Similarly, agents for the Hillingdon Circus (Bride Hall's) Development submitted a request for a Screening Opinion to the Council on 14th October 2011. An opinion was subsequently issued on 1st November 2011. The Council's opinion acknowledged uncertainty as to the difficulty of interpreting statutory requirements to consider impacts which may be cumulative with other proposals. In isolation, it was concluded that the Bride Hall proposal was "...unlikely to have significant effects in the context of EIA". On balance, however, it concluded that the prior submission of the Development applications (submitted in July 2011) required Environmental Impact Assessment of the potential cumulative impacts arising from development on both sites. A full Environmental Statement has therefore been submitted in support of the Bride Hall application.

#### 4. CONSIDERATIONS

The Secretary of State's (SoS) Direction, dated 3 December 2012 confirmed that the Spenhill proposals constitute EIA development. The SoS makes specific reference to the proposed Hillingdon Circus development, and the potentially cumulative impacts from both developments on traffic and air quality.

Assessing the likely effects of a development require the consideration of other proposed developments that could together produce cumulative effects on the environment. All matters have been considered in terms of cumulative impacts. From this work, it is apparent that the main areas of concern in terms of cumulative impact are considered to be:

- **Transport** – There are known congestion problems in the area including impacts on a regional transport network.
- **Air Quality** – The site is designated an air quality management area due to levels of NO<sub>2</sub> that exceed minimum EU standards.
- **Retail** – Two new supermarkets could have a significant harmful impact on the vitality and viability of other town centres.

This cumulative assessment focuses on these topics, although commentary is provided on other topics where necessary. It is also relevant to note that all three main topics are inherently linked.

#### **4.1 TRANSPORT**

The cumulative transport effects of the Hillingdon Circus Mixed Use Redevelopment scheme have been assessed, in addition to the Master Brewer proposed development. The conclusion of the latest cumulative traffic impact assessments i.e. Spenhill and Bride Hall combined, undertaken by SKM, Spenhill's transport consultants, and Vectos, Bride Hall's transport consultants, suggests that the cumulative traffic impact with mitigation will be significantly detrimental.

Considering that:

- The surrounding highway network carries very high volumes of traffic, especially during traffic peak periods, and experiences traffic congestion;
- The Spenhill and Bride Hall developments combined will generate high volumes of traffic, where the highway network is already well congested; and
- Cumulative impact results submitted by both the developers show a significant worsening of junction performance.

There are a number of unknowns in traffic modelling and when risk and impact are considered together, given the potential harm, there is too much uncertainty. It would be a highly risky to conclude that the residual cumulative traffic impacts of these two major developments are unlikely to be significant or severe. Officers therefore object to both developments proceeding together based on the adverse impacts on traffic.

#### **4.2 AIR QUALITY**

Officers do not agree with the findings of the individual air quality assessments and believe the results are not presented entirely fairly. This is largely related to a difference of opinion over the starting point and how to categorise the effects of the development.

Notwithstanding these concerns, even using this more precautionary approach, there is no need to refuse each individual application, as the impacts for the individual schemes can be better understood in isolation. It may well be (if they were to come forward in isolation) inappropriate to approve applications that have some detrimental impact in air quality terms when compared to other planning benefits of redeveloping the sites. In addition the conditions and S106 contributions can be easily managed for each site and these would go some way to reducing the increase in air quality impacts.

However the cumulative impact would give rise to a considerably greater detrimental impact on air quality which would not be outweighed by the benefits of the redevelopments. The Council considers that the approach taken in the cumulative air quality assessments give little weight to the existing situation. There is a reliance on the comparison of the development with the existing air quality impacts. However, such an assessment is misleading. The existing air quality problems are a result of thousands of car movements a day, an intensely developed urban area and movement of traffic throughout west London. It is obvious that the traffic generation from the combined developments is relatively minor compared to the existing situation. However, this is not the manner in which development plan policies, which seek to ensure individual developments do not lead to further deterioration of existing poor air quality, should be applied in assessing applications. The submitted assessments should have given greater weight given to the air quality



management area and the extent of the air quality problems (which includes levels that have significant adverse impacts on health).

The Council can accept the findings of the individual applications (ignoring cumulative impact) albeit with some reservations over the methodology. The relevant conditions would address the concerns. Individually, there is some difference of opinion between Council and applicants but not sufficient to warrant refusal.

However, when considering cumulative impacts, the scale and magnitude of both developments combined requires a much greater understanding of the air quality impacts before appropriate conditions and S106 contributions can be determined. The extent of the combined impacts is not sufficiently clearly set out in the cumulative assessments submitted by either applicant. The uncertainty of the impacts is greater in the cumulative situation and the information to support the suitability of both developments proceeding at the same time is insufficient on the part of both applications.

Officers therefore consider that there is no robust evidence that cumulatively the proposals will not cause significant adverse impacts on air quality.

### **4.3 RETAIL**

#### **Cumulative Impact Assessment**

Proposals for two supermarkets are currently being considered, and as such it is important to understand the cumulative retail impacts which may arise if both schemes were to be approved and implemented.

Due to the concerns over the reliability of the impact assessment submitted in support of the 'Bride Hall' proposal, officers have placed greater weight on the retail impact assessment submitted as part of the supermarket proposal on the former Master Brewer site as a starting point. To understand cumulative retail impacts on centres and planning investment, officers have simply added together the impacts that could be expected to arise from each store if implemented in isolation.

The dynamics of having two stores in such close proximity to one another would, in reality be much more complex, and may for example result in efficiencies (such as linked trips between the stores). Equally, the cumulative scenario (i.e. both stores are built and operate with the turnovers expected) could also amplify impacts (the appeal of two supermarkets in one location may become a destination for a very much wider catchment than has been envisaged for any individual store). Given the above, officers have taken a pragmatic approach to understanding the cumulative impacts.

#### **Cumulative Impacts on Planned Investment**

In respect of the planned investment, it is noted that the extension to the Sainsbury's store in Uxbridge has been planned for some time. Representations submitted on behalf of Sainsbury's confirm that the retailer is 'reviewing the viability of implementing the extension'. choice and range of products at that store.

Assuming that two stores come forward, the impact on the Sainsbury's store in Uxbridge would be in the vicinity of a 37% reduction in trade. That is to say the store would be trading at only 63% of what could be expected.

In assessing the risk to planned investment, it is important to consider whether the Sainsbury's extension is included as a key provision of the development plan. In this regard Local Plan Policy E4, is relevant. The Council's objectives for Uxbridge in order to strengthen its status as a Metropolitan Centre include promoting it as a suitable location for retail development. Whilst Uxbridge performs a significant comparison and service function as a major town centre (turnover in the impact year of £451m), the presence of a major foodstore in the centre is a clear strength of the centre. Prejudicing planned investment in that store would clearly undermine Development Plan policy.

While there is no set requirement to establish 'need' for a retail store, it is important to have an understanding of existing and predicted 'need' order to assess the impact on planned investment (.e.g. will there be sufficient 'need' to ensure the planned investment goes ahead were the current proposals also permitted). In this case given the cannibalisation of sales which would be necessary to support the new stores at Hillingdon Circus, it is not clear that sufficient need exists.

It is also important to recognise that the stores are competing for the same market opportunity and that there is evidence that Sainsbury's (who have lodged an objection about this very topic) are concerned.

The cumulative impact arising from the two current applications at North Hillingdon would together, as a consequence of limited need, result in substantial diversion from the Sainsbury's store, and represent a 'significant adverse' impact.

**Cumulative Impacts on Centres (convenience impact only)**

The Table below shows the estimated cumulative impact on centres as estimated by officers using the methodology discussed above:

<b>Cumulative Trade Draw %</b>	
<b>Uxbridge</b>	43%
<b>Ruislip</b>	18%
<b>North Hillingdon</b>	19%
<b>Ickenham</b>	5%
<b>South Ruislip</b>	6%

The cumulative impact shown above relates to trade loss in convenience goods sales. Whilst Uxbridge performs a significant comparison and service function as a major town centre the loss of 43% of its convenience goods trade is considered to significantly degrade the vitality and viability of the centre, and is not considered acceptable. There is clear evidence of significant adverse impact on Uxbridge as the focus of retail development in the Borough if two stores were to come forward at North Hillingdon.

Cumulatively these two store proposals taken together, and if implemented would radically shift the role and function of the North Hillingdon local centre. There is real concern that approving two stores in North Hillingdon would prejudice retail investment in Uxbridge; a centre which Development Plan policy is seeking to strengthen by promoting retail investment.

The NPPF is clear in stating that applications should be refused where there would be a 'significant adverse' impact upon existing centres.

The benefits of the schemes must be taken into account, including regeneration of derelict sites, the one time economic impacts from construction as well as the ongoing benefits of housing and employment etc, which would accrue if both proposals were built.

However, in this case the harm which would result to the Borough's main centre is significant, and on balance, the various benefits of the two schemes do not outweigh the harm in retail impact terms, and objection is raised to the cumulative impacts. Therefore considered it is considered that to allow permission for both schemes would have a significant and unacceptable impact..

#### **4.4 NOISE**

Noise contour maps are provided in the Spenhill Environmental Statement (ES) appendices shows the changes in noise levels due to cumulative effect. It shows the daytime and night time cumulative effect on proposed residential development blocks A-E (the Spenhill residential proposal). Comparing this with the contour maps in the acoustic report dated 22nd May 2012, this shows the overall cumulative noise effect will only be slight. The façade noise levels on each of the blocks will only change by few decibels. This is something which can be addressed by a noise condition for façade sound insulation.

The Master Brewer assessment also looked at changes in road traffic noise levels and found the cumulative impact to be negligible on existing residential properties in Freezeland Way (i.e. only a 1dB change). Car park noise will also be negligible and can be addressed by the previously recommended condition for a delivery management plan.

It is therefore not considered that the developments would have any unacceptable cumulative noise impacts and no objection is raised in this regard.

#### **4.5 LANDSCAPE AND VISUAL CHARACTER**

The two developments within the Hillingdon Circus area will result in an obvious change to the character of the area, with new retail and commercial buildings, residential blocks, 2 hotels and associated parking and landscape planting. The developments are predicted to have an indirect effect on some of the adjacent townscape character areas due to an increase in activity, due to the additional retail, commercial and residential uses on the sites.

The predicted cumulative effect would be of high magnitude on a character area of low sensitivity, resulting in a moderate to minor beneficial impact on the Hillingdon Circus character area.

Overall, it is not considered that the developments would result in an adverse impact on the urban character of Hillingdon Circus which is already dominated by brown field sites, road and rail infrastructure at present.

#### **4.6. OTHER ISSUES**

Officers having carried out a detailed analysis, including a series of workshops, agree with the Secretary of State's Direction that there are unlikely to be any significant cumulative environmental effects regarding use of natural resources; production of waste; risk of accidents; or landscapes of historical, cultural or archaeological significance. It is not considered that there would be any cumulative impacts with respect to the following: Day lighting, sun lighting, overshadowing and solar glare, ecology and nature conservation, ground conditions and contamination, refuse/recycling, surface water drainage and flooding.

## **5. CONCLUSION**

It is considered that the cumulative impact for both proposals coming forward in terms of traffic generation, retail impact and air quality are unacceptable to the extent that only one permission can therefore be granted. A further comparative assessment will be undertaken to weigh the benefits and harm of the individual schemes.

## **6. OBSERVATIONS OF BOROUGH SOLICITOR**

### General

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

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

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

### Planning Conditions

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

### Planning Obligations

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

### Equalities and Human Rights

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

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

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

**Contact Officers:** KARL DAFE AND MATT KOLASZEWSKI

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## APPENDIX C

### Report of the Head of Planning, Green Spaces and Culture

#### COMPARATIVE ASSESSMENT

<b>Address 1:</b>	FORMER MASTER BREWER SITE, FREEZELAND WAY
<b>Development:</b>	Mixed use redevelopment comprising the erection of a 3,543 sq.m foodstore (GIA) (Use Class A1), (inclusive of delivery areas) with 181 car parking spaces and 32 cycle spaces; 3 additional retail units, totalling 1,037 sq.m (GFA) (Use Class A1 to A5); a 100 sq.m safer neighbourhoods unit (Use Class D1); a 7 storey (plus plant level) 84 bedroom hotel (Use Class C1), with 18 car parking spaces and 16 cycle spaces; together with associated highways alterations and landscaping.
<b>LBH Ref Nos:</b>	4266/APP/2012/1544
<b>Drawing Nos:</b>	SEE INDIVIDUAL REPORT
<b>Date Application Received:</b>	08-06-12
<b>Date Application Valid:</b>	12-06-12
<b>Address:</b>	FORMER MASTER BREWER SITE, FREEZELAND WAY
<b>Development:</b>	Erection of 5 part 4, part 5 storey blocks to provide 125 residential units (Use Class C3) with 99 car parking spaces and 150 cycle parking spaces and associated highways alterations, together with associated landscaping (outline application).
<b>LBH Ref Nos:</b>	4266/APP/2012/1545
<b>Drawing Nos:</b>	SEE INDIVIDUAL REPORT
<b>Address 2:</b>	LAND ADJACENT TO HILLINGDON STATION & SWALLOW INN LONG LANE
<b>Development:</b>	Demolition of the existing public house and timber yard, and the erection of a mixed use redevelopment comprising a foodstore (7829m2 GEA) (Use Class A1); a 6 storey 82 bed hotel (Use Class C1); a 720m2 restaurant/public house facility (Use Class A3/A4); and 107 residential units (Use Class C3), together with reconfiguration of the existing commuter car park, and

associated landscaping, car/cycle parking and ancillary works.

**LBH Ref Nos:** 3049/APP/2012/1352

**Drawing Nos:** SEE INDIVIDUAL REPORT

## **1. SUMMARY**

The Council has before it two schemes (the Spenhill scheme, comprising a full commercial and an outline residential application at the former Master Brewer site and the Bride Hall Developments Ltd scheme, at the Hillingdon Circus site). Both proposals are for mixed use development in North Hillingdon. Both schemes propose a comprehensive mixed-use retail-led development incorporating residential, hotel, and in the case of Spenhill scheme, a community use and café. Because of the need to consider the cumulative impacts of two competing applications and the requirement to conduct a comparative assessment of both schemes, the applications are being considered together at the same committee meeting.

Both schemes have been assessed individually. Whilst the Spenhill application is judged to be acceptable in planning terms, the Bride Hall Development is recommended for refusal on highway grounds. However, to provide for a scenario where Members, the GLA or the Planning Inspectorate consider that on balance the merits of the Bride hall scheme are such that it should be approved, even with highway concerns, consideration of the cumulative impacts of allowing both schemes has been undertaken. As a matter of good practice it is beneficial to compare the benefits of both schemes so that the analysis can inform future planning applications.

In this case, Retail Impact Assessments and Environmental Impact Assessments have been undertaken for both the Bride Hall and Spenhill applications. These assessments suggest that the cumulative impact of the two schemes together would be likely to have an unacceptable impact on town centres within the relevant catchment areas. In addition, a cumulative assessment has also been undertaken and is provided elsewhere on this agenda, which concludes that cumulatively, the impact of both schemes together, in terms of retail, air quality and highway considerations is judged to unacceptable, to the extent that only one permission can be granted. This has been done by weighing cumulative benefits with cumulative harm. Notwithstanding the individual assessments of both proposals, given that there is evidence that the cumulative impact of both permissions being implemented would be unacceptable in planning terms, it is not considered appropriate to allow permission for both schemes.

In light of the above mentioned considerations, this comparative assessment of each site against the other has been undertaken, in order to decide which scheme is preferred in planning terms. This comparative assessment has been conducted in accordance with relevant criteria in the Development Plan and against the material considerations.

It is judged that the Spenhill scheme is preferable in planning terms and should be approved, whilst the Bride Hall Developments Ltd scheme should be refused.

## **CONSIDERATIONS**

### **2. THE PRINCIPLE OF MIXED USE**



Both applications propose a comprehensive mixed-use retail-led development incorporating residential, hotel, and in the case of Spenhill's, community and café bar.

The application sites have each been identified as being individually appropriate for a retail-led mixed use scheme. Proposals for hotel use are acknowledged as being appropriate in principle within Town Centre locations. Both proposals comply with site specific policy objectives of seeking to ensure that the redevelopment of the site provides for a mix of uses that take advantage of its location, subject to highway and environmental considerations and not adversely impacting upon the vitality and viability of North Hillingdon Local Centre, or other centres in the catchment area.

The schemes are broadly comparable and there are no in principle reasons why one site should be preferred, as such neither scheme is materially preferable in terms of the principle of the development.

### **3. RETAIL**

#### **Scale**

It is worth mentioning that the Bride Hall proposal (i.e. the Bride Hall Developments store) at North Hillingdon would, if the extension at Sainsbury's in Uxbridge was not implemented, be larger than the existing Sainsbury's store at Uxbridge.

At present, North Hillingdon performs the role of a small local centre, little more than a local shopping parade. The previous planning history at the Master Brewer site has meant that there has been the prospect of a resubmission for retail facilities in this location. The Spenhill proposal is for a smaller store, which is more in keeping with the scale of the centre, serving a more local catchment and complementing North Hillingdon as a local centre, subservient to Uxbridge, Ruislip, Yiewsley and Hayes. This is reflected in the significantly smaller catchment area put forward in the retail analysis prepared by Spenhill's retail consultants (for the proposed Spenhill store).

London Plan Policy 4.7 directs that in considering proposals for retail development, 'the scale of retail development should be related to the size, role and function of the town centre and its catchment'. The retail hierarchy, adopted in 2012 as part of the Development Plan and therefore up-to-date in the context of the NPPF, establishes the relationship of each respective centre with its neighbouring centres.

The larger supermarket proposal (i.e. the Bride Hall Developments store) could result in the creation of a 'destination' foodstore which would to some degree disrupt the existing hierarchy of centres including Uxbridge, Ruislip, Yiewsley and Hayes and as a consequence could create unsustainable shopping patterns. Alternatively, if the influence of the larger Bride Hall supermarket (i.e. the Bride Hall Developments store) was much more localised, then the level of impact on Uxbridge town centre would be significantly increased.

Comparatively, the smaller proposal by Spenhill (i.e the Spenhill store) is more in keeping with the scale of the centre than the larger Supermarket proposed by Bride Hall (i.e. the Bride Hall Developments store) and is preferable in this regard.

#### **Impact on centres and planning investment**

Comparatively, the proposal by Bride Hall will have significantly higher impacts on both planned investment and centres than the smaller proposal by Spenhill. Simply put, the smaller store is preferable as it is less likely to prevent planned investment (and its associated benefits) from going ahead. The impact on centres overall is also reduced when compared to the larger proposal by Bride Hall, and as such, comparatively, the Spenhill proposal is preferable in this regard.

#### **4. TRANSPORT**

Both the Bride Hall and Spenhill schemes provide adequate levels of parking for their respective uses. The schemes are broadly comparable and there are no identified material benefits or adverse impacts of one scheme against the other in this regard.

However, the Bride Hall scheme is recommended for refusal as the application fails to demonstrate that the proposed development would have a satisfactory layout, that it would not be detrimental to highway and cyclists' safety and that it would not result in detrimental traffic impacts. The development is therefore considered unacceptable in terms of highway impacts.

By contrast, the Spenhill scheme has been assessed and is considered acceptable in highways and transport terms. Comparatively, the Spenhill proposal is therefore preferable in this regard.

#### **5. AIR QUALITY**

It is likely the air quality will continue to be poor in the area due to existing traffic issues without development, and it will likely worsen due to increase in traffic as a consequence of which ever development comes forward. However, subject to the conditions and planning obligations, it is considered that the impact of either development on the air quality of the area could be partially mitigated; to the extent that refusal of either application on these grounds would not be justified.

As noted in the reports on the individual schemes there are some issues with the methodology of the air quality assessments submitted to accompany both schemes, which makes it difficult to undertake a detailed comparison on this matter. However, given the similarities between the schemes in terms of uses, quantum and location it is not considered that either scheme would be materially preferable in terms of air quality.

#### **6. HOUSING SUPPLY AND UNIT MIX**

Both proposals include a residential component, 125 residential units in the case of the Master Brewer Development and 107 units in the case of the Hillingdon Circus proposals.

In terms of unit mix, the Spenhill development is in outline form only. However an indicative mix has been submitted comprising 1 bed – 32% ,2/3 beds – 38%; and 4 beds – 30%. This element of the application will be subject to future reserved matters applications and so the final mix proposed will be agreed in due course.

In the case of the Bride Hall development, the full application is for 107 flats. The unit mix is 49 x 1 bed (46%), 44 x 2 bed (41%) and 14 x 3 bed units (13%).

While the schemes are broadly comparable in terms of overall unit numbers the Spenhill development would make a slightly greater contribution (circa 18 units)

towards the boroughs housing stock and would also provide for a greater number of larger units. Accordingly, it is considered that the Spenhill development would provide a greater benefit in terms of housing supply.

## **7. DENSITY**

The density of the Spenhill scheme is 225 hrph or 78 dph, which conforms with the suggested range in the London Plan for a Suburban Area with a PTAL rating of 3.

The proposed Bride Hall scheme would have a density of 111.5 units per hectare or 297.9 habitable rooms per hectare. This is within the upper end of the London Plan density range (70-170 units per hectare or 200 - 400 habitable rooms per hectare) based on the site's Public Transport Accessibility Level (PTAL) score of 3.

Both schemes provide an acceptable density and density considerations are fundamentally linked to other matters. However, the density is indicative that the Bride Hall scheme would make slightly more efficient use of a previously developed site. While this weighs slightly in favour of the Bride Hall scheme, it is considered that greater weight should be placed on considerations which have more direct impacts on the locality in undertaking a comparison.

## **8. AFFORDABLE HOUSING**

15% affordable housing is proposed as part of both the Spenhill residential element and Bride Hall Developments Ltd scheme.

The schemes are broadly comparable and there are no identified material benefits or adverse impacts of one scheme against the other, as such neither scheme is materially preferable in terms of impacts on the amenity of affordable housing provision.

## **9. LIFETIME HOMES STANDARDS**

In both schemes all units will be designed to Lifetime Homes Standards and provision made for 10% wheelchair accessible units. The schemes are therefore broadly comparable and there are no identified benefits or adverse impacts of one scheme against the other, as such neither scheme is materially preferable in terms of impacts on the amenity of existing residential occupiers.

## **10. IMPACT ON SURROUNDING RESIDENTIAL AMENITY**

The schemes are broadly comparable and there are no identified material benefits or adverse impacts of one scheme against the other, as such neither scheme is materially preferable in terms of impacts on the amenity of existing residential occupiers.

## **11. RESIDENTIAL AMENITY STANDARDS**

The schemes are broadly comparable and there are no identified material benefits or adverse impacts of one scheme against the other, as such neither scheme is materially preferable in terms of residential amenity for future occupiers.

## **12. URBAN DESIGN**

## Design & Architecture, Layout Scale, Massing and Appearance Impact on the Street Scene

The two proposed schemes are quite different in character. The Bride Hall scheme would form one large block of development with almost total site coverage and continuously developed boundaries at ground and first floors. It would also have part basement parking for residents and shoppers parking at ground floor in an undercroft below the supermarket. On the roof of the shop unit, at podium level, there would be three, 4 storey housing blocks orientated north south, with roof level shared amenity spaces between them. The main entrance to the residential blocks would be on Long Lane with the affordable units accessed from the rear. The servicing for the supermarket would be from Long Lane and whilst screened with planting, this would be noticeable from the road, the station entrance and also from the frontage of the proposed hotel. The rear of the new block would also be highly visible from the station, the station car park and to a lesser degree from the approach road as this is at a higher level. Whilst attempts have been made to make this more interesting with metal detailing, it would nevertheless be the back of a large building. The hotel as proposed would be positioned adjacent to the station and would be of a simple block like structure of fairly standard design, comprising 5 storeys clad with metal panels.

The Spenhill scheme is more traditional in its design approach with a large supermarket to be positioned towards the north west of the site and extensive ground level parking. The existing wooded embankment along Long Lane would screen the service area. There would be five, 5 storey housing blocks on the south and east site boundaries, set back from Freezeland Way and with a buffer area of planting adjacent to the open land to the east. In addition, the scheme includes commercial units and a 7 storey hotel located at the entrance to the site. One of the main issues with the scheme is the proximity of the large car park to the housing, although the amenity space, which is at ground floor, is positioned between the blocks and away from the parking area. Whilst the design approach is generally low key, the hotel because of its height, would form a land mark feature.

In general, the design quality of both schemes is comparable, the Bride Hall Developments scheme would, however, have a more dense and urban appearance, while the Spenhill scheme includes separate blocks and open areas at ground level. As such, the layout of the latter would more comfortably reflect the established suburban character of the townscape context to the sites. The design of the hotel is not fully satisfactory in either application and the height of the hotel on the Spenhill site is a weakness of the Spenhill design, given the modest scale of the surrounding buildings. However, whilst this building would be the taller, given the change in level between the sites, the overall impact of both hotel buildings in terms of views from the Green Belt, would be broadly similar. In the case of the Spenhill's scheme, landscaping has been incorporated within the adjacent open space to mitigate the impact of the hotel on longer views towards the site.

In conclusion, whilst the design approach to the schemes is very different, their architectural quality is broadly similar and it is considered that neither scheme is materially preferable in terms of design.

### **13. IMPACT ON THE GREEN BELT**

Both schemes would be visible from longer views from Hillingdon House Farm to the west, although their impact is not considered to be significant, given the distances involved. The Spenhill proposal would however have a greater impact on the Green

Belt than the Bride Hall scheme, as the residential element of the former directly abuts Green Belt land to the east and is therefore more visible from the Green belt.

Nevertheless, the Spenhill scheme has been designed to allow visual permeability from the Green Belt, creating green gaps with amenity areas and with a green buffer/tree planting associated with the commercial elements. In addition off-site planting is in the form of a 15m wide belt of woodland near/parallel to the eastern boundary of the site is proposed. This off-site planting would, together with the tree planting on the site, create a new landscape setting for the development, improve the landscape of the Green Belt, and mitigate the landscape/ecological impact caused by the loss of the majority of the trees on the site.

Given that the Spenhill development has provided for adequate and appropriate mitigation in accordance with Policy PR23 of The Local Plan: Part Two Saved Policies UDP it is considered that neither scheme is materially preferable in terms of impacts on the green belt.

#### **14. LANDSCAPING**

The Spenhill applications will require felling of approximately 200 trees, but will incorporate a comprehensive planting scheme within the site to help assist with the overall softening of the appearance of the proposed built form and to define/zone the proposed uses. It is proposed to plant over 190 trees within the site, including significant tree planting within the car park. A well-defined row of trees is proposed along the eastern boundary of the car park to help mark the transition between residential and commercial uses.

The belt of existing tree and shrub planting along the site's western boundary will be retained and extended south towards Hillingdon Circus Junction. The existing hedgerow along the northern boundary will be retained and enhanced. The site's eastern boundary provides an effective screen too much of the proposed residential development and it is proposed that work is undertaken to this boundary planting to further improve its form and screening effectiveness.

Off-site works are proposed which include the fields and woodland between the residential blocks and Freezeland Covert, with the installation of a new footpath link, proposed indigenous woodland blocks and pond enhancements. The application also includes the provision of a woodland buffer and structure planting to be planted on the adjacent Green Belt land to further supplement the existing eastern boundary planting, which will be secured by way of a Section 106 Agreement.

By contrast there is little opportunity for landscape enhancements at ground level for the Hillingdon Circus scheme as there is virtually 100% site coverage by built form. There will be some new planting along the southern and eastern boundaries, small podium level planting to the west of the building and two large communal roof gardens for the benefit of residents.

In assessing this issue officers are mindful that the off-site works provided in relation to the Spenhill development have been provided in terms of mitigating the impacts of the development and securing compliance with Policy PR23 of The Local Plan: Part Two Saved Policies UDP. In comparing the sites on landscape grounds these off-site works should be considered in this light (e.g. as necessary mitigating works rather than as additional benefits).

While there is a difference in the landscape approach between the two schemes, this is appropriate having regard to the context of the development sites and their relationship with neighbouring land uses.

Overall, it is considered that the landscape approach of each development is appropriate and that in landscape terms neither scheme is materially preferable.

## **15. INCLUSIVE DESIGN**

Both of the schemes have been designed having regard to the planning policies and guidance in respect of inclusive design. The schemes are therefore broadly comparable and there are no identified material benefits or adverse impacts of one scheme against the other, as such neither scheme is materially preferable

## **16. BIODIVERSITY / ECOLOGY**

In terms of biodiversity and ecology it is considered that both of the schemes would mitigate any impacts to an acceptable degree and provide for a slight enhancement to biodiversity and ecology appropriate to their contexts.

The schemes are therefore broadly comparable and there are no identified material benefits or adverse impacts of one scheme against the other, as such neither scheme is materially preferable.

## **17. NOISE**

With appropriate mitigation measures and appropriate conditions both developments could proceed without harming the amenity of existing or proposed residents. The schemes are broadly comparable and there are no identified material benefits or adverse impacts of one scheme against the other, as such neither scheme is considered to be materially preferable in respect of noise.

## **18. ACCESSIBILITY**

The design approach of the commercial element of the Spenhill scheme is to create a commercial spine extending from North Hillingdon Centre into the site, which facilitates pedestrian movement between the proposed food store via the independent retail units and hotel towards North Hillingdon Centre.

The Bride Hall supermarket would be directly adjacent and integrated into Hillingdon Station and the Oxford Tube and would be integrated and well connected with the shops and services on Long Lane. As such the design is likely to encourage linked trips to other local shops and services and is therefore preferable in this regard.

However, given the changes in levels, cyclists would be at more of a disadvantage in the Bride Hall Development scheme than the Spenhill scheme.

Overall, it is considered that the Bride Hall development would have more material benefits in terms of accessibility and is therefore materially preferable in this regard.

## **19. JOBS**

The Bride Hall scheme will provide approximately 300 jobs (excluding the hotel).

The Spenhill scheme will provide approximately 200 jobs (excluding the hotel).

Both applicants have indicated that they would be willing to enter into legal agreements to ensure the implementation of initiatives to secure local employment and training opportunities.

It is therefore considered that in terms of job creation the Bride Hall scheme would be materially preferable to the Spenhill scheme.

## **20. OTHER**

Officers have carried out a series of workshops in order to assess the relative benefits of both schemes and it is considered that the following topics do not raise any fundamental issues with regard to the comparison between both schemes.

- Land contamination
- Flooding /Drainage
- Archaeology
- Daylight and sunlight

## **21. OBSERVATIONS OF BOROUGH SOLICITOR**

### General

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

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

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

### Planning Conditions

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

### Planning Obligations

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

### Equalities and Human Rights

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

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

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

## **22. CONCLUSION**

A full comparative assessment been undertaken, in accordance with relevant criteria in the Development Plan and against the material facts of the sites proposed.

Officers have assessed the relative benefits of both schemes and it is considered that the following topics do not raise any fundamental issues with regard to the comparison between both schemes:

The principle of the mixed use development, design, land contamination, flooding/drainage, archaeology, air quality, inclusive design, impact on the Green Belt, landscape impact, residential amenity, biodiversity and noise.

The Bride Hall scheme would provide for a slightly more intensive use of a previously developed site and provides a greater degree of accessibility and integration with the local centre and public transport. It would therefore be materially preferable to the Spenhill scheme in these respects.

The Spenhill scheme would make a greater contribution to meeting the boroughs currently identified housing needs and this would weigh in favour of this development.

The Bride Hall scheme is recommended for refusal on highway safety and traffic impact grounds. By contrast, the Spenhill scheme has been assessed as acceptable in highways and transport terms. Comparatively, the Spenhill proposal is therefore preferable in this regard.

In terms of retail impact, comparatively, the Bride Hall scheme will have significantly higher impacts on both planned investment and centres than the smaller proposal by Spenhill. In addition, the smaller proposal by Spenhill is more in keeping with the



scale of the centre than the larger Supermarket proposed by Bride Hall and is materially preferable in this regard.

In reaching a view on which scheme is materially preferable it is apparent that with respect to the large number of considerations the schemes are similar with a number of individual aspects weighing in favour or against individual schemes.

However, in balancing these considerations considerable weight needs to be given to the harm the Bride Hall scheme would with respect to traffic implications and the additional retail impact should also be given a great weight.

On balance, it is considered that the Spenhill scheme would be materially preferable in planning terms and should be approved, whilst the Bride Hall Developments Ltd scheme should be refused.

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## Report of the Head of Planning, Sport and Green Spaces

- Address** NORTHWOOD SCHOOL POTTER STREET NORTHWOOD
- Development:** Demolition of existing 2-3 storey teaching block; construction of new 3-storey University Technical College (UTC); car parking; landscaping; retention of existing pedestrian and vehicular access; and ancillary development.
- LBH Ref Nos:** 12850/APP/2013/1810
- Drawing Nos:** A2330-103 REV 6 Site Set Up - Construction Phas  
A2330-104 REV 6 Swept Path Analysi  
A2330-102 REV 7 Site Set Up - Demolition Phas  
Parking Survey Data  
4283-SERV-M04 Rev CP0 Lower Ground Floor Ventilation Strateg  
4283-SERV-M05- Rev CP0 Ground Floor Ventilation Strateg  
4283-SERV-M06 Rev CP0 First Floor Ventilation Strateg  
Technical Note on Revised Parking Analysis Rev ,  
Revised Parking Analysis Rev f  
2961/016/R04 Draft Travel Plan (July 2013  
Response to Access Officer Comments dated 27-08-201  
Construction Project Plan (September 2013  
Letter from Agent dated 7 August 201  
Letter of Committment from Principal dated 3 August 20  
Response to Highways Comments on Transport Assessment dated 8 Augu  
2013  
Response to TfL Comments dated 8 August 201  
Response to Energy, Sustainability and Ecology Observations dated 1  
August 2013  
Response to Additional Highways Comments dated 14 August 201  
2961\_015\_SK04 Rev P01 Parking Beat Survey Are  
13409-TLP-PA01 Rev A Landscape Layou  
Tree Survey and Arboricultural Implications Assessment Rev A August 20  
Sport England Statement (email  
Planning Supporting Statement (July 2013  
Acoustic Feasibility Report (March 2013  
UTC Heathrow: Acoustic Strategy Report (June 2013  
DRAFT Personal Emergency Evacuation Plan (PEEF  
Draft PEEP Fire Evacuation Plan  
AECOM Fire Markup 01/08/13  
Fire Safety Strategy Report (July 2013  
4283 ARCH 1001 Rev - Lower Ground floor- MARKU  
4283 SERV 5101 Rev T0 Ground Floor Sanitation & Rainwater Layou  
4283 ARCH 100 Existing Site Location Pla  
4283 ARCH 1106 Illustrative 3D View  
4283 ARCH 1000 Proposed Site Plan  
4283 ARCH 1001 Lower Ground Floor Plan  
4283 ARCH 1002 Ground Floor Plan  
4283 ARCH 1003 First Floor Plan  
4283 ARCH 1006 Lower Ground Floor Isometri  
4283 ARCH 1007 Ground Floor Isometri  
4283 ARCH 1008 First Floor Isometri

4283 ARCH 1100 Proposed Elevations - North and East  
 4283 ARCH 1101 Proposed Elevations - South and West  
 4283 ARCH 1105 Elevations in Site Context  
 4283 ARCH 1004 Roof Plant Plan  
 13409-TLP-PA02 Landscape Layout with Topographical Survey  
 13409-TLP-PA03 Potential Sports Layout for the Northwood School  
 13409-TLP-PA04 Existing & Proposed Buildings Overlay  
 13409-TLP-PA06 Refuse Access  
 13409-TLP-PA08 Typical Planting Palette - Planting Strategy and Images (10 sheets)  
 4283 ARCH 101 Proposed Site Location Plan  
 4283 ARCH 1201 Sections C, D, E  
 Preliminary Ecological Appraisal (February 2013)  
 2961/015/R02/B Transport Assessment (June 2013)  
 Design and Access Statement (June 2013) Revised  
 P121-2541 Heathrow UTC External Lighting Proposal  
 L13409\_602\_TS02AIA Arboricultural Impact Assessment and Arboricultural Method Statement  
 L13409\_601\_TS01 Tree Survey  
 4283 SERV SK 6000 Site Services and Drainage Strategy  
 4283-SERV-SKE15 External Services Security Layout  
 4283-SERV-SKE09 First Floor Security Layout  
 4283-SERV-SKE08 Ground Floor Security Layout  
 4283-SERV-SKE07 Lower Ground Floor Security Layout  
 4283 ARCH 1540 Proposed External Finishes  
 4283 ARCH 1251 Typical 3D Facade Section  
 4283 ARCH 1210 Site Context - Section A-  
 4283 ARCH 1200 Sections A, B, C  
 BREEAM New Construction Design-Stage Assessment for Land Use and Ecology (June 2013)  
 Carbon Emissions Assessment & Outline Approved Document L2A: 20 Compliance Report (May 2013)  
 BREEAM 2011 Pre-Assessment Estimate  
 BREEAM 2011 Summary Score Sheet  
 Geotechnical & Land Contamination Assessment LBH4149 Ver. 1.1 (June 2013)  
 Bat Survey Report (May 2013)  
 2961/015/R03 Flood Risk And Drainage Strategy Revised

<b>Date Plans Received:</b>	01/07/2013	<b>Date(s) of Amendment(s):</b>	08/08/2013
<b>Date Application Valid:</b>	09/07/2013		15/08/2013
			01/07/2013
			17/09/2013
			09/07/2013
			30/08/2013
			22/07/2013
			03/07/2013
			16/08/2013
			26/08/2013

20/09/2013  
27/08/2013  
07/08/2013  
04/09/2013  
10/07/2013

## 1. **SUMMARY**

This application seeks full planning permission for the demolition of an existing two-three storey teaching block and the construction of a new three-storey University Technical College (Heathrow UTC) at Northwood School. The proposed scheme includes changes to the car parking layout, provision of landscaping and ancillary development. The existing pedestrian and vehicular access will be retained as part of the proposed development.

The University Technical College (UTC) would provide a full-time technically-oriented course of study in Aviation Engineering, alongside core academic subjects (English, Mathematics, Science and ICT) for 14-19 year olds (Years 10-13). It would provide places for 600 pupils; 300 places for years 10-11 and 300 places for years 12-13. The UTC aims to open in autumn 2014 with up to 150 pupils in the first year of opening, and would increase over time to the full 600 pupil capacity.

The school leaving age has now been raised from 16 years (Year 11) to 17/18 years (Summer 2013/Summer 2015). This has therefore led to an increase in placement requirements, particularly for those pupils who would not otherwise be provided for in traditional education, but would instead benefit from practical hands-on technical learning.

The proposed UTC is an education facility providing specialist technical courses and so would have a much wider catchment (8 mile radius) than a usual secondary school. The 8 mile catchment area would cover the London Borough of Hillingdon and parts of Barnet, Brent, Ealing, Harrow and South West Hertfordshire. The catchment area covers 59 secondary schools located within the six local authorities. It is important to note that whilst some pupils attending Northwood School may transfer to the UTC, Northwood School would not be a feeder school for the Heathrow UTC.

The UTC would be sponsored by Brunel University, in addition to a number of employer sponsors including BAA, British Airways, Virgin Atlantic and RAF Northolt. It is understood that the sponsors would sit on the governing body and play an active role in shaping the curriculum, assisting in teaching and mentoring of pupils and staff, and that they would potentially provide higher education and apprenticeships to UTC pupils.

The proposal is considered to fully comply with the aims of the National Planning Policy Framework (NPPF), London Plan policy 3.18 and Local Plan: Part 2 policy R10, which seek to encourage the provision of new and/or enhanced educational facilities. Furthermore,

Sport England have confirmed that the scheme would not result in a significant loss of playing field and that the remaining playing field south of the proposed development will remain capable of accommodating a football pitch of appropriate dimensions, thereby maintaining the sporting potential of the site.

It is not considered that the proposed development would result in an unacceptable visual impact on the visual amenities of the school site or on the surrounding area. The proposal would not have any significant detrimental impact on the amenities of the occupiers of neighbouring residential units and, subject to conditions and planning obligations, it is not considered that the development would have such a significant impact on the local highway network that refusal could be justified on highway grounds. The proposal is considered to comply with relevant Local Plan and London Plan policies and, accordingly, approval is recommended.

## **2. RECOMMENDATION**

**That delegated powers be given to the Head of Planning, Green Spaces and Culture to grant planning permission, subject to the following:**

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

**1. Traffic Impact Studies: To be undertaken at 50% and 85% occupation of the UTC. The studies to examine actual highway conditions (including parking demand in residential streets), the full scope of work to be agreed by the Council. Within 6 months of the studies, the applicant is required to identify, agree and implement appropriate remediation measures (if any), which shall be first agreed with the Local Planning Authority. The studies and identified mitigation works shall be undertaken and funded by the developer.**

**2. Travel Plan: Prior to first occupation a full travel plan to be submitted and approved by the council. The Travel Plan shall also include the previously agreed mini bus collection service from local tube stations. Thereafter, the Travel Plan is required to be reviewed at regular intervals to monitor and if required, update and/or amend the document in order that the aims and objectives are achieved. Therefore, a travel plan review should be undertaken and submitted to the Local Planning Authority for approval at 25%, 50%, 75% and 100% occupation of pupils and staff. A Travel Plan bond in the sum of £20,000 is also to be secured.**

**3. Project Management and Monitoring Sum: a contribution equal to 5% of the total cash contributions or a sum of £1,000 (which ever is the greater) secured to enable the management and monitoring of the resulting agreement.**

**B. That the applicant meets the Council's reasonable costs in the preparation of the Section 106 agreement and any abortive work as a result of the agreement not being completed.**

**C. That the officers be authorised to negotiate the terms of the proposed agreement.**

**D. That, if the S106 agreement has not been finalised within 3 months, under the discretion of the Head of Planning, Green Spaces and Culture, the application is**

**refused under delegated powers on the basis that the applicant has refused to address planning obligation requirements.**

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

**1 COM3 Time Limit**

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

**REASON**

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

**2 COM4 Accordance with Approved Plans**

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

4283 ARCH 100 Existing Site Location Plan  
4283 ARCH 1000 Proposed Site Plan  
4283 ARCH 1001 Lower Ground Floor Plan  
4283 ARCH 1002 Ground Floor Plan  
4283 ARCH 1003 First Floor Plan  
4283 ARCH 1004 Roof Plant Plan  
4283 ARCH 1006 Lower Ground Floor Isometric  
4283 ARCH 1007 Ground Floor Isometric  
4283 ARCH 1008 First Floor Isometric  
4283 ARCH 1100 Proposed Elevations - North and East  
4283 ARCH 1101 Proposed Elevations - South and West  
4283 ARCH 1105 Elevations in Site Context  
4283 ARCH 1106 Illustrative 3D Views  
13409-TLP-PA01 Rev A Landscape Layout  
13409-TLP-PA02 Landscape Layout with Topographical Survey  
13409-TLP-PA03 Potential Sports Layout for the Northwood School  
13409-TLP-PA04 Existing & Proposed Buildings Overlay  
13409-TLP-PA06 Refuse Access  
13409-TLP-PA08 Typical Planting Palette - Planting Strategy and Images (2 sheets)  
4283 ARCH 101 Proposed Site Location Plan  
4283 ARCH 1201 Sections C, D  
P121-2541 Heathrow UTC External Lighting Proposal  
L13409\_602\_TS02AIA Arboricultural Impact Assessment and Arboricultural Method Statement  
L13409\_601\_TS01 Tree Survey  
4283 SERV SK 6000 Site Services and Drainage Strategy  
4283-SERV-SKE15 External Services Security Layout  
4283-SERV-SKE09 First Floor Security Layout  
4283-SERV-SKE08 Ground Floor Security Layout  
4283-SERV-SKE07 Lower Ground Floor Security Layout  
4283 ARCH 1540 Proposed External Finishes  
4283 ARCH 1251 Typical 3D Facade Sections  
4283 ARCH 1210 Site Context - Section A-A  
4283 ARCH 1200 Sections A, B, E  
2961\_015\_SK04 Rev P01 Parking Beat Survey Area

4283 SERV 5101 Rev T0 Ground Floor Sanitation & Rainwater Layout  
4283 ARCH 1001 Rev - Lower Ground floor- MARKUP  
AECOM Fire Markup 01/08/13  
Draft PEEP Fire Evacuation Plan  
A2330-102 REV 7 Site Set Up - Demolition Phase  
A2330-103 REV 6 Site Set Up - Construction Phase  
A2330-104 REV 6 Swept Path Analysis  
4283-SERV-M04 Rev CP0 Lower Ground Floor Ventilation Strategy  
4283-SERV-M05- Rev CP0 Ground Floor Ventilation Strategy  
4283-SERV-M06 Rev CP0 First Floor Ventilation Strategy

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 2 - Saved UDP Policies (November 2012) and the London Plan (July 2011).

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

The development hereby permitted shall not be carried out accept in full accordance with the following documents:

Design and Access Statement (June 2013) Rev B  
2961/015/R02/B Transport Assessment (June 2013)  
2961/016/R04 Draft Travel Plan (July 2013)  
2961/015/R03 Flood Risk And Drainage Strategy Rev A  
Tree Survey and Arboricultural Implications Assessment Rev A August 2013  
Preliminary Ecological Appraisal (February 2013)  
Bat Survey Report (May 2013)  
BREEAM New Construction Design-Stage Assessment for Land Use and Ecology (June 2013)  
Carbon Emissions Assessment & Outline Approved Document L2A: 2010 Compliance Report (May 2013)  
BREEAM 2011 Pre-Assessment Estimator  
BREEAM 2011 Summary Score Sheet  
Geotechnical & Land Contamination Assessment LBH4149 Ver. 1.1 (June 2013)  
Sport England Statement (email)  
Planning Supporting Statement (July 2013)  
Acoustic Feasibility Report (March 2013)  
UTC Heathrow: Acoustic Strategy Report (June 2013)  
Letter from Agent dated 7 August 2013  
Letter of Commitment from Principal dated 3 August 2013  
Response to Highways Comments on Transport Assessment dated 8 August 2013  
Response to TfL Comments dated 8 August 2013  
Response to Additional Highways Comments dated 14 August 2013  
Response to Energy, Sustainability and Ecology Observations dated 16 August 2013  
Fire Safety Strategy Report (July 2013)  
Response to Access Officer Comments dated 27-08-2013  
DRAFT Personal Emergency Evacuation Plan (PEEP)  
Construction Project Plan (September 2013)  
Technical Note on Revised Parking Analysis Rev A



## Revised Parking Analysis Rev F

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

### REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and the London Plan (July 2011).

#### **4 NONSC Community Use Scheme**

Prior to the occupation of the development, a Community Use Scheme shall be submitted to and approved in writing by the Local Planning Authority. The Scheme shall include details of the type of use, pricing policy, hours of use, access by all users including non-school users/non-members, management responsibilities and include a mechanism for review. The approved Scheme shall be implemented upon commencement of use of the development.

### REASON:

To secure well managed safe access to the sports facility and other facilities, to ensure sufficient benefit to the development of sport and to encourage community use in accordance with Policy R4 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

#### **5 NONSC Passenger Lift**

Prior to installation, details of the passenger lift, including access control and internal and external CCTV equipment, shall be submitted to and approved in writing by the Local Planning Authority.

### REASON

To ensure that the development meets the needs of disabled people in accordance with London Plan (July 2011) Policy 7.2.

#### **6 NONSC Emergency Evacuation Plan/Fire Strategy**

Prior to occupation an emergency evacuation plan/fire strategy that is specific to the evacuation of persons unable to escape by stairs shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved strategy.

### REASON

To ensure that the development meets the needs of disabled people in accordance with London Plan (July 2011) Policy 7.2.

#### **7 COM26 Ecology**

Within 3 months of the date of consent a comprehensive scheme for ecological enhancement of the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate improvements on and around the development and must include specific landscaping improvements to support wildlife. Habitat walls, log piles, bat and bird boxes must clearly be detailed within the scheme. The development must proceed in accordance with the approved scheme.

### REASON

To ensure the development contributes to ecological enhancement in accordance with

Policy EM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and Policy 7.28 of the London Plan.

**8 NONSC Water Efficiency**

Within three months of the date of consent, a scheme for the reduction in mains water use, including the harvesting and reuse of rainwater as well as the recycling and reuse of grey, shall be submitted to and approved in writing by Local Planning Authority. The scheme shall clearly set out how collected water will be reused in areas where potable water is not required, i.e. toilet flushing and irrigation of landscaped areas. The development must proceed in accordance with the approved scheme unless otherwise agreed in writing with the local planning authority.

**REASON**

To ensure the development reduces the pressure on potable water in accordance with Policy 5.15 of the London Plan and Policy EM8 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012).

**9 COM15 Sustainable Water Management**

The development approved by this permission shall be carried out in accordance with the measures set out in 2961/015/R03 Flood Risk And Drainage Strategy Rev A. Thereafter the development shall be retained/maintained in accordance with these details for as long as the development remains in existence.

**REASON**

To ensure the development does not increase the risk of flooding in accordance with Policy OE8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and London Plan (July 2011) Policy 5.12.

**10 RES24 Secured by Design**

The development 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). It shall not be occupied until accreditation has been achieved.

**REASON**

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in excising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to 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.

**11 COM7 Materials (Submission)**

Within one month of the date of consent, details of all materials and external surfaces shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

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

## REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)

### **12 COM8 Tree Protection**

No site clearance or construction work shall take place until the fencing, to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained, has been erected in accordance with the submitted Tree Survey and Arboricultural Implications Assessment and Drawing No. L13409\_602\_TS02AIA Arboricultural Impact Assessment and Arboricultural Method Statement. Thereafter, 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:

- 2.a There shall be no changes in ground levels;
- 2.b No materials or plant shall be stored;
- 2.c No buildings or temporary buildings shall be erected or stationed.
- 2.d No materials or waste shall be burnt; and.
- 2.e 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 can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

### **13 COM9 Landscaping**

A landscape scheme shall be submitted to and approved in writing by the Local Planning Authority within the following timescales and to include the following:

Within one month of the date of consent,

1. Proposed finishing level or contours against a known datum point.

Within three months of the date of consent,

2. Details of Hard Landscaping
  - 2.a Means of enclosure/boundary treatments
  - 2.b Hard Surfacing Materials
  - 2.c External Lighting
  - 2.d Other structures (such as play equipment and furniture)

Within six months of the date of consent,

3. Details of Soft Landscaping
  - 3.a Planting plans (at not less than a scale of 1:200),
  - 3.b Written specification of planting and cultivation works to be undertaken,
  - 3.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
4. Details of Landscape Maintenance

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

5. Schedule for Implementation

6. Other

6.a Existing and proposed functional services above and below ground.

6.b Proposed finishing levels or contours

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

**REASON**

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

**14 COM10 Tree to be retained**

Trees, hedges and shrubs shown to be retained on the approved plan shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during construction, or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' Remedial work should be carried out to BS BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

**REASON**

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and to comply with Section 197 of the Town and Country Planning Act 1990.

**15 NONSC Living Walls**

Within three months of the date of consent, details of inclusion of living walls within the development shall be submitted to and approved in writing by the Local Planning Authority. The details shall include planting mixes and maintenance plans. The development must proceed in accordance with the approved plans.

REASON

To ensure the development contributes to a number of objectives in compliance with Policy 5.11 of the London Plan.

**16 NONSC Refuse Storage**

Prior to occupation, full details of refuse storage shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in full accordance with the approved details and the approved refuse stores shall be maintained and retained in perpetuity.

REASON

In order to safeguard the amenities of the area, in accordance with Policy OE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and Policy 5.17 (refuse storage) of the London Plan (July 2011).

**17 NONSC Cycle Storage**

Prior to occupation, full details of covered and secure cycle storage for 72 bicycles shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in full accordance with the approved details. The approved bicycle stores shall be retained and maintained in perpetuity.

REASON

To ensure that adequate facilities are provided in accordance with Policy AM9 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and Policy 6.9 (cycling) of the London Plan (July 2011).

**18 NONSC Sub-station and Gas Building**

Within three months of the date of consent, full details of the sub-station and gas building shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in full accordance with the approved details.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)

**19 NONSC Electric Vehicle Charging Points**

Prior to occupation details of three electric vehicle charging points within the car park shall be submitted to and approved in writing by the Local Planning Authority. The electric vehicle charging points shall be installed prior to occupation of the development and retained for the lifetime of the building.

REASON

To encourage sustainable travel and to comply with Policy 5.3 of the London Plan (July 2011).

**20 COM17 Control of site noise rating level**

The rating level of the noise emitted from the site shall be at least 5dB below the existing background noise level. The noise levels shall be determined at the nearest residential properties on Potter Street and the neighbouring school. The measurements and assessment shall be made in accordance to the latest 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 Local Plan: Part 2 - Saved UDP Policies (November 2012)

**21 NONSC Windows**

The windows on the lower ground floor on the west elevation shall be double glazed and permanently fixed shut for so long as the development remains in existence.

**REASON**

To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

**22 NONSC Roof Plant and Machinery**

Prior to installation, full details of the roof plant and machinery, including size, siting, layout, design and noise, shall be submitted to and approved in writing by the Local Planning Authority.

**REASON**

To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

**23 NONSC Delivery and Servicing Plan**

Prior to occupation, details of a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall incorporate measures to minimise vehicle deliveries during am and pm peak hours.

**REASON**

To encourage out of hours/off peak servicing to help mitigate the site's contribution to local congestion levels in compliance with Policy AM2 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

**24 NONSC Traffic Management Plan**

Prior to the commencement of development, a traffic management plan shall be submitted to and approved in writing by the Local Planning Authority. This shall provide details in relation to access (vehicular and pedestrian) and the parking provision for contractors during construction (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).

**REASON**

To ensure that the construction does not have an unacceptable impact on residential amenity and in the interests of highway and pedestrian safety in accordance with policies AM2 and AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

**25 NONSC Access gates**

Notwithstanding the approved plans, the vehicular access gates into the site shall be permanently set 10m back into the site from the boundary of the adjacent highway. Detailed plans, demonstrating how this will be achieved, shall be submitted to and approved in writing by the Local Planning Authority within three months of the date of consent. The development shall thereafter be carried out in accordance with the approved plans.

REASON

To avoid vehicles queueing onto the highway and in the interests of highway and pedestrian safety in accordance with policies AM2 and AM7 of the Local Plan: Part 2 - Saved UDP Policies (November 2012).

**26 NONSC Parking Management Strategy**

Prior to occupation of the development, a Parking Management Strategy shall be submitted to and approved in writing by the Local Planning Authority. This should include details of how on-site car parking will be allocated, managed and reviewed to ensure spaces are used as efficiently as possible and are not abused by students.

REASON

To reduce the impacts of the development on the surrounding highway network in accordance with policies AM2 and AM7 of the Local Plan: Part 2 - 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 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) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

AM2	Development proposals - assessment of traffic generation, impact or 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.
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.

BE22	Residential extensions/buildings of two or more storeys.
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
R4	Proposals that would involve the loss of recreational open space
R10	Proposals for new meeting halls and buildings for education, social, community and health services

### **3            I15            Control of Environmental Nuisance from Construction Work**

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

A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance 'The Control of dust and emissions from construction and demolition.

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

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

### **4            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).

### **5            I34            Building Regulations 'Access to and use of buildings'**

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

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



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

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

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

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

- The Disability Discrimination Act 1995. Available to download from [www.opsi.gov.uk](http://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](http://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](http://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](http://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.

## **6            147            Damage to Verge**

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

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

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

7

a) 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.

b) Fixtures, fittings and furnishings, particularly hard materials should be selected to ensure that sound is not adversely reflected. The design of all learning areas should be considerate to the needs of people who are hard of hearing or deaf. Reference should be made to BS 8300:2009, Section 9.1.2, and, BS 223 in selecting an appropriate acoustic absorbency for each surface.

c) Care should be taken to ensure that the internal decoration achieves a Light Reflectance Value (LRV) difference of at least 30 points between floor and walls, ceiling and walls, including appropriate decor to ensure that doors and door furniture can be easily located by people with reduced vision.

d) Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a term contract planned for their maintenance.

e) Care must be taken to ensure that overspill and/or other interference from induction loops in different/adjacent areas does not occur. To this end, consideration should be given to the use of an infrared system, as opposed to induction system, and it would be prudent to cable the building during the first fix tranche.

f) Flashing beacons/strobe lights linked to the fire alarm should be carefully selected and installed to ensure they remain within the technical thresholds not to adversely affect people with epilepsy. The installation of a paging system, linked to the fire alarm, is strongly recommended.

## **8**

You are advised that the development must comply with Building Bulletin 93: Acoustic Design in Schools.

## **9**

Special statutory provisions for the control of noise from construction sites are contained in the Control of Pollution Act 1974. Section 60 of the Act enables local authorities to serve a notice imposing requirements as to the way in which the works are to be carried out. The notice may in particular:

- (a) specify the plant or machinery which is, or is not, to be used;
- (b) specify the hours during which the works may be carried out

## **10**            I1                    **Building to Approved Drawing**

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

## **11**            I3                    **Building Regulations - Demolition and Building Works**

Your attention is drawn to the need to comply with the relevant provisions of the Building

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

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

The development hereby approved may be subject to the Construction (Design and Management) Regulations 1994, which govern health and safety through all stages of a construction project. The regulations require clients (ie. those, including developers, who 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).

**13            I12                    Notification to Building Contractors**

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

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

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

**15**

With regard to condition 6, the Council's Access Officer has advised as follows:

Provisions should include:

- a) a stay-put policy within a large fire compartment (e.g. within a classroom, on all floors above ground, with suitable fire resisting compartmentalisation);
- b) provisions to allow the lift to be used during a fire emergency (e.g. uninterrupted power supply attached to the lift);
- c) contingency plans to permit the manual evacuation of disabled people should other methods fail.

**3.            CONSIDERATIONS**

**3.1        Site and Locality**

Northwood School occupies an approximately 6 hectare irregularly shaped plot located on

the north-east side of Potter Street in Northwood. The school comprises a number of large linked and detached classroom blocks, ranging from single-storey to three-storeys in height, located towards the north-west corner of the site. Hard surfaced games courts are located north-east of the school buildings and playing fields occupy the eastern and southern parts of the site. Vehicular and pedestrian access into the site is from Potter Street. The school has a Public Transport Accessibility Level (PTAL) of 2.

The school falls within a predominantly residential area. The site is bordered to the north-east by Dale Close, to the east by Alandale Drive, to the south by Pinner Road and to the west by Potter Street. Northwood Hills Library is located on the corner of Potter Street and Pinner Road. The Hillside, Northwood Hills Area of Special Local Character is located approximately 60m north-west of the site, beyond residential properties in Potter Street.

The application site comprises an approximately 0.76 hectare irregularly shaped plot comprising the two/three storey south west classroom block, which is currently vacant and in a very poor state of disrepair, a car park and a small area of playing field. It is understood that demolition works have started on the existing classroom block.

It should be noted that there is a significant change in levels across the site, with an approximately 11m fall from Potter Street down to Pinner Road. However, the steepest drop is just within the boundary with Potter Street, so that the lower-storey level of the existing building (and of the proposed building) is below street level.

The entire school site, including the application site, falls within the developed area as designated in the Hillingdon Local Plan. Pinner Road, to the the south west of the school is a London Distributor Road.

### **3.2 Proposed Scheme**

This application seeks full planning permission for the demolition of an existing two-three storey teaching block and the construction of a new three-storey University Technical College (Heathrow UTC). The proposed scheme includes changes to the car parking layout, landscaping and ancillary development. The existing pedestrian and vehicular access will be retained as part of the proposed scheme.

The UTC would provide a full-time technically-oriented course of study in Aviation Engineering, alongside core academic subjects (English, Mathematics, Science and ICT) for 14-19 year olds (Years 10-13). Heathrow UTC would provide places for 600 pupils; 300 places for years 10-11 and 300 places for years 12-13. The UTC aims to open in autumn 2014 with up to 150 pupils in the first year of opening, and will increase over time to the full 600 pupil capacity. There would be 63 members of staff for the UTC when at full capacity.

It would have a wider catchment (8 mile radius) than a usual secondary school covering the London Borough of Hillingdon and parts of Barnet, Brent, Ealing, Harrow and South West Hertfordshire. It is understood that due to the admissions criteria and specialist nature of the courses on offer, that whilst it would inevitably take some pupils from local schools within the London Borough of Hillingdon, these schools would not necessarily be main feeders for the UTC and, as such, the UTC would have limited impact on pupil numbers at nearby schools, including Northwood School.

The UTC would have a gross internal floor area of approximately 4600sq.m and a footprint of 1712sq.m; 457sq.m less than the footprint of the existing two-three storey teaching block.

The proposed three-storey building would be set back 35.7m from the site boundary with Potter Street.

Heathrow UTC would comprise three floors; lower ground floor, ground floor and first floor. The main entrance would be on the ground floor and accessed via a bridge, providing level access from Potter Street. Visitors to the UTC would arrive into the main entrance 'airlock'/reception area which provides a meeting room and a wheelchair accessible WC, thereby allowing visitors to be met without having to enter the pupil areas. The UTC's administration area, including the Principal's Office would be located next to the reception area.

The ground floor provides ICT and engineering spaces at the front of the building, science labs, studios and a prep room, two seminar rooms, a post 16 learning base, a special educational needs (SEN) base, small group rooms, two staff bases and a learning base for Key Stage 5 teaching and apprentice day release training. The ground floor would also provide a large flexible learning resource centre (LRC) which would be used for group briefings, personal research and study, and an area where visiting employers can work with pupils.

The lower ground floor comprises the 'factory floor' which contains heavy specialist equipment used to teach pupils practical skills in technical areas of turning, milling, fitting and fabrication, required as part of the engineering education and training. The lower ground floor also provides seven engineering studios, two electronics rooms, one welding room, one engineering store/prep room, an emergency shower room and an office.

The first floor would comprise six learning bases, three seminar rooms, one group room, one staff base, one IT/tech and IT hub room, the main hall (275sq.m), the dining room (220 sq.m) and kitchen. WCs are located next to the main staircase on each floor and comprise separate male and female WCs, one universally accessible WC and one staff accessible WC.

A central void runs through the three floors to allow views down onto the 'factory floor' section of the lower ground floor. A staircase connecting the ground floor and first floor is located alongside the central void. An enclosed external escape staircase is located at the rear of the proposed building and exits out onto the rear courtyard area. The three floors are accessible via a passenger lift (3sq.m) located next to the main staircase.

The proposed car park would be located on the northwest corner of the application site and would comprise 37 parking spaces, including three disability standard spaces. An additional disabled parking space is proposed near the site entrance along Potter Street. Cycle storage for 72 bicycles is proposed north east of the main entrance.

Additional landscaping is proposed within the application site and the proposed car park would be separated from the playing fields by the installation of a new hedge. Planting would be incorporated into the car park and around the proposed bin store. A student social area and informal ball shooting area would be provided at the rear of the building and would be separated from playing fields at the rear by a new hedge. Landscaping and new trees are proposed in front of the new building.

The existing sport facilities and pitches at Northwood School would be shared with Heathrow UTC.

### 3.3 Relevant Planning History

12850/APP/2013/1608 Northwood School Potter Street Northwood

Demolition of south west school block (Application for prior notification of proposed demolition).

**Decision:** 08-07-2013 PRN

#### Comment on Relevant Planning History

Northwood School has an extensive planning history. The most relevant recent application is summarised above.

### 4. Planning Policies and Standards

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)

Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)

Policy Statement - Planning for Schools Development (DCLG, 15/08/11)

London Plan (July 2011)

National Planning Policy Framework

Hillingdon Supplementary Planning Document: Accessible Hillingdon

Hillingdon Supplementary Planning Document: Residential Layouts

Hillingdon Supplementary Planning Guidance - Community Safety by Design

Hillingdon Supplementary Planning Guidance - Noise

Hillingdon Supplementary Planning Document - Air Quality

Hillingdon Supplementary Planning Guidance - Land Contamination

#### 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.EM4 (2012) Open Space and Informal Recreation

PT1.EM6 (2012) Flood Risk Management

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.

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.

BE13 New development must harmonise with the existing street scene.

BE15	Alterations and extensions to existing buildings
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
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
R4	Proposals that would involve the loss of recreational open space
R10	Proposals for new meeting halls and buildings for education, social, community and health services

## 5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **5th August 2013**

5.2 Site Notice Expiry Date:- Not applicable

## 6. Consultations

### External Consultees

Consultation letters were sent to 187 local owner/occupiers and the Northwood Hills Residents' Association. Site and press notices were also posted.

23 letters of objection have been received, which raise the following concerns:

1. Contractors already on site - demolition before approval for UTC granted
2. Increase in number of students and staff
3. Access to the site
4. Traffic impact of UTC
5. Potter Street is already congested - will increase congestion
6. Joel Street improvements will be at the same time as this project
7. Parking
8. Traffic management during and after construction
9. Significant number of pupils will be of driving age - will use own cars rather than public transport
10. Noise impact on neighbouring properties including Northwood School - noise from traffic, 'factory' equipment on the 'factory floor' and roof plant
11. Strain on local infrastructure - water and sewage supplies
12. Increased demand for fast food outlets by students - would lead to increased problems of litter and rats
13. Inappropriate development for the site
14. Northwood School will be full in few years time due to increased amount of primary school children
15. Entrance to the UTC should be from Pinner Road
16. Impact of increased traffic on safety of children/local residents

17. Inadequate consultation with local residents before and after submission of application
18. Potential light pollution
19. No details provided for 'out of hours' access to Northwood Sports Centre
20. Potter Street access not suitable for deliveries and collections
21. Impact of early morning deliveries
22. Loss of natural light/outlook to neighbouring properties
23. Loss of green open space/playing fields
24. Longer operating hours than a standard school day and longer term times
25. Insufficient details on use of facilities by sponsors
26. Insufficient details of any proposed signage
27. Key documents missing from application eg finalised travel plans, noise mitigation details
28. Increased height of new building
29. Insufficient details of gas building and potential substation
30. Impact on wildlife living in hedgerows and trees along Potter Street
31. Road easing options are now unavoidable
32. Increased pollution from extra traffic
33. Proposed roof line contains exhausts from the school, kitchen and workshop which would be level with bedrooms in houses on Potter Street
34. Change of use from school to light engineering
35. Impacts from demolition and construction works

1 petition of objection with 51 signatures has been received objecting on the following grounds:

- (i) Levels of noise which can be expected to emanate from the building
- (ii) Amount of traffic and parking congestion created by the scheme and the impact on local residents and major roads in the vicinity
- (iii) Light nuisance
- (iv) Hours of operation by project sponsors and others
- (v) Local residents concerns have not been addressed/ inadequate consultation with local residents
- (vi) Proposed location for the facility impinges on green spaces
- (vii) Application is missing key documents which restrict our visibility of the impact of the proposed development

19 letters of support have been received which raise the following points:

1. The UTC will provide high quality engineering and employer focused education to 14-19 year olds across West London
2. UTC will provide young people with exciting career options in the aviation industry
3. Will provide the West London Aviation industry access to the skilled technical workers it needs
4. Will provide places for 600 students
5. Help deal with future shortfall in secondary school places across London
6. Provides practical education to help school leavers gain apprenticeships and jobs - reduce unemployment for school leavers
7. Currently only 44 UTCs in England - exceptional opportunity to provide specialist learning/new form of education
8. Currently a shortfall of 40,000 engineers in the country - will help reduce this shortfall
9. The UTC has attracted major sponsors including Brunel University, British Airways PLC, RAF Northolt and Virgin Atlantic
10. Provide new opportunities for today's youth
11. Need for technical colleges
12. Cost of university education will turn students towards other forms of education
13. Practical education will help less academic students



14. Will be a step forward in the development of education in the borough
15. Enable students to reach their full potential
16. This type of education has not been supported enough in this country
17. Need more people trained at both technical level and management level in manufacturing sectors
18. The increased foot traffic will be great for local businesses
19. Potential for businesses and great job prospects for the young generation
20. Open up employment opportunities with London Heathrow being close by
21. New UTC will give new lease of life to Northwood School buildings which are in need of modernisation
22. Good for Hillingdon and Northwood
23. Will increase property values

2 petitions of support (33 and 19 signatures respectively) have been received. No specific comments were made on the petitions.

Northwood Hills Residents Association:

On behalf of Northwood Hills Residents' Association we are writing to add our objections to the above Planning Application.

To save duplication which would not add value;

- We fully support the objections raised by John Austin in his letter of objection dated 30 July 2013.
- We fully support the objections raised by Joanna Sleight and Grant Biggam in their letter of objection dated 29 July 2013.
- We fully support the objections raised by Corinna Geddies in her letter of objection dated 29th July 2013.

In addition, we strongly object on the grounds that proper consultation has not taken place.

We object on the grounds of lack of suitable public transport to the proposed site. There is no direct bus or tube from the South of the borough that will undoubtedly mean students and staff will travel by car. The proposed car parking facility are insufficient and is not helped as Northwood Hills probably being the only town centre in the Borough that does not have a car park. The car park having been sold by London Borough of Hillingdon! Parking in the immediate area is also not helped by the recent build in Pinner Road (a mere 100 yards from the proposed site of the UTC) where there are a significant number of flats have been built (the NISA site) without any car parking provision whatsoever.

We object on the grounds that Cllr John Morgan publicly stated at the Northwood Hills Committee Meeting on the evening of 17th July 2013 that no planning application for the proposed UTC had been received by the Council.

We also object on the grounds that Potter Street is not suitable to take additional traffic and suggest that any access to Heathrow UTC should it be approved be from Pinner Road subject to safe access/exit being created.

RECONSULTATION 16 AUGUST 2013

Consultation letters were sent to 206 local owner/occupiers and the Northwood Hills Residents' Association following additional information being received.

10 letters of objection have been received, which raise the following additional concerns:

- a. Adequate parking should be provided on site - existing number of parking spaces are being reduced
- b. Hillside is designated as an Area of Special Local Character (ASLC)
- c. Cars will park within Hillside ASLC due to lack of parking on Potter Street
- d. Fire engines would be unable to access roads due to increased traffic
- e. Impact of increased traffic on local shops
- f. The Hogs Back open space (rear of Stanley Road, Hillside Crescent and Northwood Way) would be overrun by students during lunch breaks and after college
- g. Need for staggered start times to ease traffic congestion
- h. There are already parking problems with Hillside School and the Children's Centre
- i. This area is not conducive to any more schools, colleges or other educational developments.
- j. The no car policy for students will be unenforceable
- k. The pavement width would be insufficient for the predicted volume of pupils
- l. The entrance gates have been moved back 10m during the construction period only

#### SPORT ENGLAND:

It is understood that the site forms part of, or constitutes a playing field as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2010 (Statutory Instrument 2010 No. 2184), in that it is on land that has been used as a playing field within the last five years, and the field encompasses at least one playing pitch of 0.2 ha or more, or that it is on land that is allocated for the use as a playing field in a development plan or in proposals for such a plan or its alteration or replacement.

Sport England has therefore considered the application in the light of its playing fields policy. The aim of this policy is to ensure that there is an adequate supply of quality pitches to satisfy the current and estimated future demand for pitch sports within the area. The policy seeks to protect all parts of the playing field from development and not just those which, for the time being, are laid out as pitches. The policy states that:

"Sport England will oppose the granting of planning permission for any development which would lead to the loss of, or would prejudice the use of, all or any part of a playing field, or land last used as a playing field or allocated for use as a playing field in an adopted or draft deposit local plan, unless, in the judgement of Sport England, one of the specific circumstances applies."

Reason: Development which would lead to the loss of all or part of a playing field, or which would prejudice its use, should not normally be permitted because it would permanently reduce the opportunities for participation in sporting activities. Government planning policy and the policies of Sport England have recognised the importance of such activities to the social and economic well-being of the country.

The application comprises the demolition of the existing 2/3 storey teaching block. This is to be replaced with a new building which will occupy the built footprint of that to be demolished. A new car park is to be located to the south and west of the new block.

The proposed development will result in a loss of grass playing field land. The loss of grass playing field is notable and not insignificant on plan, however having visited the site as pre application stage,

it is noted that the site undulates, particularly around the built form. To that end, whilst there is a loss of grass playing field, much of the area lost is considered unusable owing to its level and gradient. Crucially, the remaining playing field to the south of the proposed development will remain capable of accommodating a football pitch or appropriate dimensions.

Overall, whilst there is a loss of grass playing field, the lost of usable playing field is modest. Crucially, the sporting potential of the site had been maintained.

This being the case, Sport England does not wish to raise an objection to this application, subject to the following condition(s) being attached to the decision notice (if the Council are minded to approve the application):

Prior to the commencement of the use/development a Community Use Scheme shall be submitted to and approved in writing by the Local Planning Authority. The Scheme shall include details of pricing policy, hours of use, access by non-school users/non-members, management responsibilities and include a mechanism for review. The approved Scheme shall be implemented upon commencement of use of the development.

Reason: To secure well managed safe community access to the sports facility, to ensure sufficient benefit to the development of sport.

#### TRANSPORT FOR LONDON (TfL):

We have undertaken further assessment in terms of the latest information provided. However, we cannot accept your assessment in relation to route H13 and H11. Currently, there is only spare capacity for 15 extra passengers on route H13. Since there is no assignment information, the assumption has to be a 50:50 split between trips route 282 that runs south and H11/H13 that run east. For routes H11/H13 that run east, the trips need to be split 50:50 again so these routes only run in parallel to/from Pinner with most areas on these routes only served by one route or the other. Therefore, mitigation would still be required even if the lower number of 196 trips was correct based on 98 in each direction i.e. 49 trips on both routes H11 and H13. The situation is unlikely to change with the delaying of school finish time to 1630, as the H13 is already with constrained capacity.

In light of the comments above, TfL would seek a contribution of £375K (75K per annual) toward the provision of one additional return journey on H13 for five years as currently proposed. We will however review the arrangement as we expect to understand further on the catchment area of pupils for the new school after its opening. This should be secured by s106 Agreement by the council.

#### Officer Comments:

TfL's comments have been addressed in Section 7.10 of the report.

#### METROPOLITAN POLICE CRIME PREVENTION DESIGN ADVISER (CPDA):

No objection subject to the standard Secure by Design condition.

#### **Internal Consultees**

##### ACCESS OFFICER:

The proposal seeks to construct a new Technical College (Heathrow Aviation Engineering University) that is co-located with Northwood School on the subject site. The objective is to provide a new education facility, yet achieve separation from Northwood School. To make way for the proposed new three-storey state-of-the-art building, it would be necessary to demolish the existing split-level two/three storey building.

The application has been subject to extensive pre-application discussions and it is accepted that there will remain a number of less preferable accessibility provision resultant from the significant level changes across the site. Due to these level changes, the internal road and topography, it is understood to be impractical to provide an accessible parking bays at the entrance level (upper ground). However, within the new car park, three of the 35 car parking spaces would be accessible to disabled people, which equates to 8.6% of the total. Whilst this provision falls below the 10% stated in Local Plan Policy AM15, the provision is considered to be acceptable for the purposes of planning as parking is relatively limited, and to require four spaces would result in a 11.4 percentage and exceed the policy requirement. (The college would be required to make a reasonable adjustment as part of their Equality Act 2010 obligations, if the need for more accessible parking became apparent in future.) The vehicle and pedestrian gates would be managed by CCTV with remote access control, and informal drop-off would be possible just inside the gates.

Notwithstanding the topographical constraints, the access into the building is considered to have met inclusive design objectives. The building could be accessed from the car park level (lower ground), or by walking a distance of less than 50 m to access the building from the upper ground and main reception.

No issues are raised in terms of general circulation within the building, and a lift that meets BS8300 specifications is proposed. Whilst the provision of only one lift would not normally be supported for such developments (particularly where there is increases risk of improper use and vandalism), it is understood that the lift will be access controlled and CCTV monitored. It is proposed to use a reputed lift manufacturer and installer and to set in place a 2-hour maintenance and repair contract. The building would also be equipped with a goods lift that could be used by disabled people in extenuating circumstances.

Two wheelchair accessible WCs will be provided on each floor. A hygiene room is not proposed at this stage; however, a small group room has been identified as a potential location for such a facility if required in the future.

Comments:

1. Level access should be confirmed from the lower ground entrance, including details of how this alternative entrance would be managed, e.g. CCTV and access control. An automatic door opening device should be provided to ensure that wheelchair users would be able to access the building independently and with ease: further details required.

PLANNING OFFICER RESPONSE: Further details relating to disabled access to the lower ground floor have been provided which the Access Officer has reviewed and advised are acceptable.

2. Details should be submitted to support the discussions held regarding access control for the lift, in addition to internal and external CCTV equipment.

PLANNING OFFICER RESPONSE: This can be dealt with by way of condition on any consent granted.

3. Notwithstanding the above, a changing facility, to support those with complex personal care requirements, should be provided. Whilst there may be an aspiration, should a need arise in future, to provide a changing facility for disabled people with complex personal care support needs, it is likely that the vision would be lost in the mists of time and, moreover, funding such a facility at a later date would be challenging and time-consuming. It would be far more cost-effective and in keeping with the

spirit of inclusion to provide the facility whilst the building is being constructed. It would be acceptable to provide a hygiene room at this planning stage, which could be later upgraded to meet Changing Places criteria.

PLANNING OFFICER RESPONSE: Further details relating to the hygiene room have been provided which the Access Officer has reviewed and advised are acceptable.

4. An emergency evacuation plan/fire strategy that is specific to the evacuation of persons unable to escape by stairs should be submitted and reviewed prior to any grant of planning permission. Provisions could include: a) a stay-put policy within a large fire compartment (e.g. within a classroom, on all floors above ground, with suitable fire resisting compartmentalisation); b) provisions to allow the lift to be used during a fire emergency (e.g. uninterrupted power supply attached to the lift); c) contingency plans to permit the manual evacuation of disabled people should other methods fail.

PLANNING OFFICER RESPONSE: This can be dealt with by way of condition on any consent granted.

Informatives relating to the Equality Act 2010; fixtures, fittings and furnishings; internal decoration; induction loops and lighting should also be attached.

PLANNING OFFICER RESPONSE: Relevant informatives are recommended.

#### ENVIRONMENTAL PROTECTION UNIT (EPU):

During the assessment of this application Environmental Protection Unit is concerned generally with aspects of potential noise nuisance associated and created within the building affecting nearby residents and noise originating externally such as from road and air traffic affecting the occupants of the building.

However with regard to noise and sound proofing between two adjacent internal rooms in this type of building they are conditioned by the current Building Regulations and BB93. If the UTC requires teaching rooms for special educational needs, or sensitive uses such as music or recording rooms, then these may require mechanical or attenuated passive ventilation if they cannot be located in parts of the building which are less exposed to external noise. Standard thermal double-glazing should be sufficient for all rooms. Windows may be fully opened for rapid or purge ventilation, or occupant's choice. If passive ventilation is used for noisy laboratories or workshops, cross ventilation may require more complex ventilation.

External noise [Road and air traffic] affecting occupants of the building:

The report indicates that the current ambient noise levels around the proposed site are between 53-58 dB(A) Leq, 30min and 58-68 dB(A) L01, 30min in the area of the proposed development. The WHO Guidelines recommend that annual average external daytime noise levels do not exceed 50 to 55 dB LAeq, 16hr to prevent moderate to serious annoyance respectively.

The report also indicates that an open window typically provides 10 dB of attenuation when fully open and 15 dB partially open; and passive ventilation systems can provide up to 25 dB attenuation. Therefore from the noise levels presented it can be seen that in the quieter areas [53-58dB] open or partially opened windows may provide adequate attenuation from external noise and a passive ventilation system may provide adequate attenuation in the noisier areas [ 58-68 dB].

Noise breakout:

Noise from within the proposed building [noise breakout] is likely to be created from the use of machinery used in the engineering workshops and from the use of plant and equipment. The affects considered were that of the nearest residential properties [external] which are located approx.25m away.

The acoustic report states that the worst case scenario [with windows open] and noise breakout from the use of the engineering workshops is predicted to be 50 dB at the nearest residential property 25m away. Hillingdon's condition N11B asks for a rating level of 5 dB below the existing background noise level which the report indicates was recorded as 50dB. Therefore the condition N11 below is recommended to be applied.

It is suggested that to achieve the required level particularly on the engineering workshop the applicant may need to consider double glazed fixed windows and a mechanical ventilation system.

#### N11B Noise affecting residential property

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

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

#### Plant noise:

The plant noise is stated as being 41dB 1m from the facade of the nearest noise sensitive premises which achieves the required noise level. However if a noisier system were to be used then the N11 condition would apply.

#### Delivery Noise:

Loading/unloading/deliveries. A servicing and deliveries management strategy should be required.

INF 20 Control of environmental nuisance from construction work (~ Informative 20). The Construction impact informative should be added to any consent.

#### FLOODWATER MANAGEMENT OFFICER:

No objection subject to a condition stating that the development must be constructed as per the submitted Flood Risk Assessment.

#### HIGHWAY ENGINEER:

The development proposals are for the demolition of an existing teaching block within the boundary of Northwood Secondary School and the construction of a new building that will provide a University Technical College (UTC). The UTC will operate independently of Northwood Secondary School and will accommodate 600 pupils aged 14 to 19 and will employ 63 members of staff.

As part of the proposals the existing staff car parking (76 spaces over two car parks) within the site will be reallocated between the secondary school and the proposed UTC. This will provide 32 parking spaces for staff of the existing secondary school and 37 parking spaces for staff of the UTC,

providing a loss of 7 parking spaces. In addition, 72 cycle parking spaces will be provided to serve the UTC.

When considering the development it is noted that the existing secondary school currently operates with 386 pupils and 45 members of staff on site at any one time. However, the secondary school has capacity for 1225 pupils aged between 11 and 19 and 143 members of staff, which is considered as the consented use at the school. Under the proposals, the consented capacity at the secondary school will be reduced to 900 pupils and 105 staff, with the overall number of pupils at the site being increased to 1500 with 168 staff. This equates to an increase of 275 pupils and 25 staff above that of the existing consented use at the site.

The existing Secondary School will operate between 0850 and 1445 hrs and the proposed UTC between 0850 and 1700 hrs, providing staggered finish times between each facility.

It is noted that the UTC will be occupied on a year on year basis, commencing in 2014, until full occupation is reached in 2017. This equates to an average intake of 150 pupils per year.

In order to assess the development in relation to the expected impact along the surrounding highway network, a Transport Assessment (TA) has been submitted in support of the proposals, the details of which are discussed below.

#### Parking

An assessment has been undertaken of the existing and future on street parking capacity along the adjacent highway network. The assessment has been based on the current modal share in relation to staff and pupils at the secondary school to identify the existing and proposed parking demand and by undertaking a parking beat survey within a 10 minute walking distance of the site.

From reviewing the parking assessment, it has been identified that during the morning, inter peak and afternoon peak periods, if the school were to operate with the consented number of pupils (1225 pupils), and under the current development proposals there will be available on street parking capacity within the surrounding area of the site. However, it is considered that this will exclude Potter Street, which would be at or over capacity, as drivers would park as close as possible to their destination.

In addition it is noted that within the inter peak periods, the on street parking demand would be less than that of the consented use at the site, as there will be a reduction in the number of pupils that will attend the secondary school.

When considering staff parking at the site, it is noted that when the secondary school is operating at consented capacity, over-spill parking will take place along the highway, with 41 vehicles parking on street. Under the development proposals, and taking account of the loss of staff parking (7 spaces) within the site, over spill parking by staff will be increased by 28 vehicles, giving of total of 69 vehicles parking on street.

#### Traffic Generation

The TA has undertaken comparative capacity analyses of the roundabout junction of Pinner Road/Potter Street, in order to assess the increase in vehicle trips associated with the development.

The assessment has considered the operation of the existing secondary school and when operating at consented capacity (1225 pupils) within the future year - 2021. The analysis has identified that

during the AM, PM and Inter peak hours, the junction will operate at or over capacity without development traffic assigned to the highway.

When considering the increase in vehicular traffic associated with proposed UTC, it has been demonstrated that there will be a further reduction in capacity and an increase in vehicle queuing at the junction, above that of the consented number of pupils at the site.

In addition, it is noted that the TA considers capacity at the junction in 2031. However, this is not a representative assessment as the operation of the highway network cannot be accurately predicted within this time period.

#### Accident Analyses

The TA has undertaken a review of accident data along the highway adjacent to the school for a five year period. As a result, it has been demonstrated that there are no established patterns identifying specific road safety issues associated with the operation of the existing school within the surrounding area.

#### Cycle Parking

When assessing the proposals it is noted that secured cycle parking will be provided within the site, which will accommodate 72 cycles that will be allocated for the use of pupils and staff. The cycle parking provision is considered acceptable to serve the development.

#### Mitigation

The TA has identified a number of measures to mitigate against the increase demand for on street parking from staff, pupils and from the dropping off/picking up of pupils. A Travel Plan will be produced specifically for the UTC facility, separate to that of Northwood Secondary School. The Travel Plan will focus on achieving an increased relation to the mode share as identified within the TA to ensure a shift away from car use alongside peak spreading.

The measures that will be provided within the Travel Plan will include the appointment of a Travel Plan Coordinator, cycling initiatives including cycle parking, a cycle club, cycle user group, the provision of a car sharing database and the promotion of Public Transport. In addition, a minibus pick up/drop off service will be operated between the school and key public transport points (bus and rail stations).

#### Conclusion

When considering the development, it is noted that there will be an increase of 275 pupils and 25 staff above the existing consented use at the site.

From assessment of the on-street parking demand, it has been demonstrated that there is available capacity within the local area during the AM and inter peak and PM peak periods along the adjacent highway network. However, it is considered that the demand for on-street car parking along Potter Street will be increased as a result of the development, adding to existing levels of congestion.

When considering the capacity analysis undertaken of the roundabout junction of Pinner Road and Potter Street, it is noted that the junction operates over capacity under the consented use at the site. When development traffic is added to the junction, capacity is further reduced and vehicle queuing along each arm increased.



As a result, it is considered that further studies in relation to traffic, on-street car parking and road safety should be undertaken, which should be implemented under a suitable planning condition/S106 Agreement.

The scope of the studies shall first be agreed with the LPA and undertaken at 50% and 85% occupation of the UTC. Within 6 months of the studies, the applicant is required to identify, agree and implement appropriate remediation measures (if any), which shall be first agreed with the LPA. The studies and identified mitigation works shall be undertaken and funded by the developer.

Furthermore, in order to encourage the use of sustainable modes of transport, the measures identified within the submitted Travel Plan are required to be implemented under a suitable planning condition/S106 Agreement and include the provision of a bond to ensure compliance.

Thereafter, the Travel Plan is required to be reviewed at regular intervals to monitor and if required, update and/or amend the document in order that the aims and objectives are achieved. Therefore, a travel plan review should be undertaken and submitted to the LPA for approval at 25%, 50%, 75% and 100% occupation of pupils and staff and this should be covered through a suitable planning condition/S106 Agreement.

In addition, the following details are required to be provided and should be covered through a suitable planning condition/S106 Agreement.

Car parking within the school should be provided with 20% (active and passive) electrical charging points in accordance with the London Plan.

The access gates to the proposed car park are required to be located 10m back into the site from the boundary of the adjacent highway.

A Car Parking Management Strategy detailing how the car parking provision within the site will be managed is required to be submitted and approved in writing by the LPA prior to first occupation.

A Servicing Management Plan is required to be submitted and approved in writing by the LPA prior to first occupation. The Servicing Management Plan should detail how the development will be serviced and managed on a daily basis and utilise joint servicing to minimise disruption along the adjacent highway.

A Traffic Management Plan/Construction Project Plan is required to be submitted to and agreed in writing by the LPA before commencement of works at the site. Thereafter, all works shall be carried out in accordance with the approved document.

**SUSTAINABILITY OFFICER:**

I have no objections to the proposed development but require a point of clarification regarding the energy assessment.

The principle CO2 saving for the development comes from a significant reduction in emissions associated with lighting. The proposed development has a 30% improvement over a Part L compliant development.

It is unusual to see such a saving from lean measures, particularly largely focused on just one element. The applicant therefore needs to provide a robust commentary on why there is such a

significant change.

#### Ecology

The phase 1 habitat report recommends a couple of enhancement measures to improve ecology. The following condition is therefore necessary:

#### Condition:

Prior to the commencement of development a comprehensive scheme for ecological enhancement of the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate improvements on and around the development and must include specific landscaping improvements to support wildlife. Habitat walls, log piles, bat and bird boxes must clearly be detailed within the scheme. The development must proceed in accordance with the approved scheme.

#### Reason:

To ensure the development contributes to ecological enhancement in accordance with Policy EM7 (Local Plan) and Policy 7.28 of the London Plan.

#### Living Walls and Roofs

The development does not incorporate any living walls or roofs as required by both the London Plan and the Local Plan Part 1. A condition is therefore necessary. There seems no reason why part of the roof cannot accommodate a 'living' area, and some of the elevations would lend themselves to appropriate green screening.

#### Condition:

Prior to the commencement of development details of inclusion of living walls and roofs within the development shall be submitted to and approved in writing by the Local Planning Authority. The details shall include planting mixes and maintenance plans. The development must proceed in accordance with the approved plans.

#### REASON

To ensure the development contributes to a number of objectives in compliance with Policy 5.11 of the London Plan.

#### Water Efficiency

The following condition is also necessary to ensure there is a sustainable approach to water consumption in this water stressed area.

#### Condition:

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

#### Reason:

To ensure the development reduces the pressure on potable water in accordance with Policy 5.15 of the London Plan and Policy EM8 of the London Borough of Hillingdon Local Plan Part 1.

Planning Officer Comments:

The above comments have been addressed in the applicant's Response to Energy, Sustainability and Ecology Observations dated 16 August 2013, and a Living Wall has been included in the scheme.

#### SECTION 106 OFFICER:

The following planning obligations are likely to be required if the scheme is recommended for approval:

##### 1. Traffic Impact Studies:

2. Travel Plan: Prior to first occupation a full travel plan to be submitted and approved by the council. The Travel Plan shall also include the previously agreed mini bus collection service from local tube stations, such as LBH Central Line Stations. A Travel Plan bond in the sum of £20,000 is also to be secured to ensure compliance with the Travel Plan going forward.

3. Public Transport Contribution: TfL have sought a financial contribution in the sum of £ 375,000 arising from this proposal.

4. Project Management and Monitoring Sum: a contribution equal to 5% of the total cash contributions or a sum of £1,000 (which ever is the greater) secured to enable the management and monitoring of the resulting agreement.

#### TREES/LANDSCAPE OFFICER:

The site is occupied by a redundant two/three-storey teaching block at the southern end of the Northwood School campus. The site is served by a pedestrian entrance and a separate vehicular entrance off Potter Street. The western boundary is defined by a hedge with occasional trees and is overlooked by residential properties on the west side of Potter Street. The open school playing fields surround the building to the south, bounded by Pinner Road and to the east backing onto the rear gardens of Alandale Drive.

There are significant changes of level across the site. Potter Street falls to the south-west towards Pinner Road roundabout, at the northern end of Northwood Hills Town Centre. The school playing fields are accommodated on terraces interspersed with steeply sculpted landforms, as the land falls to the south-east. Aside from the west boundary hedge, there are a number of trees/ mature shrubs to the south of the building associated with an existing car park. There are no Tree Preservation Orders or Conservation Area designations affecting the site.

#### Proposal:

The proposal is to demolish the existing 2/3-storey teaching block, construct a new 3-storey University Technical College (UTC); car parking; retention of existing pedestrian and vehicular access and ancillary development.

#### Landscape considerations:

Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

- The Landscape Partnership's Tree Survey, dated June 2013 assesses the condition and quality of 27No. specimen trees and 1No. group, all along the west boundary and associated with the car park entrance. There are no 'A' grade trees, 2No. 'B' grade (T7 and T21) with the remaining trees rated 'C'.
- The tree report acknowledges (section 40) that the trees (and hedge) provide a degree of screening to the existing school buildings and the associated car park.
- The assessment concludes that the trees along the boundary are generally in poor condition

(reflected in their 'C' grading) and in decline. New/replacement planting is identified as an objective for the landscape scheme.

- A second group is identified either side of the existing access where the trees appear to be part of a more recent scheme, generally in better condition with a longer useful life expectancy.
- Section 6 considers the implications of the proposed development. 2No. 'C' grade trees (T16 and T17) will be removed to enable the development (car park access).
- There will be minor incursion of the root protection area of a further 2No. trees (T11 and T14) to the south of the footway associated with the vehicle entrance.
- The Arboricultural Strategy, drawing No. 602\_TS02AIA, proposes a 'no dig' construction specification around T11 and T14, together with protective fencing around all other trees, which are to be retained.

· A Birch,(ref. T18 on the schedule), is leaning significantly and appears less healthy (with leaf loss) than its neighbours. The tree is exhibiting signs of stress/decline which were clearly not evident at the time of the survey. This tree should be reviewed and its removal/replacement considered.

· The Design and Access Statement describes the Landscape Strategy in section 7.0.

· Design objectives are set out for Recreation Areas (7.1), hard surfacing (7.2) the planting strategy (7.3), existing vegetation, arboriculture and ecology (7.5) and flood risk (7.6). These sensitively retain and utilise those features which are worthy of retention and make provision for the protection of trees and potential wildlife (bats). The layout of the site, including the buildings, site access and car parking. This arrangement will create as little disruption to existing vegetation as possible and effectively re-use the existing changes of level. The design and siting of the building, together with the retention and enhancement of vegetation on site seek to reduce the visual impact of the new building on local residents.

· A further document Planting Strategy, by the Landscape Partnership, provides an illustrative planting schedule including the provision of supplementary trees, hedges and plants aimed at enhancing the biodiversity potential of the site and planting to create visual interest to the external spaces, for the enjoyment of those using the site.

· If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and appearance of the area.

Recommendations:

- Post-submission discussions with the agent and landscape consultant have led to requests for a copy of the tree survey (Schedule) to accompany the report, further details about the car park levels and boundary treatment around the edge of the car park and the playing fields. This information is to follow.
- The LPA has also raised the issue of the Birch tree (T18) which requires review and possibly replacement as part of the proposed planting scheme.
- Otherwise, no objection subject to the above observations and conditions COM6, COM8, COM9 (parts 1,2,4,5 and 6).

URBAN DESIGN/CONSERVATION OFFICER:

Northwood School was opened in 1934 and was designed by Middlesex County Council. The area is characterised by 1930s properties, of differing details and finishes, but all forming part of the planned layout. The site is highly visible with views into and out of the Hillside, Northwood Hills Area of Special Local Character.

This proposal is for a new Heathrow Aviation Engineering University Technical College (Heathrow UTC) to be co-located within the grounds of Northwood School. It will be a new education facility, separate from Northwood School but sharing sports facilities. UTCs are a new concept in secondary education and offer pupils the opportunity to take technically-oriented course of study alongside the core academic subjects. Heathrow Aviation Engineering UTC is sponsored by Brunel University and a

number of employer sponsors, such as Heathrow Airport, who have been involved in shaping the curriculum.

Comments: The scheme proposes the demolition and replacement of an existing classroom block located at the southern end of the school which has been predominantly unused for some time and is in poor condition. It is a large unattractive curtain-walled building and has no special interest, value or significance. Its demolition will enhance the street scene.

The footprint of the new building has been constrained by level changes to the north and west and the pitches to the east and south. It is a three storeys structure that will accommodate the educational facilities required for the UTC. It is a more efficient foot-print than the existing building and will not be significantly higher.

The UTC building is a modern contemporary design which accentuates the key building elements including features such as doors, windows and detailing using cladding panels and brickwork as a module within which there are openings. The side elevation is a profiled metal finish with linear slots with deep reveals to give the appearance of the cladding being an overlay to a surface underneath. The front elevation is recessed. The design concept (from the Design Statement) 'communicates the engineering function inside' and to some extent could be said to be 'inspired by other aviation and engineering facilities.' Certainly, the choice of the metallic roof folds over the long elevations and the robust blue grey brick at the base make the building appear as such. The contrasting colour elements (currently proposed as yellow to support the engineering theme) combine to provide a robust finish to the building.

The landscaping has been carefully considered. The external areas will be implemented with a range of surfacing materials to create a number of textural and colour effects. The aim of the material selection is to create a relatively bright and light coloured surface finish, particularly at the main entrance. Concrete flag, setts and block paving would be used. The existing site boundary of mature hedges with a mixture of railings and weldmesh fencing will be retained as well as the existing pedestrian and vehicle access gates.

Conclusion: This is a modern, contemporarily designed building, most suitable to a school site of this nature. The scale of the building has been carefully considered to replicate what originally exists on the site and the landscaping also carefully considered. I support the vivid colours as they will enliven the street scene.

Acceptable in design and will not adversely harm views into and out of the Hillside, Northwood Hills Area of Special Local Character. The proposal will sustain and not adversely harm the significance of the area or the adjoining heritage asset.

A condition is required to approve the precise materials on site, signage and colour scheme.

#### WASTE SERVICES:

Waste storage area shown. Providing the Engineers are confident that the vehicular access is sufficient, then the area is acceptable.

## **7. MAIN PLANNING ISSUES**

### **7.01 The principle of the development**

Policy R10 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to encourage the provision of enhanced educational facilities across the borough, stating:

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

This is reiterated in the London Plan Policy 3.18 which states:

"Development proposals which enhance education and skills provision will be supported, including new build, expansion of existing facilities or change of use to educational purposes. Those which address the current projected shortage of primary school places will be particularly encouraged."

Furthermore, on 15/08/11 the DCLG published a policy statement on planning for schools development, which is designed to facilitate the delivery and expansion of state-funded schools. It states:

"The Government is firmly committed to ensuring there is sufficient provision to meet growing demand for state-funded school places, increasing choice and opportunity in state-funded education and raising educational standards. State-funded schools - which include Academies and free schools, as well as local authority maintained schools (community, foundation and voluntary aided and controlled schools) - educate the vast majority of children in England. The Government wants to enable new schools to open, good schools to expand and all schools to adapt and improve their facilities. This will allow for more provision and greater diversity in the state-funded school sector to meet both demographic needs and the drive for increased choice and higher standards."

It goes on to say that:

"It is the Government's view that the creation and development of state-funded schools is strongly in the national interest and that planning decision-makers can and should support that objective, in a manner consistent with their statutory obligations. We expect all parties to work together pro actively from an early stage to help plan for state-school development and to shape strong planning applications. This collaborative working would help to ensure that the answer to proposals for the development of state-funded schools should be, wherever possible, "yes."

The statement clearly emphasises that there should be a presumption in favour of the development of schools and that "Local Planning Authorities should make full use of their planning powers to support state-funded schools applications."

Paragraph 72 of the NPPF reiterates the objectives set out in the DCLG Policy Statement on Planning for Schools Development. It clearly confirms that the Government attaches great importance to ensuring that a sufficient choice of school places are available to meet existing and future demand. The school leaving age has now been raised from 16 years (Year 11) to 17/18 years (Summer 2013/Summer 2015). This has therefore led to an increase in placement requirements, particularly for those pupils who would not otherwise be provided for in traditional education, but would instead benefit from practical hands-on technical learning. The proposed University Technical College would therefore provide an additional educational facility that goes some way in addressing existing and future demand for secondary school places and technically orientated courses.

Notwithstanding the above mentioned policies, which seek to encourage educational development, it should be noted that the proposed development would result in loss of part of the playing field to accommodate the parking and servicing areas and the informal recreation/circulation space surrounding the building.

Paragraph 74 of the National Planning Policy Framework (March 2012) states that:

"Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- the development is for alter native sports and recreational provision, the needs for which clearly outweigh the loss".

London Plan Policy 3.19 similarly seeks to resist the loss of sport facilities including playing fields. This is reiterated in Policy R4 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

In this instance, Sport England have confirmed that whilst the scheme will result in a loss of playing field land, much of the area lost is considered unusable owing to the undulating levels and gradient. Sport England consider that the remaining playing field to the south of the proposed development will remain capable of accommodating a football pitch or appropriate dimensions, and therefore the sporting potential of the site had been maintained. Accordingly, they have raised no objections to the scheme subject to a condition regarding community use of the site.

Furthermore, educational use of the site is already well established. The site does not fall within the Green Belt and has no other specific designations. The proposals are considered to comply with relevant local, regional and national planning policy relating to educational uses. Sport England have raised no objection to the scheme, subject to a condition regarding community use. Accordingly, no objections are raised to the principle of the development subject to the proposal meeting site specific criteria.

#### **7.02 Density of the proposed development**

Not applicable to this type of application.

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

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

Whilst concerns have been raised over the impact of the development on the Hillside, Northwood Hills Area of Special Local Character, due to screening provided by properties in Potter Street, only limited views of the application site would be available from here and it is not considered that the development would have any significant detrimental impact on the visual amenities of the surrounding area.

#### **7.04 Airport safeguarding**

Not applicable. There is no requirement to consult the aerodrome safeguarding authorities on this scheme.

#### **7.05 Impact on the green belt**

Not applicable. There is no green belt land within the vicinity of the application site.

#### **7.07 Impact on the character & appearance of the area**

Policy BE13 of the Hillingdon Local Plan: Part 2 - Saved Policies UDP (November 2012) requires that the design of new development in terms of layout and appearance should harmonise with the existing street scene and the surrounding area.

The existing classroom block has been largely unused for sometime and is therefore in a very poor condition and no longer fit for purpose as an education facility. This would be demolished and replaced with a new building with a high quality modern design. The proposed building would be set back 35.7m from the Potter Street boundary to accommodate the significant change in levels on the site, and to reduce its visual impact. The main entrance to the UTC would be via a footbridge to allow for a level access from the street. It is not considered that the location and design of the proposed building would have an unacceptable visual impact on the character and appearance of the street scene. Furthermore, it could be argued that it would improve the visual amenities of the school site and surrounding area by replacing the existing dilapidated buildings.

Whilst the proposed scheme would create a car park on the northwest corner of the application site, along the boundary with Potter Street, its impact on the street scene would be softened by tree planting along the site's front boundary. Conditions would be imposed, should planning permission be granted, to ensure sufficient and appropriate landscaping is provided along this frontage, as per the recommendations of the Council's Trees/Landscape Officer and, as such, it is not considered that the car park would have an unacceptable visual impact on the visual amenities of the school site or surrounding area.

The proposal is considered to be in keeping with the character and appearance of the area and it is not considered that it would have any significant impact on the visual amenities of the street scene or surrounding area. Accordingly, the proposal is considered to fully comply with Policy BE13 of the Hillingdon Local Plan: Part 2 - Saved Policies UDP (November 2012).

#### **7.08 Impact on neighbours**

Policies BE20, BE21, BE22 and BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to ensure that the design and layout of new buildings do not result in a significant loss of residential amenity due to overdominance, loss of light or loss of privacy.

The nearest residential properties are located approximately 20m away from the nearest part of the application site, on the opposite side of Potter Street. The proposed building would be located 35.7m from the Potter Street boundary and is therefore set further back than the existing building (9.7m from the boundary). This complies with guidance within the Council's Supplementary Planning Document on Residential Extensions which requires a minimum separation distance of 21m to prevent unacceptable overlooking. It is therefore considered that the development would not result in a significant amount of overlooking or loss of privacy. Furthermore, given this distance it is not considered that the development would result in any significant loss of light or outlook over and above the existing building.

The development includes a roof plant which would be set back 11.20m from the front of the building and would be screened by cladding panels and louvre panels. It is considered that the roof plant is set back sufficiently to reduce the visual impact on neighbouring properties.



All other parts of the development would be located a significant distance away from the nearest residential properties. Accordingly, it is not considered that the development would have any significant impact on residential amenity.

The impact of noise arising from the development on neighbouring properties is addressed within section 7.18 of this report, and subject to conditions the development would have no adverse impacts on the amenity of nearby occupiers in this respect.

Overall, it is not considered that the proposed development would have any adverse impacts on the amenity of nearby residential occupiers subject to appropriate conditions relating to control of noise, external lighting and community use of the site.

#### **7.09 Living conditions for future occupiers**

Not applicable to this type of application.

#### **7.10 Traffic impact, car/cycle parking, pedestrian safety**

The proposal would result in the creation of a new education facility (Heathrow Aviation University Technical College (UTC)) at the Northwood School site. This facility would be additional to the existing school, albeit some of the existing buildings would be demolished to make space for it. A Transport Assessment has been submitted in support of the development, along with a Travel Plan.

It is understood that despite current pupil numbers of only 386, the existing Northwood School could accommodate up to 1,225 pupils within its existing accommodation. Given that planning permission would not be required for the school to operate at this capacity at any time, should there be sufficient demand, it is considered reasonable to use this figure as the baseline for assessment. The Transport Assessment confirms that it is "the future aspiration of the school" to increase pupil numbers to 900. Accordingly, the assessment has been based on a maximum potential capacity of Northwood School of 900, if at full capacity and if the UTC took place. The UTC would accommodate up to 600 pupils and, accordingly, there could be a total of up to 1,500 pupils across the two establishments, representing an overall increase of up to 275 pupils over the existing school's permitted capacity.

In terms of staff numbers the Transport Assessment confirms that the UTC will employ 63 staff and that the existing Northwood School would employ up to 143 staff if operating at a full capacity of 900. This represents an increase of 25 staff across the two establishments

In terms of car parking, the school currently has two car parks. The southern car park, which currently accommodates 44 marked bays would be replaced with a new 37 space car park, dedicated to the UTC. This would include three disability standard spaces. An additional disabled parking space is also proposed near the site entrance along Potter Street. Three spaces would be served by electric vehicle charging points. This car park would be solely for use by staff and visitors to the school and as is typical of most school sites, parents and students would use surrounding roads for pupil drop-off, pick-up and parking. Cycle storage for 72 cycles is proposed north east of the main entrance.

In terms of trip generation, the Transport Assessment confirms that there is sufficient capacity for medium to long-term parking demand from staff on surrounding roads. Furthermore, it concludes that it would not result in any significant impact on nearby junction capacity over and above that which would occur if the school was currently operating at full capacity (1,225 pupils) and that the impact of the expansion on the local highway network could be mitigated through the implementation of a robust Green Travel Plan.

Congestion associated with schools only typically occurs for relatively short periods of time during peak drop-off and pick-up times for the school and traffic disperses relatively quickly. Whilst it is acknowledged that Potter Street becomes congested at peak pick-up and drop-off times, notably there is ample parking capacity within the surrounding area, a short walk away from the school, and the Travel Plan will assist in spreading the peak demand period and encouraging use of more sustainable modes of transport. Accordingly, subject to adoption of a robust Green Travel Plan, it is not considered that the proposed development would have such a significant impact on congestion and junction capacity, over and above the existing consented use, that refusal could be justified.

Notwithstanding this, and the applicant's assertion that the development would have nil detriment on the surrounding highway network, officers nevertheless consider that if planning permission is granted, further analysis should be carried out, as pupil numbers increase, to assess the actual impact at that time and that if deemed necessary appropriate mitigation measures should then be put in place. Whilst it is acknowledged that there is sufficient on-street parking capacity within easy walking distance of the site, given that most people would be likely to choose to park as close to their destination as possible, particular concern is raised over the potential impact the development could have on Potter Street if proposed Travel Plan measures are not sufficiently effective. Accordingly, should planning permission be granted it is recommended that this should be subject to a S106 agreement requiring the applicant to undertake further studies into the impact of the development on the local highway network, once the UTC is occupied, and to implement and/or contribute towards the provision of appropriate mitigation measures if identified as necessary.

In terms of staff travel this is unlikely to occur during peak times as the majority of staff arrive before and depart after peak pupil start/finish times. Accordingly, it is not considered that the additional trips generated by staff would have any significant impact on the highway network. It is however acknowledged that there would be increased demand for medium to long term on-street parking from staff. The above mentioned measures, which would be subject to a S106 agreement, would address this issue.

Whilst all surrounding roads fall under the jurisdiction of the London Borough of Hillingdon, Transport for London (TfL) have an interest in Pinner Road, which is designated as a London Distributor Road and is a main bus route. Accordingly, TfL are requesting a contribution of £375,000 towards the provision of one additional return journey on the H13 bus route for a period of five years, to accommodate the additional demand the UTC would create.

It is noted however that TfL have based their assessment on the existing pupil and staff numbers at Northwood School rather than the higher number of pupils the school could accommodate within their existing buildings if the school was full. This is important in that the school could increase numbers to full capacity without needing any planning permission, or needing to consult with TfL.

Given that the Local Planning Authority has no control over the existing accommodation and number of pupils it could accommodate, and that the school has operated with a pupil roll of 1,225 within the past five years, it is considered that the baseline for assessment should be based on the existing school's maximum capacity of 1,225 and therefore TfL's request is difficult to justify.

This view is in accordance with Department for Transport guidelines which state that baseline transport data should be based on:

"The quantification of the person trips generated from the existing site and their modal distribution, or, where the site is vacant or partially vacant, the person trips which might realistically be generated by any extant planning permission or permitted uses" (Department for Transport, Guidance on Transport Assessment, March 2007).

TfL are seeking funding for the increase from current pupil numbers of only 374. However the school's maximum capacity is 1,225. This planning application would see the pupil numbers grow by 275 to 1,500. Whilst it would be appropriate to address the net gain of the 275 pupils, it is extremely difficult (unreasonable) to justify seeking a contribution to mitigate the impacts from an increase of 374 to 1,500.

Regulation 122 of the Community Infrastructure Levy Regulations 2010 state that Planning Obligations must be:

- (i) necessary to make the development in planning terms;
- (ii) directly related to the proposed development;
- (iii) fairly and reasonably related in scale and kind to the proposed development;

It is not considered that TfL's request is fairly and reasonably related to the scale of the proposed development, given Northwood School's consented use to operate at a much higher capacity than it currently does, or that based on this that their request is reasonable. Accordingly, it is not considered that their request for funding meets the requirements of Regulation 122.

It should also be noted that officers have been verbally advised by the agent, the applicant and representatives of the Education Funding Agency (EFA) that the EFA has allowed no money for S106 type contributions and that this may render the scheme unviable.

In terms of cycle parking facilities it is proposed to provide facilities for the storage of up to 72 bicycles, for use by the UTC. TfL's Cycle Parking standards require 1 space to be provided per 10 staff or pupils. Accordingly, the proposed provision exceeds these standards and is considered to be acceptable.

Subject to the applicant agreeing to the provision of a robust green travel plan and studies and mitigation measures relating to the potential impact of the development on the local highway network, to be secured via a S106 agreement, it is not considered that the proposed development would result in such an increase in parking demand or have such a detrimental impact on the highway network that refusal could be justified. Notably, no objections have been raised by the Council's Highway Engineer, subject to these measure:

#### **7.11 Urban design, access and security**

-Urban design

The size, scale, height and design of the proposed building is considered to be acceptable in this location and would positively contribute to the street scene of Potter Street. The modern design and use of a range of materials including blue grey brick, grey cladding panels and metallic roofing adds variation and interest to the building.

It is considered that the proposed building would be in keeping with the character and appearance of the surrounding area and would enhance the visual amenities of the school

site and the street scene. Notably, the Council's Urban Design Officer considers the proposed scheme to be acceptable in design terms subject to details of the precise materials, signage and colour scheme of the proposed building. This can be dealt with by way of a condition.

- Security

The application is supported by a Design and Access Statement setting out security measures of the proposed UTC, which includes maximisation of natural surveillance, provision of appropriate boundary treatments and planting, and provision of access control gates and doors, along with details of the proposed CCTV. The applicant has also submitted a Secure By Design application to the Metropolitan Police.

The Metropolitan Police Crime Prevention Design Adviser does not object to the proposed security measures. Therefore, subject to a condition requiring the development to achieve Secure by Design accreditation, it is considered that an appropriate level of security would be achieved.

**7.12 Disabled access**

The submitted Design and Access Statement confirms that level access will be provided throughout the proposed development. Lift access would be provided to all three floors and disabled WC facilities would be provided throughout the building. A potential Hygiene Room has been identified on the ground floor.

The Council's Access Officer considers the proposed scheme to be acceptable subject to a condition relating to the proposed passenger lift. Whilst the applicant has provided a Fire Safety Evacuation Strategy Report demonstrating how persons unable to escape by stairs would be evacuated from the building in an emergency, the Council's Access Officer has advised that additional information is required. Accordingly, this would be required by way of condition should approval be granted.

Therefore, the development is considered to be fully acceptable in terms of accessibility and in compliance with Policy 7.2 of the London Plan (July 2012) and the Council's Supplementary Planning Document: Accessible Hillingdon (May 2013).

**7.13 Provision of affordable & special needs housing**

Not applicable for the application.

**7.14 Trees, Landscaping and Ecology**

The proposed scheme includes a car park located on the northwest corner of the application site, along the boundary with Potter Street. A student social area and informal ball shooting area would be provided at the rear of the building. The car park, the student social area and the informal ball shooting area would be separated from the playing fields by the installation of new hedges. The proposal also includes the incorporation of a green wall along the retaining wall northeast of the proposed building.

The majority of trees in and around the existing classroom block, including those at the front of the site and along Potter Street, which are particularly important to the visual amenity of the surrounding area, would be retained. Where it is necessary to remove trees either due to their poor condition or to enable the development replacement tree planting would be provided. Additional trees would be provided within the application site.

Planting would be incorporated into the car park in order to help break up the areas of hard standing, whilst the proposed bin store would be screened by planting in order to reduce its

visual impact. Further planting would be placed around the front and side of the proposed building and on either side of the arrival footbridge. It is considered that the additional planting will enhance the visual amenities of the school site.

Notably, the Council's Trees/landscape Officer has raised no objections subject to conditions relating to tree protection and landscape scheme to ensure sufficient and appropriate landscaping.

#### **7.15 Sustainable waste management**

The development would be served by a timber refuse store (measuring 8m x 4m) located on the south western corner of the proposed car park, which would be accessible to large refuse vehicles (3 axle). The store would accommodate 9 bins which could be appropriately divided between general waste and recycling storage and is considered adequate to serve the development.

It should be noted that the school ultimately has discretion over which waste management methods are used on site, however the proposals demonstrate that adequate provision could be made and accordingly the development would accord with Policy 5.17 of the London Plan.

#### **7.16 Renewable energy / Sustainability**

Policy 5.2 of the London Plan (July 2011) requires development proposals to make the fullest contribution possible to reducing carbon emissions. Major development schemes must be accompanied by an energy assessment to demonstrate how a 25% target reduction in carbon dioxide emissions will be achieved, where feasible.

In accordance with this policy the applicant has submitted a Carbon Emissions Assessment and Outline Approved Document L2A: 2010 Compliance Report to demonstrate how the London Plan objectives will be met. The measures proposed include the installation of 72sq.m of photovoltaic panels on the roof of the proposed building, and incorporation of energy efficient building measures including provision of energy efficient lighting. Notably, clarification has been provided which addresses the comments made by the Council's Sustainability Officer in this regard, and, accordingly, no objections are raised in this respect.

London Plan policy 5.11 states that major development proposals should provide green roofs and/or green walls where feasible. Policy 5.13 requires that new developments should employ sustainable drainage solutions, and policy 5.15 requires that new developments minimise the use of mains water and promote the use of rainwater harvesting.

The development would incorporate a green wall, sustainable drainage, rainwater harvesting and grey water recycling in accordance with these requirements.

Accordingly, the development would accord with the aforementioned London Plan Policies. Notably, the Council's Sustainability Officer has raised no objections subject to conditions relating to ecology and water efficiency.

#### **7.17 Flooding or Drainage Issues**

The application site is not located within a flood risk area and covers less than 1 hectare. The applicant has submitted a Flood Risk And Drainage Strategy in support of the application.

London Plan policy 5.13 states that development proposals should use sustainable urban

drainage systems (SUDS) unless there are good reasons for not doing so. The submitted Flood Risk And Drainage Strategy incorporates a number of positive measures including permeable circulation surfaces, surface attenuation and below-ground attenuation. The development would also incorporate rainwater harvesting to minimise the use of mains water.

The Council's Floodwater Management Officer raises no objection provided that the development is carried out in accordance with the sustainable drainage measures set out in the submitted Flood Risk And Drainage Strategy. This can be dealt with by way of a condition.

#### **7.18 Noise or Air Quality Issues**

- Noise

Policies OE1 and OE3 of the Hillingdon Local Plan: Part 2 - Saved Policies (November 2012) seek to ensure that developments which have the potential to generate noise are only permitted where their impacts can be mitigated to an acceptable level.

In order to address this policy requirement the application is supported by a noise assessment (Acoustic Feasibility Report). The Council's Environmental Protection Unit has raised no objection to the proposal and therefore, subject to conditions to ensure acceptable noise levels to the nearest residential properties, such as permanently fixed shut windows on the lower ground floor on the west elevation, it is not considered that the proposal would have any significant adverse impacts on the amenity of nearby occupiers due to noise from the external roof plant and the 'factory floor' such that refusal could be justified. The proposal would therefore comply with Policies OE1 and OE3 of the Hillingdon Local Plan: Part 2 - Saved Policies (November 2012).

It should be noted that the lower ground floor is in fact below ground level when viewed from Potter Street. The levels would therefore mitigate to an extent noise impacts from the lower ground floor.

- Air Quality

The site does not fall within an Air Quality Management Area. It is not considered that there would be such an increase in traffic to/from the site that it would have any significant impact on local air quality and notably officers in the Council's Environmental Protection Unit have raised no objections in this respect.

#### **7.19 Comments on Public Consultations**

Points 2, 3, 4, 5, 7, 8, 9, 10, 13, 16, 18, 20, 22, 23, 24, 28, 30, 31, 32, 33 are addressed within the body of the report.

Point 1 raises concern that demolition of the existing building has occurred before approval has been granted. The applicant applied for demolition consent under Schedule 2 Part 31 of the Town and Country Planning General Development Order 1995 (application ref: 12850/APP/2013/1608). The Council determined that prior approval was not required for the demolition of the building on 10-07-2013.

Point 6 comments that improvements to Joel Street would occur at the same time as the construction of the UTC. This is noted. However, refusal could not be justified on this basis. Notably, the applicant has submitted a construction management plan that would address how vehicle movements to and from the site would be managed during construction works.

Point 11 raises concern over the impact on water and sewage supplies. Notably the applicant would be required to comply with building regulations and Thames Water requirements in this regard. An informative advising of Thames Water's contact details is attached.

Point 12 raised concerns over increased demand for fast food outlets and subsequent problems with litter and rats. Any change of use from retail (A1) to takeaways (A5) would be subject to the appropriate planning legislation. Issues of litter and rats would be subject to environmental protection legislation.

Point 14 comments that an increased amount of primary school children will cause Northwood School to be full in a few years time. Currently Northwood School has capacity for 1225 pupils and would not require planning permission to reach this capacity.

Point 15 suggests that the entrance to the UTC should be from Pinner Road. It is not considered likely that this would be acceptable due to the resulting loss of playing fields which would be contrary to current planning policy and would be likely to give rise to objections from Sport England. The Council's Highway Engineer has advised that an entrance onto Pinner Road is unlikely to be acceptable given its designations as London Distributor Road.

Point 17 suggests that inadequate consultation has been carried out. Any consultation carried out by the applicant prior to submission of the application is voluntary. The Local Planning Authority has consulted local residents and posted site and press notices. This exceeds statutory guidelines.

Points 19 and 25 comments that there are no details of the proposed out of hours use and the use of the facilities by sponsors. Such details would be required by way of a condition requesting a community use scheme.

Point 21 raises concerns over the impact of early morning deliveries. It is considered that this can be controlled through a Delivery and Servicing Plan, which can be dealt with by way of a condition.

Point 26 comments that there is insufficient details of any proposed signage. Educational facilities are allowed to display signs below 1.2m without the need for advertisement consent. Signs exceeding 1.2m would require advertisement consent.

Point 27 suggests that key documents were missing from the application. It is considered that sufficient information has been submitted to enable the Council to carry out its assessment. Any further information would be required by way of a planning condition or Section 106 Agreement.

Point 29 comments that there are insufficient details of the gas building and substation. Further details of these buildings would be required by way of conditions should planning permission be granted.

Point 34 raises concern that there would be a change of use from a school to light engineering. The site will remain in use as an educational facility (Use Class D1). Due to the specialist nature of the college, pupils would be taught practical engineering skills on various engineering equipment located on the lower ground floor.

Point 35 raises concern over impacts from the demolition and construction works. The applicant has submitted a Construction Project Plan. The development would also be subject to environmental protection legislation.

The concerns raised within the objection petition are considered to be fully addressed within the body of the report.

Regarding the additional objections received during the reconsultation, points a, b, c, d, e, g, h, i and k are addressed within the body of the report.

Point f raises concern over the impact an increased number of students would have on the Hogs Back open space. It is not considered that the proposals would give rise to a significant increase in students likely to use this space over and above that of the existing school if at full capacity. Furthermore, it should be noted that whilst in relative close proximity, there are no direct walking routes from the UTC to the Hogs Back open space. Notwithstanding this, the use of public open space by school children is considered to be acceptable.

Point j raises concern over the enforceability of the no car policy for students. This would be addressed through a Travel Plan and Section 106 agreements.

Point l comments that the entrance gates have only been moved back 10m during the construction period and not permanently. This would be dealt with by way of condition if planning permission is granted.

#### **7.20 Planning Obligations**

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

In this instance planning obligations relating to the provision of additional traffic impact studies, associated mitigation measures, provision of a Travel Plan and project management and monitoring are required.

Notably, as the development is for educational use it would not necessitate a contribution towards the Mayoral Community Infrastructure Levy.

#### **7.21 Expediency of enforcement action**

Not applicable to this application.

#### **7.22 Other Issues**

- Lighting

The proposal includes the provision of 11 6m high light columns located within the car park and around the cycle storage area/entrance plaza. The light columns would face down to the ground and have an illumination of 20 lux. It is considered that the proposed external lighting would be acceptable and would not result in a significantly adverse impact on the surrounding area.

### **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 for the application.

#### **10. CONCLUSION**

This application seeks full planning permission for the demolition of an existing two-three storey teaching block and the construction of a new three-storey University Technical College (Heathrow UTC). The proposed scheme includes changes to the car parking layout, landscaping and ancillary development. The existing pedestrian and vehicular access will be retained as part of the proposed scheme.

The proposal fully complies with the aims of the National Planning Policy Framework (NPPF), London Plan policy 3.18 and Local Plan: Part 2 policy R10, which seek to encourage the provision of new and/or enhanced educational facilities. Furthermore, Sport England have confirmed that the scheme would not result in a significant loss of playing field and that the remaining playing field south of the proposed development will remain capable of accommodating a football pitch of appropriate dimensions, thereby maintaining the sporting potential of the site.

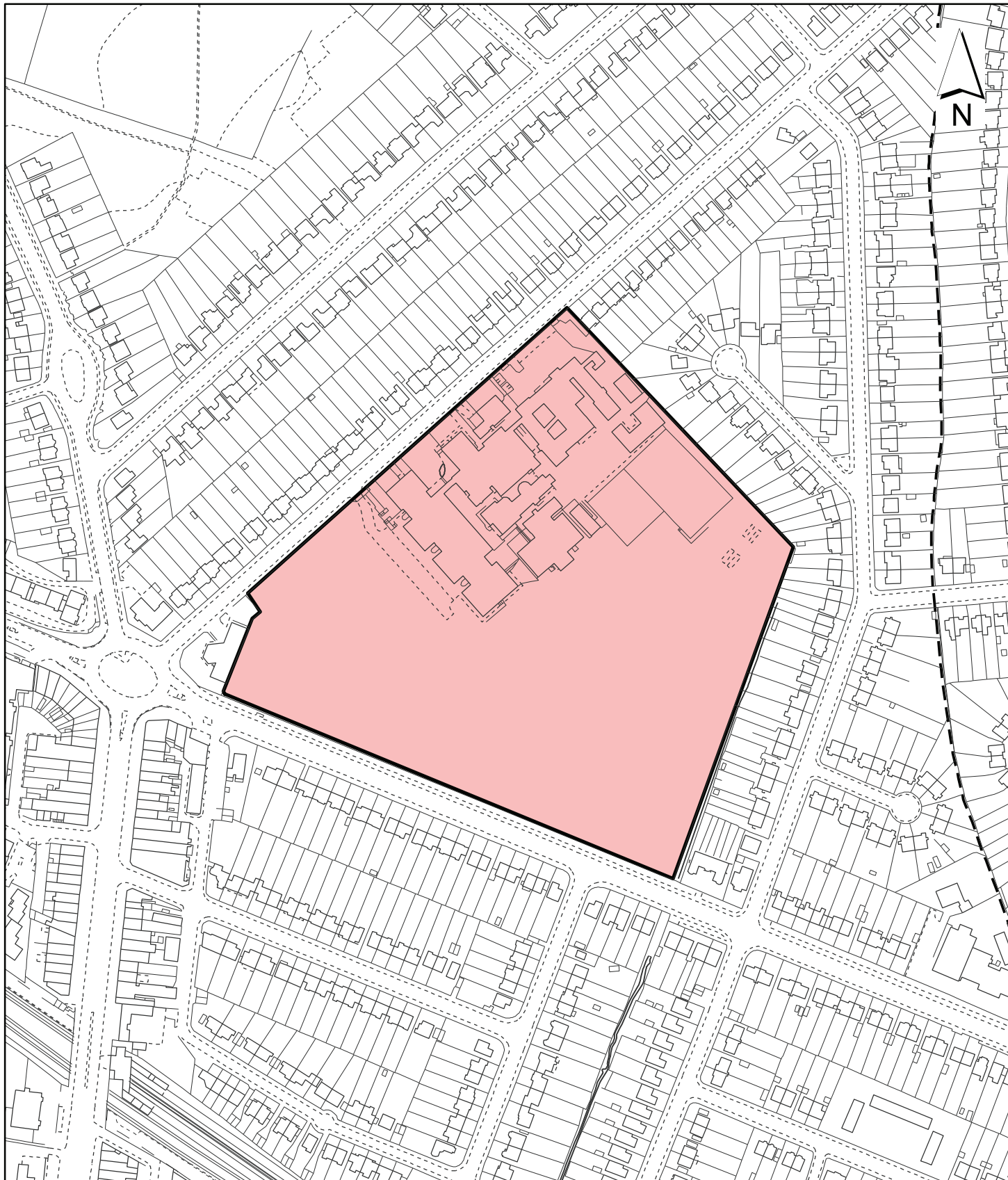
It is not considered that the proposed development would result in an unacceptable visual impact on the visual amenities of the school site or on the surrounding area. The proposal would not have any significant detrimental impact on the amenities of the occupiers of neighbouring residential units and it is not considered that the development would lead to such a significant increase in traffic that refusal could be justified on highway grounds. The proposal is considered to comply with relevant Local Plan and London Plan policies and, accordingly, approval is recommended.

## 11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)  
Policy Statement - Planning for Schools Development (DCLG, 15/08/11)  
London Plan (July 2011)  
National Planning Policy Framework  
Hillingdon Supplementary Planning Document: Accessible Hillingdon (May 2013)  
Hillingdon Supplementary Planning Document: Residential Layouts  
Hillingdon Supplementary Planning Guidance - Community Safety by Design  
Hillingdon Supplementary Planning Guidance - Noise  
Hillingdon Supplementary Planning Document - Air Quality  
Hillingdon Supplementary Planning Guidance - Land Contamination  
Hillingdon Supplementary Planning Document - Planning Obligations

**Contact Officer:** Johanna Hart

**Telephone No:** 01895 250230



**Notes**

 Site boundary

For identification purposes only.

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Site Address

**Northwood School  
Potter Street  
Northwood**

**LONDON BOROUGH  
OF HILLINGDON  
Residents Services**

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

Planning Application Ref:

**12850/APP/2013/1810**

Scale

**1:3,000**

Planning Committee

**Major Applications**

Date

**September  
2013**



**HILLINGDON**  
LONDON

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## Report of the Head of Planning, Sport and Green Spaces

- Address** ROYAL QUAY, COPPERMILL LOCK PARK LANE HAREFIELD
- Development:** Conversion and refurbishment of the Manor House to provide 4 x 2-bed flats, construction of 9 x 3-bed three-storey houses and 10 x 4-bed four-storey houses and a three-storey building comprising 6 x 2-bed flats, refurbishment of the Long Room for continued office use, together with associated car parking and landscaping.
- LBH Ref Nos:** 43159/APP/2013/1094
- Drawing Nos:** 1336/009B  
Transport Addendum - 26/07/2013  
120407-TK01 Rev. E  
120407-TK03 Rev. F  
120407-TK04 Rev. E  
120407-TK11 Rev. D  
120407-TK12 Rev. C  
2008-A-1000 Rev. A  
2008-A-1001 Rev. A  
2008-A-1005 Rev. Z1  
2008-A-1010 Rev. C  
2008-A-1200 Rev. C  
2008-A-1201 Rev. C  
2008-A-3000 Rev. F  
2008-A-3001 Rev. A  
2008-A-3010 Rev. C  
2008-A-3011 Rev. E  
2008-A-3012 Rev. E  
2008-A-3013 Rev. C  
2008-A-3030 Rev. E  
2008-A-3040 Rev. C  
2008-A-3050 Rev. C  
2008-A-3060 Rev. E  
2008-A-3061 Rev. E  
2008-A-3070 Rev. A  
2008-C-1005 Rev. Z1  
2008-C-1011 Rev. E  
2008-C-1012 Rev. E  
2008-SK-1200 Rev. C  
1336/001 Rev. D  
1336/002 Rev. B  
1336/003 Rev. C  
1336/004 Rev. G  
1336/006 Rev. A  
1336/007  
1336/008 Rev. A  
Design & Access Statement - April 2013  
Arboricultural Impact Assessment - ASH18404aia (22/04/2013)  
Archaeological Desk Based Assessment - RM/14668 (Nov 2013)  
Ecological Appraisal - ASH18404\_Ph1 (25/04/2013)

Energy Statement - 24/04/2013  
 Flood Risk Assessment - 131872-R3(1) - FRA (Apr 2013)  
 Heritage Assessment - 12/0689 (Apr 2013)  
 Landscape Strategy - 1336/005E (Apr 2013)  
 Planning Statement - April 2013  
 Summary of the Community Involvement Programme - April 2013  
 Transport Statement - 26/04/2013  
 Ground Investigation Report - 12-05-027 (Jul 2012)  
 Financial Viability Appraisal - EFW/lf/A31555  
 Tree Report - ASH18404tr (25/02/2013)  
 Schedule of Residential Accommodation - 29/04/2013

<b>Date Plans Received:</b>	30/04/2013	<b>Date(s) of Amendment(s):</b>	21/08/2013
<b>Date Application Valid:</b>	07/05/2013		07/05/2013
			24/09/2013

**1. SUMMARY**

The application seeks planning permission for the conversion and refurbishment of the Manor House to provide 4 x 2-bed flats, the construction of 9 x 3-bed three-storey houses and 10 x 4-bed four-storey houses and a three-storey building comprising 6 x 2-bed flats, the refurbishment of the Long Room for continued office use, together with associated car parking and landscaping.

The proposed scheme is considered to be of an acceptable design which would be compatible within the local context and result in an adequate standard of amenity for future occupiers. The proposal would not detrimentally impact on the residential amenity of neighbouring occupiers and would provide an acceptable area of amenity space for the benefit of future occupiers.

It would not result in an unacceptable impact on the visual amenities of the Black Jacks/Coppermill Lock Conservation Area, or of the wider area in general, and would not detract from the setting of the listed buildings on the site. It is not considered that the development would lead to such a significant increase in traffic that refusal could be justified on highway grounds.

Accordingly, the application is recommended for approval, subject to conditions and the signing of a S106 Legal Agreement.

**2. RECOMMENDATION**

**Subject to the Environment Agency not raising an objection to the scheme, delegated powers be given to the Head of Planning, Green Spaces and Culture to grant planning permission subject to the following conditions, and any additional conditions and/or informatives which may be required by the Environment Agency:**

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

1. **Education:** a financial contribution in the sum of £147,710 towards educational facilities.
2. **Health:** a financial contribution in the sum of £16,984.76 towards health provision.
3. **Libraries:** a financial contribution in the sum of £1,802.97 towards library provision.
4. **Highways:** any and all required highways works are to be adhered to and the cost met by the developer.
5. **Affordable Housing Review Mechanism:** 15% of units as affordable housing and a review mechanism which can be applied in the event the development is not substantially commenced within 18 months of the grant of planning permission.
6. **Construction Training:** either a financial contribution, or an in-kind scheme delivered during the construction phase of the development, should be secured (in either event the 'obligation' should be delivered equal to the formula of £2,500 for every £1 million build cost +  $14/160 \times £71,675 =$  total contribution).
7. **Project Management and Monitoring Fee:** a financial contribution equal to 5% of the total cash contributions towards the management and monitoring of the resulting agreement.

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

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

D) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised within 3 months of the date of this Committee resolution, or such other date as agreed by the Head of Planning, Green Spaces and Culture, delegated authority be given to the Head of Planning, Green Spaces and Culture to refuse planning permission for the following reason:

'The applicant has failed to provide contributions towards the improvement of services and the environment as a consequence of demands created by the proposed development (in respect of affordable housing, education, health and library facilities, and construction training). The proposal therefore conflicts with Policies AM2, AM7 and R17 of the adopted Local Plan and 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, Green Spaces and Culture 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 2008-A-1000 REV A; 2008-A-1001 REV A; 2008-A-1005 REV Z1; 2008-A-1010 REV D; 2008-A-1200 REV D; 2008-A-1201 REV C; 2008-A-3000 REV H; 2008-A-3001 REV A; 2008-A-3010 REV D; 2008-A-3011 REV E; 2008-A-3012 REV B; 2008-A-3013 REV C; 2008-A-3030 REV E; 2008-A-3040 REV C; 2008-A-3050 REV C; 2008-A-3060 REV B; 2008-A-3061 REV B; 2008-A-3070 REV A; 2008-C-1005 REV Z1; 2008-C-1011 REV B; 2008-C-1012 REV B; 2008-SK-1200 REV D; 1336/001 REV D; 1336/002 REV B; 1336/003 REV C; 1336/004 REV G; 1336/006 REV A; 1336/007; 1336/008 REV S; 1336/009B; 120407-TK01 Rev E; 120407-TK03 Rev F; 120407-TK04 Rev E; 120407-TK11 Rev D; 120407-TK12 Rev C, 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 (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:

Design & Access Statement - April 2013

Arboricultural Impact Assessment - ASH18404aia (22/04/2013)

Archaeological Desk Based Assessment - RM/14668 (Nov 2012)

Ecological Appraisal - ASH18404\_Ph1 (25/04/2013)

Energy Statement - 24/04/2013

Flood Risk Assessment - 131872-R3(1) - FRA (Apr 2013)

Heritage Assessment - 12/0689 (Apr 2013)

Landscape Strategy - 1336/005E (Apr 2013)

30/04/2013

Planning Statement - April 2013

Summary of the Community Involvement Programme - April 2013

Transport Statement - 26/04/2013

Transport Addendum - 26/07/2013

Ground Investigation Report - 12-05-027 (Jul 2012)

Financial Viability Appraisal - EFW/lf/A315556

Tree Report - ASH18404tr (25/02/2013)

Schedule of Residential Accommodation - 29/04/2013

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

**REASON**

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

**4 NONSC Phasing**



Before commencement of any development, a detailed phasing and implementation plan, including the order and timing of development of individual buildings, landscaped areas, bicycle parking and car parking areas within each phase, shall be submitted to and approved in writing by the Local Planning Authority.

Phase 2 shall include the completion of the conversion of the 'Manor House', prior to the occupation of the proposed residential units within Phase 2.

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

#### REASON

To ensure the development proceeds in a satisfactory manner and to accord with policies LE2 and BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### **5 COM6 Levels**

No individual phase of the development shall commence until plans of the site showing the existing and proposed ground levels of all proposed buildings in 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 relevant phase of development shall not be carried out other than in accordance with the approved details.

#### REASON

To ensure that the development relates satisfactorily to adjoining properties in accordance with policy BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### **6 COM7 Materials (Submission)**

No individual phase of the development shall commence until details of all materials and external surfaces, including details of balconies, windows, doors, porches, and PV panels have been submitted to and approved in writing by the Local Planning Authority for that phase. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

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

#### REASON

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

#### **7 OTH2 Archaeology**

A) No development shall take place until the applicant has secured the implementation of a programme of archaeological works in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority.

B) No development or demolition shall take place other than in accordance with the Written Scheme of Investigation approved under Part (A).

C) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (A), and the provision made for analysis, publication and dissemination of the results and archive deposition has been secured.

**REASON**

Heritage assets of archaeological interest survive on the site. The planning authority wishes to secure the provision of archaeological investigation and the subsequent recording of the remains prior to development, in accordance with policy BE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**8 DIS5 Lifetime Homes**

All residential units within the development hereby approved shall be built in accordance with Lifetime Homes Standards.

**REASON**

To ensure that sufficient housing stock is provided to meet the needs of disabled and elderly people in accordance with policies 3.1, 3.8 and 7.2 of the London Plan (2011).

**9 NONSC Wheelchair Units**

No development of Phase 2 shall take place until full details of how at least two of the units hereby approved shall be designed to be fully wheelchair accessible, or easily adaptable for residents who are wheelchair users, as set out in the Council's Supplementary Planning Document HDAS: Accessible Hillingdon, have been submitted to and approved in writing by the Local Planning Authority.

**REASON**

To ensure that sufficient housing stock is provided to meet the needs of disabled and elderly people in accordance with policies 3.1, 3.8 and 7.2 of the London Plan (2011).

**10 TL20 Amenity Areas (Residential Developments)**

None of the dwellings hereby permitted shall be occupied, until the outdoor amenity areas 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 for the life of the development.

**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 Local Plan: Part Two Saved UDP Policies (November 2012) and policy 7.1 of the London Plan (2011).

**11 COM9 Landscaping (car parking & refuse/cycle storage)**

No individual phase of the development shall commence until a landscape scheme has been submitted to and approved in writing by the Local Planning Authority for that phase. The scheme shall include:

1. Details of Soft Landscaping
  - 1.a Planting plans (at not less than a scale of 1:100),
  - 1.b Written specification of planting and cultivation works to be undertaken,

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

2. Details of Hard Landscaping

2.a Refuse Storage, including refuse storage areas for the Hillingdon Narrowboats Association.

2.b Cycle Storage

2.c Means of enclosure/boundary treatments

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

2.e Hard Surfacing Materials

2.f External Lighting

2.g Other structures (such as play equipment and furniture)

3. Details of Landscape Maintenance

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

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

4. Schedule for Implementation

5. Other

5.a Existing and proposed functional services above and below ground

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

#### REASON

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

#### **12 COM10 Tree to be retained**

Trees, hedges and shrubs shown to be retained on the approved plan shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during construction, or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' Remedial work should be carried out to BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the

completion of the development or the occupation of the buildings, whichever is the earlier.

**REASON**

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy BE38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and to comply with Section 197 of the Town and Country Planning Act 1990.

**13 NONSC Waterway Method Statement**

Prior to the commencement of development hereby permitted, a Risk Assessment and Method Statement outlining all works to be carried out adjacent to the water must be submitted and approved in writing by the Local Planning Authority in consultation with the Canal & River Trust.

**REASON**

To ensure the proposed works do not have any adverse impact on the safety of waterway users and the integrity of the Navigation, in accordance with policy BE34 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and policies 7.24 and 7.30 of the London Plan (2011).

**14 NONSC Waterway Wall**

Prior to the commencement of the development hereby approved a survey of the condition of the waterway wall, and a method statement and schedule of works identified shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Canal & River Trust. Any heritage features and materials identified by the survey shall be made available for inspection by the Canal & River Trust and where appropriate, preserved in-situ or reclaimed and re-used.

**REASON**

To ensure the proposed works do not have any adverse impact on the safety of waterway users and the integrity of the Navigation, in accordance with policy BE34 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and policies 7.24 and 7.30 of the London Plan (2011).

**15 NONSC Ecological Enhancement**

Prior to commencement of development a scheme for the enhancement and improvements for nature conservation shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate areas dedicated to wildlife enhancements and also the measures to ensure their retention and maintenance. The scheme shall also consider the inclusion of improvements and maintenance of the Lockside area within the ownership of the Canal & River Trust. Thereafter the development shall be carried out and maintained in full accordance with the approved details.

**REASON**

To ensure the development contributes to ecological enhancement in accordance with policy EM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and policy 7.28 of the London Plan (2011).

**16 NONSC PV Installation**

Prior to construction of the building hereby approved, full details of the proposed photovoltaic installation, including measures as to how the energy savings produced will be

monitored, shall be submitted to and approved in writing by the Local Planning Authority. The photovoltaic panels shall thereafter be retained, maintained and monitored for the lifetime of the development.

**REASON**

To ensure a sustainable approach to energy efficiency and carbon reductions is met across the site, in accordance with Policies 5.2 and 5.3 of the London Plan (2011).

**17 NONSC Lighting & CCTV**

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

**REASON**

To ensure the proposed works do not have any adverse impact on the safety of waterway users and the integrity of the Navigation, in accordance with policy BE34 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and policies 7.24 and 7.30 of the London Plan (2011).

**18 COM31 Secured by Design**

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

**REASON**

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

**19 SUS4 Code for Sustainable Homes details**

The dwellings located within the newly constructed buildings shall achieve Level 4 of the Code for Sustainable Homes. No development shall commence until a signed design stage certificate confirming this level has been received. The design stage certificate shall be retained and made available for inspection by the Local Planning Authority on request.

The development must be completed in accordance with the principles of the design stage certificate and the applicant shall ensure that completion stage certificate has been attained prior to occupancy of each dwelling.

**REASON**

To ensure that the objectives of sustainable development identified in policies 5.1 and 5.3 of the London Plan (2011).

**20 COM15 Sustainable Water Management**

No individual phase of the development shall commence until a scheme for the provision of sustainable water management has been submitted to and approved in writing by the Local

Planning Authority for that phase. The scheme shall clearly demonstrate that sustainable drainage systems (SUDS) have been incorporated into the designs of the development in accordance with the hierarchy set out in accordance with Policy 5.15 of the London Plan and will:

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

Thereafter the development shall 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 policy of the 5.12 London Plan (2011).

### **21            A38            Surface Water/Sewage Disposal**

No individual phase of the development shall commence until details of a scheme for the disposal of surface water and sewage shall be submitted to and approved by the Local Planning Authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

#### REASON

To ensure that the proposed development drainage is in accordance with the required standards and that the development does not give rise to an increased risk of flooding, nor to an overloading of the sewerage system in the locality, in accordance with policy OE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and policy of the 5.12 London Plan (2011).

### **22            COM30            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 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 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 Two Saved UDP Policies (November 2012).

#### **23 NONSC Imported Soils**

No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

#### REASON

To ensure that the occupants of the development are not subject to any risks from soil contamination in accordance with policy OE11 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### **24 NONSC Asbestos Method Statement**

Prior to any development commencing, a method statement to deal with potential environmental impacts arising from the development works in relation to any asbestos or other toxic materials/substances from the site shall be submitted and approved in writing by the LPA. The method statement should clearly identify how the risk from asbestos or other toxic materials/substances will be determined and monitored, with contingency plans in place, to limit exposure to on-site personnel and protect off-site receptors. It should include measures to minimise the release of asbestos on site and prevent its release beyond the boundary of the development site or phase, as appropriate. Measures to be implemented on site shall include but not be limited to minimising the release of free fibres during excavation/removal of substructures, storage of materials on site and removal from site of impacted materials. The method statement shall thereafter be adhered to.

#### REASON

To protect users of the site; workers during redevelopment; site neighbours and members of the public and the local environment. To safeguard the amenity of surrounding areas in

accordance with policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**25 NONSC Indoor Air Monitoring**

Prior to the occupation of each phase of the development a suitable scheme to monitor indoor air for asbestos including measures to remediate exceedances shall be submitted and approved in writing by the LPA. The scheme and remediation measures shall be implemented as agreed and verification information to demonstrate indoor air quality is suitable for use shall be submitted to the satisfaction of the LPA unless the LPA dispenses with any such requirement for each phase, specifically and in writing.

**REASON**

To protect future occupiers of the development in accordance with policy OE11 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**26 NONSC Servicing Management Plan**

Prior to commencement of development, details of a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall incorporate measures to minimise vehicle deliveries during am and pm peak hours and will detail and identify how the proposed residential and remaining employment (office) uses at the site will be serviced, including the collection of refuse. The approved strategy shall be implemented as soon as the development is brought into use and the strategy shall remain in place thereafter. Any changes to the strategy shall be agreed in writing by the Local Planning Authority.

**REASON**

To encourage out of hours/off peak servicing to help mitigate the site's contribution to local congestion levels in compliance with Policy AM2 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**27 NONSC Parking Allocation**

Prior to commencement of the development, a Car Parking Allocation and Management Plan for the entire site shall be submitted to and approved in writing to the Local Planning Authority.

The car parking allocation and management plan shall clearly identify and delineate parking spaces which are allocated and dedicated for the non-residential and residential components of the development. Each unit designed for wheelchair users shall be allocated at least 1 car parking space.

The provisions of the Car Parking Allocation and Management Plan shall be carried out and retained for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

**REASON**

To ensure the suitable management of parking on site and to impact on the surrounding area in accordance with policies AM14, AM15, AM16 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**28 NONSC Car Park Barrier**

Prior to the commencement of the development hereby approved details of the internal



barrier system to the car park area, incorporating facilities for its operation by disabled persons, service delivery vehicles, emergency vehicles and local authority service vehicles and capable of being manually operated in the event of a power failure shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the access gate shall be installed in accordance with the approved details and maintained for so long as the development remains on site.

#### REASON

To provide safe and adequate access for pedestrians and vehicles accessing the new parking area in accordance with policy AM7 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            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) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

BE4	New development within or on the fringes of conservation areas
BE8	Planning applications for alteration or extension of listed buildings
BE10	Proposals detrimental to the setting of a listed building
BE12	Proposals for alternative use (to original historic use) of statutorily listed buildings
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE32	Development proposals adjacent to or affecting the Grand Union Canal
BE34	Proposals for development adjacent to or having a visual effect on rivers
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H4	Mix of housing units

H5	Dwellings suitable for large families
H8	Change of use from non-residential to residential
LE2	Development in designated Industrial and Business Areas
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
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
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
>>	London Plan (2011) Policies:
LPP 2.6	(2011) Outer London: vision and strategy
LPP 2.7	(2011) Outer London: economy
LPP 2.8	(2011) Outer London: Transport
LPP 3.1	(2011) Ensuring equal life chances for all
LPP 3.3	(2011) Increasing housing supply
LPP 3.4	(2011) Optimising housing potential
LPP 3.5	(2011) Quality and design of housing developments
LPP 3.8	(2011) Housing Choice
LPP 3.9	(2011) Mixed and Balanced Communities
LPP 3.10	(2011) Definition of affordable housing
LPP 3.11	(2011) Affordable housing targets
LPP 3.12	(2011) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 3.13	(2011) Affordable housing thresholds
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.3	(2011) Sustainable design and construction
LPP 5.4	(2011) Retrofitting
LPP 5.7	(2011) Renewable energy
LPP 5.11	(2011) Green roofs and development site environs
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage

LPP 5.18	(2011) Construction, excavation and demolition waste
LPP 5.21	(2011) Contaminated land
LPP 6.1	(2011) Strategic Approach
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LPP 6.5	(2011) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2011) Cycling
LPP 6.10	(2011) Walking
LPP 6.13	(2011) Parking
LPP 7.1	(2011) Building London's neighbourhoods and communities
LPP 7.2	(2011) An inclusive environment
LPP 7.3	(2011) Designing out crime
LPP 7.4	(2011) Local character
LPP 7.6	(2011) Architecture
LPP 7.8	(2011) Heritage assets and archaeology
LPP 7.15	(2011) Reducing noise and enhancing soundscapes
LPP 7.24	(2011) Blue Ribbon Network
LPP 7.30	(2011) London's canals and other rivers and waterspaces
LPP 8.2	(2011) Planning obligations
LPP 8.3	(2011) Community infrastructure levy

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

The development hereby approved may be subject to the Construction (Design and Management) Regulations 1994, which govern health and safety through all stages of a construction project. The regulations require clients (ie. those, including developers, who 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).

### **4            I13                    Asbestos Removal**

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

### **5            I15                    Control of Environmental Nuisance from Construction Work**

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

A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance 'The Control of dust and emissions from construction and demolition.

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

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

**6            I60            Cranes**

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

**7**

You are advised that the development hereby approved represents chargeable development under the Community Infrastructure Levy. The applicant will be liable to pay the Community Infrastructure Levy to the sum of £134,354.80 on commencement of this development. A separate liability notice will be issued by the Local Planning Authority, however you are advised that it is your responsibility to notify the Local Planning Authority of the anticipated commencement date and any changes in liability through submission of the appropriate forms.

Should you require further information please refer to the Council's Website (<http://www.hillingdon.gov.uk/index.jsp?articleid=24738>).

**8            I1            Building to Approved Drawing**

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

**9            I18            Storage and Collection of Refuse**

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

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

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

You should contact Thames Water Utilities and the Council's Building Control Service regarding any proposed connection to a public sewer or any other possible impact that the development could have on local foul or surface water sewers, including building over a public sewer. Contact: - The Waste Water Business Manager, Thames Water Utilities plc, Kew Business Centre, Kew Bridge Road, Brentford, Middlesex, TW8 0EE.

Building Control Service - 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

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

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

**12 I30 Listed Buildings - Req. to Notify Eng. Heritage before Demo.**

You are required to notify English Heritage of your intention to demolish the listed building. Contact - English Heritage, 23 Savile Row, London, W1S 2ET (Tel. 020 7973 3000).

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

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

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

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

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

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

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

- The Disability Discrimination Act 1995. Available to download from [www.opsi.gov.uk](http://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](http://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](http://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](http://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.

#### **14 158 Opportunities for Work Experience**

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

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

#### **15**

The applicant/developer should refer to the current "Code of Practice for Works affecting the Canal & River Trust" to ensure that any necessary consents are obtained (<http://canalrivertrust.org.uk/about-us/for-businesses/undertaking-works-on-our-property>).

#### **16**

The applicant/developer is advised that any encroachment or access onto the Trust's land or waterspace requires written consent from the Canal & River Trust, and they should contact the Canal & River Trust's Estates Surveyor, Jonathan Young ([jonathan.young@canalrivertrust.org.uk](mailto:jonathan.young@canalrivertrust.org.uk)).

#### **17**

The applicant is advised that surface water discharge to the canal will require prior consent from the Canal & River Trust. Please contact Nick Pogson from the Canal & River Trust Utilities team ([nick.pogson@canalrivertrust.org.uk](mailto:nick.pogson@canalrivertrust.org.uk)).

#### **18**

The applicant is advised that the site is within the Denham Aerodrome Traffic Zone and under the flight path. Denham Aerodrome is a long established Civil Aviation Authority Licensed Aerodrome providing facilities for business aviation and flying training for both fixed and rotary wing aircraft, and may be available for use at any time.

### **3. CONSIDERATIONS**

#### **3.1 Site and Locality**

The application site is located on the northern side of Park Lane, and is bordered the east by Summerhill Lane, and to the west by the Grand Union Canal and Coppermill Lock. The site is irregular in shape and is bisected by a separate branch channel which runs parallel to the canal. Originally forming part of the Bell Works site, some original buildings have long

since been demolished leaving large areas of concrete hard-standing. Notable exceptions are two listed buildings, the disused 'Manor House' on the site frontage (to the right of the entrance) and the 'Long Room', towards the rear of the site, which runs parallel to the branch channel.

The site has been historically used for a number of industrial uses, and currently consists of a number of buildings that are either vacant or are used for office/studio or workshop uses. A large amount of car parking and hardstanding makes up a large portion of the remainder of the site.

Situated to the north-west of Harefield, the site lies on the edge of the floodplain, bounded to the west by the Grand Union Canal, the River Colne and the flooded gravel pits of the Colne Valley. The site is cut into the hillside on its east boundary, where it rises steeply towards Summerhouse Lane. The site is accessed off Park Lane, with existing commercial development to the left of the entrance.

Residential uses lie to the east and west of the site, with a commercial business park opposite the site to the south. Commercial buildings also occupy the south of the site, but are not included within this application. The Hillingdon Narrowboats Association occupies a small portion of the north of the site, but is also not included within the application.

The site lies within the Black Jacks and Coppermill Lock Conservation Area, and the 'Manor House' is a Grade II Listed Building, whilst the 'Long Room' is a Locally Listed Building.

### **3.2 Proposed Scheme**

The application seeks planning permission for the conversion and refurbishment of the Manor House to provide 4 x 2-bed flats, the construction of 9 x 3-bed three-storey houses and 10 x 4-bed four-storey houses and a three-storey building comprising 6 x 2-bed flats, the refurbishment of the Long Room for continued office use, together with associated car parking and landscaping.

The proposal involves the conversion of the listed 'Manor House' to the front of the site to create four residential units (4 x 2-bed), the construction of a new building to the north of the peninsular portion of the site to provide six residential units (6 x 2-bed), and the construction of 19 houses along the east and west of the site (9 x 3-bed and 10 x 4-bed). Two wheelchair standard units (10%) are proposed. The 'Long Room' running to the north is to be refurbished and retained in office use.

60 new car parking spaces are proposed for the residential units (48 spaces, 10 garages, and two car ports), including 8 visitor spaces. 91 spaces are proposed across the site for the use of the commercial premises, although the majority of these spaces already exist on the site. Cycle storage and refuse storage are provided at ground floor level, with amenity space provided for the residential units at ground floor level by way of private gardens and communal amenity space.

### **3.3 Relevant Planning History**

43159/APP/2005/191      Royal Quay, Coppermill Lock Park Lane Harefield  
ERECTION OF 3 RESIDENTIAL BUILDINGS OF 3 TO 4.5 STOREYS COMPRISING 83  
RESIDENTIAL APARTMENTS, CAR PARKING AND LANDSCAPING

**Decision:** 07-04-2005 Refused **Appeal:** 22-03-2006 Withdrawn

43159/APP/2009/711 Royal Quay, Coppermill Lock Park Lane Harefield

Residential development of 95 residential units in 8 buildings of two to four storeys, with decked and surface car parking for apartments and existing offices, associated landscaping, access alterations and footbridge across canal basin.

**Decision:** 27-01-2012 NFA

43159/AR/99/1504 Royal Quay, Coppermill Lock Park Lane Harefield

ERECTION OF CLASS B1 OFFICES AND DECKED CAR PARK (AMENDED PHASE II OF DEVELOPMENT PARTIALLY IMPLEMENTED)

**Decision:** 03-03-2004 Approved

43159/H/89/2471 Coppermill Lock Park Lane Harefield

Erection of 2-3 storey buildings for use as offices and workshops; a decked car park and a boathouse facility; restoration/refurbishment of listed buildings and other buildings in the Conservation Area for office and workshop use; Access improvements including widening of Summerhouse Lane

**Decision:** 29-03-1993 Approved

43159/J/89/2472 Coppermill Lock Park Lane Harefield

Alterations and Refurbishment of building and Change of Use to workshops with ancillary office accommodation (Application for Listed Building Consent)

**Decision:** 18-07-1990 Approved

43159/K/89/2473 Coppermill Lock Park Lane Harefield

Alterations and refurbishment of Building 'B' (Application for Listed Building Consent)

**Decision:** 18-07-1990 Approved

43159/L/89/2474 Coppermill Lock Park Lane Harefield

Demolition of existing buildings (Application for Conservation Area Consent)

**Decision:** 18-07-1990 Approved

#### **Comment on Relevant Planning History**

The planning history relevant to this application is listed above.

#### **4. Planning Policies and Standards**

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)



Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)  
 London Plan (July 2011)  
 National Planning Policy Framework  
 Hillingdon Supplementary Planning Document - Residential Layouts  
 Hillingdon Supplementary Planning Document - Residential Extensions  
 Hillingdon Supplementary Planning Document - Accessible Hillingdon  
 Hillingdon Supplementary Planning Document - Noise  
 Hillingdon Supplementary Planning Document - Planning Obligations; and Revised Chapter 4, Education Facilities: September 2010.  
 Hillingdon Supplementary Planning Guidance - Air Quality  
 Hillingdon Supplementary Planning Guidance - Community Safety by Design  
 Hillingdon Supplementary Planning Guidance - Land Contamination

### **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.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM3 (2012) Blue Ribbon Network
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.EM11 (2012) Sustainable Waste Management
- PT1.H1 (2012) Housing Growth
- PT1.H2 (2012) Affordable Housing
- PT1.HE1 (2012) Heritage
- PT1.T1 (2012) Accessible Local Destinations
- PT1.T3 (2012) North-South Sustainable Transport Links

#### Part 2 Policies:

- BE4 New development within or on the fringes of conservation areas
- BE8 Planning applications for alteration or extension of listed buildings
- BE10 Proposals detrimental to the setting of a listed building
- BE12 Proposals for alternative use (to original historic use) of statutorily listed buildings
- BE13 New development must harmonise with the existing street scene.
- BE18 Design considerations - pedestrian security and safety
- BE19 New development must improve or complement the character of the area.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE22 Residential extensions/buildings of two or more storeys.

BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE32	Development proposals adjacent to or affecting the Grand Union Canal
BE34	Proposals for development adjacent to or having a visual effect on rivers
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H4	Mix of housing units
H5	Dwellings suitable for large families
H8	Change of use from non-residential to residential
LE2	Development in designated Industrial and Business Areas
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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
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- LPP 3.10 (2011) Definition of affordable housing
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- LPP 7.24 (2011) Blue Ribbon Network
- LPP 7.30 (2011) London's canals and other rivers and waterspaces
- LPP 8.2 (2011) Planning obligations
- LPP 8.3 (2011) Community infrastructure levy

## **5. Advertisement and Site Notice**

**5.1** Advertisement Expiry Date:- **7th June 2013**

**5.2** Site Notice Expiry Date:- **12th June 2013**

## **6. Consultations**

### **External Consultees**

Consultation letters were sent to 59 local owner/occupiers on 13/05/2013. The application was also advertised by way of site and press notices. One letter of support and nine letters of objection have been received which raise the following concerns:

- i) Site security
- ii) Mix of uses on site
- iii) Construction nuisance/disruption
- iv) Parking
- v) Traffic disruption
- vi) Parking on Summerhouse Lane
- vii) Pedestrian safety
- viii) Overdevelopment of site
- ix) Impact on setting of Listed Buildings
- x) Out of keeping with the area

#### CANAL AND RIVERS TRUST:

After due consideration of the application details, the Canal & River Trust has the following comments to make:

We support the principle of the proposed residential development, and think its scale is generally appropriate to the site.

#### Waterway Wall:

The waterway wall on the offside (non-towpath side) is in the applicant's ownership, and will require repair works. The detail of this should be subject to a planning condition, suggested below. Our heritage advisor, supports the proposal to rebuild this in concrete with a brick skin. We are also supportive of plans to include kingfisher boxes in the new wall.

#### Moorings:

We would be supportive of the principle of using the waterspace within the scheme to provide a range of moorings, as these would add activity and animation to the waterspace, and there is significant demand for secure moorings in London. However, given the potential constraint of the proximity of the Thames Water sluices, we suggested that the applicant investigate if this would be feasible and appropriate.

#### Landscaping:

We would like to understand the proposed 'boardwalk' decking along the canalside in more detail (as part of the landscaping condition, below), as we are keen this should not cause future maintenance issues.

With regard to trees close to the waterway wall, we would request that these be kept a reasonable distance from the waterspace, and planted with appropriate root protection. As noted in the landscape strategy, we would also suggest that alder and willow be avoided, as we have experience of these causing damage to waterway walls.

We would like to see the landscaping extended to include part of the lockside area, so that this does not appear 'left out'.

#### Lighting:

All lighting should be directed so as not to spill over the waterspace, as this may adversely affect the biodiversity of the waterway corridor, and we have suggested a condition regarding this, below.

#### Off Site Works:

We discussed the potential for improvements to the towpath as it will be a valuable amenity resource for the future residents, and a convenient link for walking and cycling. However, after further consideration we are concerned that improvement works should be directed towards improving the pedestrian environment along the adjacent road bridge over the canal, to the south west of the site. We have concerns that the likely increased use of this could exacerbate potential conflict between vehicles and pedestrians. This bridge should really be upgraded to include a separate pedestrian pathway attached to the main structure, and we would suggest that the Local Authority's Highways team should provide a view on this.

If the Council is minded to grant planning permission, it is requested that the following conditions and informatives be attached to the decision notice:

#### Conditions:

i) Prior to the commencement of development hereby permitted, a Risk Assessment and Method Statement outlining all works to be carried out adjacent to the water must be submitted and approved in writing by the local planning authority in consultation with the Canal & River Trust.

Reason: To ensure the proposed works do not have any adverse impact on the safety of waterway users and the integrity of the Navigation.

ii) Prior to the commencement of development hereby permitted, full details of the proposed landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Canal & River Trust. The landscaping scheme should include reference to plant species types, surface treatments including boardwalks, fences and walls, any signage and information boards together with the means of on-going maintenance. The approved landscaping scheme shall be implemented by the first planting scheme after the development commences.

Reason: To improve the appearance of the site when viewed from the waterside and to enhance the biodiversity of the area. Earthworks and associated landscaping also have the potential to impact on the integrity of the waterway and it is necessary to assess this and determine future maintenance responsibilities for any planting.

iii) Prior to the commencement of the development hereby permitted, full details of any proposed lighting and CCTV scheme shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Canal & River Trust. The approved lighting and CCTV scheme should be implemented prior to first occupation of the development.

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

iv) Prior to the commencement of the development hereby approved a survey of the condition of the waterway wall, and a method statement and schedule of works identified shall be submitted to and approved in writing by the Local Planning Authority. Any heritage features and materials identified by the survey shall be made available for inspection by the Canal & River Trust and where appropriate, preserved in-situ or reclaimed and re-used.

#### Informatives:

i) The applicant/developer should refer to the current "Code of Practice for Works affecting the Canal & River Trust" to ensure that any necessary consents are obtained (<http://canalrivertrust.org.uk/about-us/for-businesses/undertaking-works-on-our-property>).

ii) The applicant/developer is advised that any encroachment or access onto the Trust's land or waterspace requires written consent from the Canal & River Trust, and they should contact the Canal & River Trust's Estates Surveyor, Jonathan Young (jonathan.young@canalrivertrust.org.uk).

iii) The applicant is advised that surface water discharge to the canal will require prior consent from the Canal & River Trust. Please contact Nick Pogson from the Canal & River Trust Utilities team (nick.pogson@canalrivertrust.org.uk).

#### COLNE VALLEY PARK:

The Colne Valley Park CIC recognises that this brownfield site has been derelict for some time and has no strong objections in principle to the redevelopment of the site.

We welcome the use of native trees, hazel hurdles, creation of waterside habitat, integrated next boxes and other soft and hard landscape features. We also welcome what seems to be the careful restoration of listed buildings in an historic setting. However, we feel it is the very setting and location of this development which, will add value and make this an attractive proposition for prospective purchasers and to this end we feel we must express some disappointment that a development of this scale within the Colne Valley Regional Park is making no positive contribution towards achieving the objectives of the Park for the benefit of new residents within the development and existing residents around the development.

Examples of potential improvements could include:

- Improved signage and access/landscape improvements for the Colne Valley Trail cycling and walking route.
- Interpretation board about the Colne Valley Park and Colne Valley Trail at appropriate location between the site entrance and Summerhouse Lane
- Installation of a safe crossing point over Park Lane for the Colne Valley Trail
- Improvements to the Mount Pleasant circular walk
- Improvements to signage and access along the Hillingdon Trail through park Wood
- An endowment for future maintenance/promotion for all of the items listed above.

#### DENHAM AERODROME:

With reference to the above application we would like to draw attention to the fact that the site is within the Denham Aerodrome Traffic Zone and under the flight path.

Denham is a long established Civil Aviation Authority Licensed Aerodrome providing facilities for business aviation and flying training for both fixed and rotary wing aircraft and may be available for use at any time.

It is inevitable that any occupants in this location will both hear and see aircraft operations including aircraft taking off and landing and it is important that all concerned are aware of the juxtaposition of the sites.

#### ENGLISH HERITAGE:

Our specialist staff have considered the information received and we do not wish to offer any comments on this occasion. This application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice.

#### ENGLISH HERITAGE ARCHAEOLOGY ADVISORY SERVICE:

The above planning application has been noted by the Greater London Archaeological Advisory Service (GLAAS) as potentially affecting a heritage asset of archaeological interest.

The National Planning Policy Framework (Section 12) and the London Plan (2011 Policy 7.8) emphasise that the conservation of archaeological interest is a material consideration in the planning process. Paragraph 128 of the NPPF says that applicants should be required to submit appropriate desk-based assessments, and where appropriate undertake field evaluation, to describe the significance of heritage assets and how they would be affected by the proposed development. This information should be supplied to inform the planning decision.

The applicant's archaeological desk-based assessment and information held on the Greater London Historic Environment Record indicates that this planning application will affect heritage assets of archaeological interest. Coppermill Lock has a long history of industrial use probably originating as a medieval corn mill before converting to a paper mill in the C17th to C18th then to a copper mill before reverting to paper milling and finally to asbestos production from 1882 to 1931. In addition to the likelihood of below-ground archaeological remains related to these activities, as noted in the heritage statement, some of the standing buildings on the site also relate to the 18th to 20th century industrial uses. The use of the site for late 19th century asbestos production is both distinctive and of course a potential hazard for groundworks. There is some evidence for prehistoric archaeological interest with good potential for the preservation of deposits indicated by the presence of deep alluvium, colluvium and peat. Elsewhere in the Colne Valley rare and important Late Upper Palaeolithic and Mesolithic sites have been found, typically alongside ancient stream channels, and associated environmental evidence would also be of interest.

I note that the site has benefited from limited archaeological trial trenching in 1992 and a recent geotechnical investigation. Over much of the site the latter indicates extensive and deep 'made ground' above the natural deposits referred to above - the made ground presumably relates to the site's industrial use and is likely to include structures and features of archaeological interest. Unfortunately the report does not assess in any detail the likely impact of the development upon the site's archaeological interest through conversion of the historic buildings and new construction. Accepting that the impact of development is likely to divide into three types - alteration of the historic built fabric of buildings related to the site's industrial use; new construction affecting 'made ground' of potential industrial archaeological interest and deep works affecting the natural deposits with potential for prehistoric interest - I recommend that the applicant is asked to amend their desk-based assessment to identify and map the specific location and nature of each impact so that appropriate evaluation and/or mitigation can be defined. It would also be helpful if the 1992 evaluation could be mapped as it would not be necessary to duplicate previous work and that the implications of contamination be considered.

Whilst the applicant's desk-based assessment acknowledges the need for further investigation it suggests that field evaluation is not necessary prior to the determination of this application. I consider that the clarifications requested above are necessary to test and substantiate this assertion.

#### HAREFIELD VILLAGE CONSERVATION AREA PANEL:

The Panel welcomed the proposal as an excellent low density but high quality solution for a site that has been crying out for such a development for decades. It has no objections to it. The forms, scale and character of the proposed new structures relate very well to the existing and listed historical buildings, the canal and docks.

With the increase in population and the increase in number of people working in the vicinity, the Panel

proposes that the Travel Plan for the proposal should include the extension of the existing U9 bus service. At present this service terminates at the junction of Park Lane and Shelley Lane but an extension to the junction of Summerhouse Lane and Bellevue Terrace would be welcomed and appreciated by many.

#### HILLINGDON NARROWBOATS ASSOCIATION:

Hillingdon Narrowboats Association (HNA) is a charity that operates community narrowboats to provide personal development opportunities for groups of all ages, including the disadvantaged. HNA occupies the Boathouse, which is contiguous with and immediately to the North of the area covered by the planning application. HNA's Boathouse is shown outlined in blue on the Site Location Plan, Drawing A-1001-A, and on the other documents that support the planning application.

The Boathouse was constructed and provided for HNA's use as a result of a Section 106 agreement between the original site developers (see paragraph 3.1 of the Planning Statement document) and the London Borough of Hillingdon (whose 2 Narrowboats HNA manages and operates).

In addition to the provision of the Boathouse the Section 106 agreement provided:

- 1) 4 No. parking spaces for HNA
- 2) Mooring facilities and mooring rights on the water frontage
- 3) Access rights (wayleaves) and disabled access to the moorings
- 4) Refuse disposal facilities for HNA and the boats that it operates

The above 4 items are provided either fully or partially within the area that is covered by the current planning application 43159/APP/2013/1094 and therefore HNA wishes to make the following observations.

Hillingdon Narrowboats Association has no objection to planning permission being granted for the proposed application provided that the provisions of the original Section 106 agreement are retained. It is noted with respect to the four points above:

1) Four Parking Spaces for HNA - Paragraph 4.1 of the Design and Access Statement shows the existing 4 No. parking spaces as being designated for HNA's use. The current planning application does retain the existing provision.

2) & 3) HNA's mooring facilities and rights, wayleaves and disabled access - None of these items are mentioned within the planning application. HNA has no objection provided that planning consent is granted with the condition that HNA's existing access and mooring rights are retained.

4) Refuse Disposal - The Long Room Landscape Improvements, drawing 1336/002 rev B has the statement "Bin store removed from this location" marked against the current location of HNA's 2 No. refuse bins. Similarly, the Landscape Strategy document, page 16, "The Long Room" has a drawing with an arrow pointing the current location of HNA's bins with the statement "Existing bin store moved from canalside location and relocated and screened on eastern side of the Long Room". However, this drawing does not show any bin storage area to the east of the Long Room.

No practical or satisfactory alternative is shown, the nearest bins on the drawing 1336/002 are some 130 metres away at the other end of the Long Room. The existing bins receive the domestic waste from boats returning to the Boathouse as well as the refuse from the Boathouse. The carrying of domestic waste such a distance is neither practical nor desirable. HNA agrees that, in their existing location, the bins are unsightly and their relocation would enhance the environment. However, the planning application does not specify an acceptable alternative location.



HNA has no objection to the application provided that planning consent is granted with the condition that refuse storage facilities for HNA's use are provided within a practical and reasonable distance of the Boathouse

#### INLAND WATERWAYS ASSOCIATION:

We have no comment to make on the changed use of this site but we find the architecture of the proposed new residential blocks to be very disappointing. The scheme fails to achieve any sense of place or recognise the historic industrial use of the site. Although the design proposes traditional materials it is reminiscent of numerous recent canal side residential developments which now look 'tired' in appearance. A different elevational approach with more uniform repetitive bays would assist in providing a robust architecture which would be in keeping with the retained buildings on the site. We object to the scheme on the grounds that it will harm the character of the area and the setting of the Grand Union Canal.

#### MOD SAFEGUARDING:

The MOD has no safeguarding objections to the proposal.

#### NATURAL ENGLAND:

This application is in close proximity Mid Colne Valley and Old Park Wood to Site of Special Scientific Interest (SSSI). However, given the nature and scale of this proposal, Natural England is satisfied that there is not likely to be an adverse effect on these sites as a result of the proposal being carried out in strict accordance with the details of the application as submitted. We therefore advise your authority that these SSSI's do not represent a constraint in determining this application. Should the details of this application change, Natural England draws your attention to Section 28(1) of the Wildlife and Countryside Act 1981 (as amended), requiring your authority to re-consult Natural England.

#### Local authority biodiversity duty and opportunities for enhancement:

Under section 40(1) of the Natural Environment & Rural Communities Act 2006 a duty is placed on public authorities, including local planning authorities, to have regard to biodiversity in exercising their functions. This duty covers the protection, enhancement and restoration of habitats and species.

The National Planning Policy Framework (NPPF) expects local authorities to prevent harm to biodiversity and geological interests. Paragraph 118 makes it clear how the government expects the council to consider planning decisions that could lead to harm to biodiversity and geological interests. Paragraph 109 identifies the importance of establishing coherent ecological networks that are more resilient to current and future pressures. Protection for ancient woodland is included in Paragraph 118 of the NPPF and states that "planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats, including ancient woodland and the loss of aged or veteran trees found outside ancient woodland, unless the need for, and benefits of, the development in that location clearly outweigh the loss".

The ecological survey submitted with this application has not identified that there will be any significant impacts on statutorily protected sites, species or on priority Biodiversity Action Plan (BAP) habitats as a result of this proposal. However when considering this application the council should encourage opportunities to incorporate biodiversity in and around the development (Paragraph 118 of the NPPF).

The Town and Country Planning Association's publication 'Biodiversity By Design' provides further information on this issue and the publication can be downloaded from <http://www.tcpa.org.uk/pages/biodiversity-by-design.html>

Examples of biodiversity enhancements that can be widely incorporated into development proposals include:

**Green/brown roofs** - The use of alternative roofing (turf, aggregate, brown and green roofs) can make a significant contribution to biodiversity, attenuation of rainfall, and energy efficiency as they can provide a high degree of insulation.

**Landscaping** - Native species of plant should be used in landscaping proposals associated with development, unless there are over-riding reasons why particular non-native species need to be used. The nature conservation value of trees, shrubs and other plants includes their intrinsic place in the ecosystem; their direct role as food or shelter for species; and in the case of trees and shrubs, their influence through the creation of woodland conditions that are required by other species, e.g. the ground flora.

**Nesting and roosting sites** - Modern buildings tend to reduce the amount of potential nesting and roosting sites. Artificial sites may therefore need to be provided for bats and birds. There is a range of ways in which these can be incorporated into buildings, or built in courtyard habitats. Their location should provide protection from the elements, preferably facing an easterly direction, out of the direct heat of the sun and prevailing wind and rain.

**Sustainable urban drainage systems** - Many existing urban drainage systems are damaging the environment and are not, therefore, sustainable in the long term. Techniques to reduce these effects have been developed and are collectively referred to as Sustainable Urban Drainage Systems (SUDS). SUDS are physical structures built to receive surface water runoff. They typically include ponds, wetland, swales and porous surfaces. They should be located as close as possible to where the rainwater falls, providing attenuation for the runoff. They may also provide treatment for water prior to discharge, using the natural processes of sedimentation, filtration, adsorption and biological degradation.

**Local wildlife sites** - If the proposal site is on or adjacent to a local wildlife site, e.g. Site of Nature Conservation Importance (SNCI) or Local Nature Reserve (LNR) the authority should ensure it has sufficient information to fully understand the impact of the proposal on the local wildlife site before it determines the application.

Should the proposal be amended in a way which significantly affects its impact on the natural environment then, in accordance with Section 4 of the Natural Environment and Rural Communities Act 2006, Natural England should be consulted again.

#### **NATS SAFEGUARDING:**

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Limited has no safeguarding objections to this proposal.

#### **TRANSPORT FOR LONDON:**

No comments to make on the application.

## THAMES WATER:

### Waste Comments:

With the information provided Thames Water, has been unable to determine the waste water infrastructure needs of this application. Should the Local Planning Authority look to approve the application ahead of further information being provided, we request that the following 'Grampian Style' condition be applied:

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

Reason: The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community. Should the Local Planning Authority consider the above recommendation is inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Control Department (telephone 0203 577 9998) prior to the Planning Application approval.

### Surface Water Drainage:

With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

### Water Comments:

With regard to water supply, this comes within the area covered by the Affinity Water Company.

### Supplementary Comments:

In order for Thames Water to determine whether the existing sewer network has sufficient spare capacity to receive the increased flows from the development, a drainage strategy must be submitted detailing the proposed foul and surface water strategies. Details of any proposed alterations to the connection points to the public system, and calculated increase in discharge rate must be included in the drainage strategy.

If initial investigations conclude that the existing sewer network is unlikely to be able to support the demand anticipated from this development, it will be necessary for developers to fund a study to ascertain whether the proposed development will lead to overloading of existing waste water infrastructure.

## THREE RIVERS COUNCIL:

No comments received.

### **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. Compliance with all 16 Lifetime Home standards (as relevant) should be shown on plan. An additional 10% should be designed to meet Wheelchair Home Standards.

The proposal seeks the retention and enhancement of the existing commercial buildings on the site, with the exception of Manor House. The proposal seeks to provide two accessible parking spaces for wheelchair users and provide two ground floor flats that are wheelchair accessible or adaptable.

It is understood from the Design & Access Statement that all new housing accords with the minimum floor space standards as detailed in the London Plan, in addition to meeting the Lifetime Home Standards. The flats proposed within the Manor House will likely not comply fully with the said standards due to its status as a Grade II listed building.

The proposal includes the provision of two ground floor flats within the new apartment building that would be readily adaptable for a wheelchair user. The overall provision of wheelchair standard accommodation is said would fall below the 10% minimum as defined by London Plan Policy 3.8, due to what is understood to be a restriction on the width of the new houses, which is imposed by the peninsula. However, given that the development is for 29 units and not 30, two units which are fully wheelchair accessible would be acceptable. In addition, there is understood to be a significant level change associated on the land earmarked for the new townhouses, and what is said to be insufficient space within the apartment block to provide wheelchair access to the flats above ground floor. To this end, plots 5-14 would be accessible only by stairs, and plots 15 to 20, although achieving level access, would not provide lift access to the upper floors which would be contrary to recommendations of the Council's adopted guidance. Furthermore, the two accessible units reference (believed to be plots 22 and 23) appear not to have been designed in accordance with best practice guidance and the above-mentioned Supplementary Planning Document. Plots 25 to 29 are also lacking in terms of compliance with the Lifetime Homes Standards.

Save for floodwater management issues, topographical or similar extenuating circumstances which is fully evidenced, the following should be applied to all the new housing, with the exception of the units proposed within the Manor House:

The following access observations are provided:

1. Level access should be achieved into all the new dwellings by the principal entrance. Details of level access to and into the proposed dwelling should be submitted. A fall of 1:60 in the areas local to the principal entrance should be incorporated to prevent rain and surface water ingress. In addition to a levels plan showing internal and external levels, a section drawing of the level access threshold substructure, and water bar to be installed, including any necessary drainage, should be submitted.
2. An entrance level WC, compliant with the Lifetime Home requirements, should be shown within the new dwellings. To this end, a minimum of 700mm should be provided to one side of the toilet pan, with 1100mm in front to any obstruction opposite.
3. A minimum of bathroom on the same level as a bedroom should be designed in accordance with Lifetime Home standards. At least 700mm should be provided to one side of the WC, with 1100mm provided between the front edge of the toilet pan and a door or wall opposite.
4. To allow bathrooms to be used as wet rooms in future, plans should indicate floor gully drainage.
5. The plans should indicate the location of a future 'through the ceiling' wheelchair lift within the new

homes proposing more than one storey.

Conclusion: based on the information and plans submitted, the proposed scheme is largely unacceptable from an accessibility point of view

#### CONSERVATION AND URBAN DESIGN:

##### Background:

The site contains two listed buildings, the Manor House and Old Mill House (grade II) and also the Long Room (Locally Listed). All the site/buildings fall within the Black Jack/Copper Mill Lock Conservation Area. The site also falls within a proposed Archaeological Priority Zone. The canal sluices, basin and walls whilst not designated are all considered to be of historic significance.

##### Comments:

The proposals have been refined following pre-application discussions and are considered to be acceptable in principle. The works to the Manor House however, are not acceptable as shown but further revised drawings are expected shortly. Comments on this will be forwarded under the LBC consultation.

This canal side area has a long history, the remaining historic buildings being only a small fragment of the earlier industrial structures on the site. The buildings are currently vacant or only partly occupied and the site has a derelict and unkept appearance, with areas having been cleared and left, or hard surfaced, for car parking.

The proposed new buildings have a largely traditional appearance and are of a modest scale at between 2 and 3 storeys in height. They would sit comfortably with the existing buildings and canal features, and are of a simple architectural style that would compliment the overall character and appearance of the conservation area. Improvements are also proposed to the external appearance of the Long Room, and the proposed landscaping scheme for the site would provide positive benefits in terms of the setting of the historic buildings, in particular, the Manor House. This would have a garden setting reinstated to the front and additional tree planting to the side garden area to screen the road.

##### Conclusion:

No objections, subject to receiving the revised drawings for the Manor House, please condition the following:

- Details, including samples, of external materials for the new buildings
- Details of the design and materials of the windows, doors and porches
- Details of the location, size and design of roof level PV cells
- Details of the materials for the hard landscaped areas, lighting, street furniture, signage and means of enclosure (railings, fences and gates)
- Schedule of repair for the canal walls
- A full scheme for the soft landscaping of the site

A condition that requires the Manor House to be converted and completed by the end of phase 2 of the works, and before the houses in this phase are occupied, should also be included. This will ensure that the building is repaired and converted for residential use as part of the scheme.

A conservation/management plan for the listed buildings should also be required, either by condition, or via a S106 agreement.

A scheme of archaeological recording will also need to be agreed via condition, this will need to be

agreed with GLAAS.

#### ENVIRONMENTAL PROTECTION UNIT:

##### Noise:

I have not assessed any noise sources on or off-site as requiring control by condition in this instance in this location, including the technologies proposed to meet renewable energy contributions. Should planning permission be granted please could an informative be added with regard to building and construction.

##### Contamination:

I would not recommend giving planning permission with regard land contamination issues at the site without at the very least prior confirmation from the developer that they understand what is required to be provided in a timely fashion in relation to the attached conditions, to demonstrate they can remediate the site to a suitable for use standard, in a safe manner. (Frankly, if they have difficulty grasping this, I'm not sure they are capable of redeveloping the site.) This has been requested previously of the developer, and as far as I am aware, it has not been forthcoming. Of particular concern was the risk associated with asbestos contamination due to the former use of the site. Site works will have to be adequately managed to minimise risk from this source to the site workers, site visitors and surrounding residents and commercial areas when any demolition, remedial and development works are being undertaken. They should refer to the supplementary planning guidance (SPG) on land contamination for information on LPA requirements.

The following documentary information was provided with the application - Ground Investigation, Royal Quay, Coppermill Lock, Harefield, Middlesex, UB9 6JA, by Listers Geotechnical Consultants for Jones Lang LaSalle, dated July 2012 (Report no. 12-05-027).

In addition to the above some investigation reports by RSK on behalf of Ashill were provided subsequently in response to concerns regarding insufficient site assessment and information. However, these investigations did not specifically look at ground contamination (though the report indicates no further olfactory or visual contamination were noted in the areas investigated), but it does suggest it is less likely there was large quantities of waste asbestos buried on site (which could be costly to remove). Underground structures were noted in the investigation and further assessment of these will be required to determine in the structures included asbestos containing materials (ACM). It appears RSK are working as consultants for the developer. They also wrote a letter, which broadly outlines likely remediation at the site, however it should be noted some further investigation is required at the site (with regard to possible hydrocarbon source and groundwater contamination, gas monitoring, and asbestos investigation of soils and substructures), and this should be implemented prior to finalising the remediation strategy. Further clarification is also required as to how risk to the building conversions will be assessed and remediated. This should include indoor air testing for relevant contaminants, particularly asbestos fibres in the air.

The SPG on land contamination states in paragraph 3.16 'the LPA must be satisfied that the developer can deliver a development that meets certain requirements by carrying out any necessary remediation, either before development proceeds or as a part of the development process. Conditions will be used to ensure that development can be carried out safely, without the creation of risks to workers or neighbours.' The following needs to be considered within the Remediation Strategy alongside any method statement for safe remediation and development.

Details of how they will ensure all works will be carried out safely to minimise risk of exposure to asbestos and other contaminants can be included in the Construction Environmental Management Plan as a specific chapter or as a separate method statement, however the detail in the plan should

be consistent and should include, but not be limited to measures to protect workers including monitoring of asbestos (personal and at the site boundary), measures to minimise the release of free asbestos fibres on site and prevent its release beyond the boundary of the site so that asbestos contaminated material/soils can be safely dug up, stored and removed from the site. Wording for a specific condition is suggested below. It should be made clear our primary concern with this condition relates to how on-site works may impact on off-site receptors, rather than health and safety issues on a works site, which is outside our remit.

#### Ground Contamination:

The site investigation identified varying depth of made ground, and there were areas identified as consisting of natural soils. The contamination investigation undertaken as part of the geotechnical survey for Jones Lang LaSalle split the site into three zones. Twenty-one made ground samples and 17 natural soil samples were tested for contamination. Some small amounts of asbestos containing material and/or free fibres were found in all zones (4 out of 20 samples tested for asbestos, one of which was located below hard standing) including in natural soils. Due to the former use of the site as an asbestos factory, and likely historical demolition of buildings on site, which may have included ACM, there is likely to be asbestos contamination of both made ground and natural soils.

Zone 1 (western part of the site, Watermill and vacant land) included some hotspots of metal contamination, TPHs (total petroleum hydrocarbons), PAHs (polycyclic aromatic hydrocarbons), and asbestos.

Zone 2 (south eastern part of site, Manor House and vacant land) refers to PAHs (polycyclic aromatic hydrocarbons) and benzo(a)pyrene in particular, and asbestos.

Zone 3 (north eastern part of the site, the Long Room) refers to PAHs (polycyclic aromatic hydrocarbons), TPHs identified in groundwater with possible, unidentified on site source (total petroleum hydrocarbons), and asbestos.

The report also referred to three rounds of gas monitoring, all of which appear to be at high atmospheric pressure, indicating low levels of methane in zone 1 and 2. I couldn't find the location of standpipe 301, which also had low levels of methane in one round. Flow rates were low overall, however 201 and 204 in zone 1 did almost consistently indicate slightly elevated methane.

It is likely future remedial works will include the requirement for gas protection measures, removal of contaminated or unsuitable soil/material to an appropriate depth and suitable imported soil in garden and landscaped areas, likely to be placed over a membrane or suitable break layer. The submitted report did refer to the reuse of materials/soil from the site. Clarification is required on the suitability criteria for the material, and how it will be assessed based on likely end uses. It is preferable, all unsuitable material is removed from the site. Where asbestos contaminated material is to remain on site, it should not be located in areas covered by permitted development rights, and its location should be made clear in the remedial verification report and maintained on-site on a risk register, where possible and details contained in the deed.

Conditions are provided below with regard to land contamination for both the new development and the conversions, and to ensure garden and landscaping soils are suitable for use. The Environmental Impact Mitigation Condition specifically refers to the soil contaminated by asbestos fibres and ACM, and any ACM that forms part of the sub-structures that may need to be removed from the site. Please use a separate condition regarding any asbestos removal from within buildings as usual, or with regard to health and safety. The indoor air monitoring condition is to ensure there is no significant concentration of free asbestos fibres within the buildings. A suitable criteria for an acceptable level will need to be agreed with the LPA as part of the monitoring requirements. It may be advisable to check

the new build as well.

Conditions:

1. (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).

2. No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. 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).

3. Prior to any development commencing, a method statement to deal with potential environmental impacts arising from the development works in relation to any asbestos or other toxic materials/substances from the site shall be submitted and approved in writing by the LPA. The method statement should clearly identify how the risk from asbestos or other toxic materials/substances will be determined and monitored, with contingency plans in place, to limit exposure to on-site personnel and protect off-site receptors. It should include measures to minimise the release of asbestos on site and



prevent its release beyond the boundary of the development site or phase, as appropriate. Measures to be implemented on site shall include but not be limited to minimising the release of free fibres during excavation/removal of substructures, storage of materials on site and removal from site of impacted materials. The method statement shall thereafter be adhered to.

REASON: To protect users of the site; workers during redevelopment; site neighbours and members of the public and the local environment. To safeguard the amenity of surrounding areas in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

4. Prior to the occupation of each phase of the development a suitable scheme to monitor indoor air for asbestos including measures to remediate exceedances shall be submitted and approved in writing by the LPA. The scheme and remediation measures shall be implemented as agreed and verification information to demonstrate indoor air quality is suitable for use shall be submitted to the satisfaction of the LPA unless the LPA dispenses with any such requirement for each phase, specifically and in writing.

REASON: To protect future occupiers of the development in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

The Environment Agency should be consulted with regards to groundwater issues and possibly piling. The chalk in the area is quite near the surface and hydrocarbon contamination has been noted in the groundwater in zone 3.

British Waterways (BW) would have to be consulted on any works carried out in the vicinity of the canal.

#### TREES AND LANDSCAPING:

The site lies within the Black Jacks and Coppermill Lock Conservation Area, a designation which protects trees. The landscape character and visual sensitivities are assessed within section LCA A2: Mid Colne Floodplain - Broadwater Lake to Shire Ditch of Hillingdon's Landscape Character Assessment.

This waterside location overlooking the borrowed landscape of the Colne Valley lakes and wetlands, together with its industrial heritage and listed buildings all contribute to the unique character of this site. Trees on, and close to, the site should be safeguarded where their quality, value and useful life expectancy merit retention.

#### Landscape Considerations:

Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

- A Tree Report by ACD has been submitted. The survey assesses the condition and value of 22No individual trees and one group. Of these, one Sycamore (T4 on the schedule) is considered to be an 'A' category tree. There are 6No. 'B' grade trees (an Ash:T1, two Alders:T16 and T17, and three London Planes: T18, T19 and T20). These 'A' and 'B' category trees are of sufficient quality and value to be considered constraints on development and should be retained if possible as part of a development proposal.

- 14No. trees are category 'C' and one tree is rated 'U' - whose removal can be justified in terms of good arboricultural practice.

- ACD's Arboricultural Impact Assessment confirms that T1(B), T2(C) and T3(C) will have to be removed to facilitate the development - this is essential work required to stabilise and restore the

canal edge. All of the remaining trees are outside the development area along the northern boundary. These will be retained. Due to their location it is considered that, in this case, an Arboricultural Method Statement and Tree Protection Plan are not required to safeguard the trees.

- The proposal is supported by a Design & Access Statement which clearly assesses the opportunities and constraints posed by the site and explains the design principles and concepts. The intention is to create a high quality design which will enhance the site without harming the character of the area or the amenities of occupiers of neighbouring properties (section 1.1).
- Landscape and ecological objectives are set out in section 3.4 with detailed proposals for the communal garden of the listed Manor House and an emphasis on ecological enhancement of the canal-side. A character assessment is made in section 3.6
- A Landscape Strategy by Murdoch Wickham (document ref. 1336/005C) provides a more detailed comprehensive analysis of the site and considers relevant planning policies. Several cross-sections through the site have been provided which clearly illustrate the significant level changes across the site and how the layout responds to this challenge. The landscape design concept is clearly set out, together with appropriate hard and soft landscape objectives for the various components of the site. Finally, a Landscape Masterplan illustrates the response to the brief, supported by sectional elevations, a detailed planting strategy and a palette of external hard materials and furniture.
- Some of the landscaped areas will be associated with private areas, with canal-side gardens planted according to ecological principles (to encourage biodiversity). Owner/occupiers should be encouraged to establish and maintain the planting in accordance with the design objective. Similarly a management and maintenance specification is required to ensure that communally managed areas (of public/ semi-public spaces) are managed in accordance with the approved plans.
- Landscape conditions will be necessary to preserve and enhance the visual amenities of the locality and to ensure that adequate facilities are provided.

Recommendations:

No objection subject to conditions RES6, RES9 (parts 1,2,4,5 and 6) and RES10.

HIGHWAYS:

The development proposals are for the refurbishment of an existing office building to provide 4 x 2 bedroom apartments and the construction of 25 dwellings (10 x 2 and 3 bedroom apartments and 19 x 3 and 4 bedroom houses) within the site. Under the proposals, 58 car parking spaces will be provided for the use of residents, which will be allocated at 2 parking spaces per dwelling. As part of the proposals, the remaining office use at the site will be retained, alongside 106 car parking spaces.

Access to the site will remain as existing from Park Lane and Summerhouse Lane. However, access to the proposed residential use will only be permitted from Park Lane, which will be controlled by an internal barrier system located centrally within the site.

In order to assess of the proposals, a Transport Assessment (TA) has been submitted, which has undertaken a capacity analysis at the junction of the site access and Park Lane, the signal controlled junction between Park Lane and Copper Mill Lane and at the roundabout junction of Park Lane and Rickmansworth Road.

However, it is considered that the analyses of the site access and of the signal controlled junction between Park Lane and Copper Mill Lane is not representative, as the interaction between each junction has not been taking into account. Nevertheless, the TA has demonstrated that there will only be a minor increase in vehicle trips, based on the reduction of office space within the site and as a result, it is considered that the proposals will not have a material impact along the adjacent highway network.

When reviewing the car parking provision in relation to the existing office use and the proposed residential development, it is noted that the PTAL index within the area of the site is 1a, which is classified as very poor. As a result, it is considered that the proposed car parking provision is acceptable to serve the site.

Therefore, it is considered that the development would not be contrary to the Policies of the adopted Hillingdon Local Plan, 2012, Part 2, and an objection is not raised in relation to the highway and transportation aspect of the proposals provided that the following details are made conditional to the planning consent.

Conditions:

A Servicing Management Plan is required to be submitted to the LPA and approved in writing before commencement of the development. The Servicing Management Plan will detail and identify how the proposed residential and remaining employment (office) uses at the site will be serviced, including the collection of refuse.

Details of the proposed internal barrier system located within the site, including method of operation are required to be submitted and agreed by the LPA before occupation of the development.

**SUSTAINABILITY OFFICER:**

The development does not show sufficient nature conservation improvements which is a particular concern given the location of a Site of Importance for Nature Conservation (Metropolitan Grade). The submitted ecological surveys were adequate and met the minimum requirements but I would have expected them to go further in order to clearly demonstrate improvements and enhancements. There is no scope for requesting offsite contributions which is really what is needed in this area, and therefore the enhancement has to be secured on site through the following condition:

Condition:

Prior to commencement of development a scheme for the enhancement and improvements for nature conservation shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate areas dedicated to wildlife enhancements and also the measures to ensure their retention and maintenance. The scheme shall also consider the inclusion of improvements and maintenance of the Lockside area within the ownership of the Canal & River Trust. The development must proceed in accordance with the approved scheme.

Reason:

To ensure the development contributes to ecological enhancement in accordance with Policy EM7 (Local Plan) and Policy 7.28 of the London Plan.

## **7. MAIN PLANNING ISSUES**

### **7.01 The principle of the development**

The site is designated as an Industrial Business Area (IBA). UDP Policy LE2 states: 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 IBAs unless it is satisfied that:

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

In applying Policy LE2, the Local Planning Authority will where appropriate take into account (1) evidence of a lack of demand for industrial and warehousing uses; (2) the length of time the vacant premises or land have been marketed and interest expressed by potential occupiers; (3) the amount and nature of vacant industrial and warehousing floorspace and land in the Borough, as well as outstanding unimplemented planning permissions and development under construction; (4) the size and layout of existing premises will also be taken into account.

The Council's Employment Land Study was published in 2009 and contained a review of all IBAs in the borough. This site was included within chapter 8. It states that the long vacant cleared site at Royal Quay has the potential for a residential led mixed-use scheme, which would benefit the local area making the site more vibrant. The drawback would be that any mixed-use scheme would potentially erode the employment designation status. The challenge for the site is to develop a scheme that adds value to the local business community, whilst not harming the amenities of any future residents or those of the existing businesses.

The ELS forms a key part of the evidence base for policy LE2 and for the Local Plan. The proposal for a residential led mixed-use scheme on the vacant part of the site is considered to be acceptable in principle, subject to the protection of the amenity of surrounding areas.

The proposal would not result in the loss of any existing employment land on the site, with the proposal residential taking up the disused, vacant pieces of land. The provision of a limited amount of residential use on the site will enable the commercial buildings on the site to be refurbished to a higher standard, providing improved business opportunities on the site. The scale of development and the layout of the proposal is considered to be such that the commercial and residential uses could exist on the site, without the amenity or use of either being significantly impacted upon.

#### **7.02 Density of the proposed development**

The London Plan requirements for this site (1.6ha), which is considered to be a suburban site with a PTAL of 1, would be 35-65 u/ha and 150-200 hr/ha. The scheme proposes 29 units with 116 habitable rooms. This equates to a density of 18 u/ha and 73 hr/ha. Whilst this is below the density guidelines for such a location, given the open nature of the wider area and the low-density nature of the residential uses in the area, the proposed quantum of residential units is considered to be acceptable in this location.

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

This canal side area has a long history, the remaining historic buildings being only a small fragment of the earlier industrial structures on the site. The buildings are currently vacant or only partly occupied and the site has a derelict and unkept appearance, with areas having been cleared and left, or hard surfaced, for car parking.

The proposed new buildings have a largely traditional appearance and are of a modest scale at between 2 and 3 storeys in height. They would sit comfortably with the existing buildings and canal features, and are of a simple architectural style that would compliment the overall character and appearance of the conservation area. Improvements are also proposed to the external appearance of the Long Room, and the proposed landscaping scheme for the site would provide positive benefits in terms of the setting of the historic buildings, in particular, the Manor House. This would have a garden setting reinstated to the front and additional tree planting to the side garden area to screen the road.

The proposals for the conversion of the Grade II Listed 'Manor House' have been refined following discussion with the applicant and are considered to be acceptable in principle.

The subdivision of the old manor house formerly used as offices is not ideal in historic building terms, however, given that the building has been vacant for some considerable time, and that its interior retains very few features of interest, its conversion and subdivision are considered acceptable in this instance. This position is supported by English Heritage.

The larger development scheme for the site also includes improvements to the setting of the Manor House by creating more green space around it. The house would have a garden reinstated to the front and additional tree planting to the side garden area to screen the road.

Therefore, on balance, it is considered that the scheme is designed and laid out in a way which would not impact on the character and appearance of the building or the heritage of the borough.

The Council's Conservation and Urban Design Officer has assessed the Heritage Statement that was submitted with the application, and states that the comments made and findings are considered acceptable. It is considered that a condition should be imposed on any grant of permission requiring an archaeological record of the site be made before work commences:

#### **7.04 Airport safeguarding**

NATS Safeguarding has reviewed the application and raise no objection to the application from an airport safeguarding perspective. Denham Aerodrome was also consulted, and requested an informative requesting the development be made aware of the nearby location of the aerodrome. As such, it is considered that the proposal would not impact on the safe operation of any airport.

#### **7.05 Impact on the green belt**

The site is not located within the Green Belt. As such, it is considered that the scheme would not impact on the openness of the Green Belt.

#### **7.07 Impact on the character & appearance of the area**

Policies BE13, BE19 and BE22 seek to ensure that new development complements or improves the character and amenity of the area. Policy BE38 seeks the retention of topographical and landscape features, and provision of new planting and landscaping in developments proposals. London Plan policy 7.1 sets out a series of overarching design principles for development in London, and policy 7.6 seeks to promote world-class, high quality design and design-led change in key locations. In addition to Chapter 7, London Plan policies relating to density (3.4) and sustainable design and construction (5.3) are also relevant. The application site itself has no particular designation, forming part of the 'developed area'.

The Urban Design Officer raises no objections to the scale, height and massing of the proposed buildings. This canal side area has a long history, the remaining historic buildings being only a small fragment of the earlier industrial structures on the site. The buildings are currently vacant or only partly occupied and the site has a derelict and unkept appearance, with areas having been cleared and left, or hard surfaced, for car parking.

The proposed new buildings have a largely traditional appearance and are of a modest scale at between 2 and 3 storeys in height. They would sit comfortably with the existing buildings and canal features, and are of a simple architectural style that would compliment

the overall character and appearance of the conservation area. Improvements are also proposed to the external appearance of the Long Room, and the proposed landscaping scheme for the site would provide positive benefits in terms of the setting of the historic buildings, in particular, the Manor House. This would have a garden setting reinstated to the front and additional tree planting to the side garden area to screen the road.

Furthermore, trees and landscaping would be retained around the boundary of the site, with additional landscaping proposed. This would ensure the visual amenity of the site as viewed from outside the site would be maintained.

Subject to this condition, it is considered that the scheme is compliant with Policies BE13, BE21 and BE22 of the UDP, relevant London Plan policies and design guidance.

#### **7.08 Impact on neighbours**

Policies BE20, BE21 and BE24 seek to ensure that new development does not generate adverse impacts in respect to sunlight and privacy. Because of the orientation of the site, and the size and siting of the proposed buildings, no significant loss of daylight and sunlight to adjoining properties would result from this development.

In relation to outlook, policy BE21 requires new residential developments to be designed to protect the outlook of adjoining residents. The Supplementary Planning Document (SPD) HDAS: Residential Layouts advises that for two or more storey buildings, adequate distance should be maintained to avoid over dominance. The proposal is located across Summerhouse Lane from the nearest residential properties, and the ground level of the site sits a significant distance below these dwellings. As such, the new dwellings would be a minimum of 32 metres from the rear building line of the nearest property, which together with the change in ground level will ensure there is no impact on the privacy of the existing residential units.

In addition, the siting and orientation of the proposal would not result in significant loss of light to neighbouring properties. It is not therefore considered that the proposal would result in an over dominant form of development which would detract from the amenities of neighbouring occupiers, in compliance with policy BE21 of the UDP.

It is not considered that there would be a material loss of daylight or sunlight to neighbouring properties, as the proposed buildings would be sited a sufficient distance away from adjoining properties. It is also considered given its layout that there will be a good level of day lighting for the proposed development. The proposed development is considered to be consistent with policies BE20, BE21 and BE24 of the UDP.

#### **7.09 Living conditions for future occupiers**

##### **AMENITY SPACE**

Each of the proposed houses will have their own private rear garden whilst residents of the flats will have access to an area of shared amenity. It is noted that some of the proposed gardens will fall below the standards set out within the HDAS, however it is considered that given the size and nature of the site, achieving an appropriate form of development together with the minimum garden sizes would not be possible or viable.

The proposals seek to positively respond to the site characteristics by proposing amenity in a variety of forms, both shared and private space that will fulfil a number of functions. The houses will be provided with private rear gardens which will include paved, decked and

grassed areas, orientated in a way that maximises the amount of natural daylight they receive as well as forming useable spaces. Furthermore, the majority of houses will have balconies that will provide additional outdoor space.

The proposed shared amenity space for the flats will be a mixture of formal and informal space that will not only provide areas in excess of the Council's standards but also provide an attractive setting for the Manor House and the new apartment block. The high quality landscaping throughout the site and the creation of new spaces, for example areas of seating adjacent to the canal, will benefit both future residents and workers whilst also maximising the visual amenity provided by the canal, a key feature of the site. The site's proximity and ease of access to surrounding countryside will also provide further recreational opportunities. Given the waterside location of the site, it is not considered this site is an appropriate location for a children's play area.

As such, and on balance, whilst a number of the houses have private amenity space below the Council's requirements, the overall amenity space provision and the landscape Masterplan for the site is considered to result in sufficient amenity provision for the future occupiers of the site. In addition, the canal side location and access to the towpath, together with the wider recreation potential in the area, are considered to result in an acceptable living environment.

#### INTERNAL LAYOUT

In terms of internal space standards and the quality of accommodation provided, the Hillingdon Design and Accessibility Statement (HDAS) 'Residential Layouts' requires all new residential units to be built to lifetime home standards and 10% of units designed to wheelchair accessible standards. Further guidance is also provided in the London Housing SPG on floor space standards for new residential development to ensure sound environmental conditions are provided on site. As a guide, the recommended minimum standards for residential units are:

- 2-bed 3-person flat - 61sqm
- 2-bed 4-person flat - 70sqm
- 3-bed 6-person house - 102sqm
- 4-bed 6-person house - 113sqm

The floor space information provided by the applicant indicates that all the proposed units within the development exceed the London Housing SPG recommended floor space standards for all of the units.

The applicant has confirmed that Lifetime Home standards will be met for all the units, and this will be secured via a condition on any grant of permission.

The proposed flat sizes and internal room sizes and layouts meet the requirements of the Mayor of London's Housing SPG. Overall, it is considered that the amended proposals meet with the aims and objectives of the Council's policies and guidance and the London Plan.

#### OUTLOOK

In terms of outlook for future residents, Policy BE21 of the Unitary Development Plan Saved Policies seek to ensure that new development would not have a significant loss of residential

amenity, by reason of the siting, bulk and proximity of new buildings.

In this regard, it is considered that the proposed site layout would provide a high standard of amenity for future occupiers. The layout will result in a satisfactory outlook from the proposed units in the buildings and reduce the potential for nuisance and disturbance to the future occupiers. As such, the development is considered to be consistent with relevant design guidance and policies BE21 and OE1 of the UDP.

All of the units would benefit from an acceptable level of privacy and light, in compliance with the Council's standards given in The Hillingdon Design and Accessibility Statement (HDAS) 'Residential Layouts'.

#### **7.10 Traffic impact, Car/cycle parking, pedestrian safety**

The Transport Assessment submitted with the application has demonstrated that there will only be a minor increase in vehicle trips, based on the reduction of office space within the site and as a result, it is considered that the proposals will not have a material impact along the adjacent highway network. It is considered that the vehicle trip generation resulting from this proposal is not likely to significantly impact on the capacity of the highways network. Any issues resulting from the additional traffic generated as result of this proposal would likely be able to be mitigated via a Travel Plan and other sustainable transport options.

The proposal provides 58 car parking spaces for the 29 units proposed. This results in a ratio of two spaces per dwelling, to which the Council's Highway Officer raises no objection. Two disabled car parking spaces would also be provided, in accordance with requirements. 106 car parking spaces across the site are to be retained for the commercial units on the site. Again, the Council's Highway Officer does not object to this. When reviewing the car parking provision in relation to the existing office use and the proposed residential development, it is noted that the PTAL index within the area of the site is 1a, which is classified as very poor. As a result, it is considered that the proposed car parking provision is acceptable to serve the site.

Access to the site will remain as existing from Park Lane and Summerhouse Lane. However, access to the proposed residential use will only be permitted from Park Lane, which will be controlled by an internal barrier system located centrally within the site.

Conditions are recommended on any grant of permission requiring a Servicing Management Plan and details of the proposed internal barrier system located within the site, including method of operation, be submitted to the LPA and approved in writing before commencement of the development. Cycle storage would be provided on the site, and would be secured via a condition on any permission.

Therefore, subject to these conditions, it is considered that the development would not be contrary to the Policies of the adopted Hillingdon Local Plan, 2012, Part 2, and an objection is not raised in relation to the highway and transportation aspect of the proposals.

#### **7.11 Urban design, access and security**

The design and access aspects of the proposal are addressed in other sections of this report.

The Council would expect the scheme to adhere to the principles of Secured by Design, and a condition to ensure this would be imposed on any grant of planning permission.

#### **7.12 Disabled access**



The scheme is in compliance with Lifetime Homes standards and this would be ensured via a condition on any permission. No units are shown to wheelchair standard, however, given the size of the units, modifications could easily be made to ensure they are accessible and a condition to this end is recommended.

### **7.13 Provision of affordable & special needs housing**

The London Plan sets the policy framework for affordable housing delivery in London. Policy 3.12 and 3.13 requires that boroughs should seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mix-use schemes, having regard to their affordable housing targets.

The Planning Obligations Supplementary Planning Document (supplementary planning guidance) adopted in July 2008 replaces the previous Supplementary Planning Guidance and updates the information and requirements of the Affordable Housing supplementary planning guidance adopted in May 2006. Chapter 5 on Affordable Housing from the Planning Obligations supplementary planning guidance paragraph 5.14 states, the council will always seek the provision of affordable housing on-site except in exceptional circumstances. The council will consider affordable housing tenure mix on a site by site basis with reference to housing needs, financial viability and/or the London Plan as appropriate.

Paragraph 5.22 states that the Council will seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mixed use schemes. The policy acknowledges a balance between the need for affordable housing that the economic viability of private housing developments. Where less than 35% affordable housing is proposed, a justification for the departure from the London Plan will be required, together with a financial viability appraisal to demonstrate that the maximum affordable housing provision is being delivered on site.

The application exceeds the threshold of 10 units and above, therefore affordable housing provision by way of a S106 Legal Agreement is required.

The developer has advised that in this case the development would not be viable of required to deliver 35% of the units as affordable housing. A Financial Viability Assessment (FVA) has been provided, and this has been checked by an independent and appropriately qualified 3rd party financial consultant. The advice from the financial consultant is that the assumed sale prices are reasonable (based on evidence of actual sales achieved in the area). Sales in this area are affected by the lack of local facilities, although this is to some extent offset by good road access to major employment centres, Heathrow and reasonable rail and road access to central London.

The costs estimates were undertaken by a Quantity Surveyor, and were compared to SPONS (a national index for costs) and the costs assumed by the developer are within the range suggested by SPONS. There are additional costs associated with developing this site, which other sites would not typically have to deal with, including:

- i) There is a requirement to carry out archaeological works at this site
- ii) There is a requirement to remediate the contamination (this is a former industrial site used to manufacture asbestos, and ground water is known to be contaminated, and will have to be remediated)
- ii) There is a requirement to undertake works to retaining structures at Summerhouse Lane
- iii) The river walls must also be constructed and the cost of these approaches £740,000

There are exceptional development costs associated with the site and it is the view of the financial consultant that the scheme is not capable of providing affordable housing and remaining financially viable. The development would bring about many benefits and as such it is not considered that refusal of the scheme would be reasonable due to the short fall in the provision of affordable housing. A review mechanism should be included in any legal agreement to ensure that if market conditions (e.g. sales prices etc) improve then the ability of the scheme to deliver a greater number of affordable units can be considered.

#### **7.14 Trees, landscaping and Ecology**

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.

The hard and soft Landscaping Strategy Plan provides detail on the way landscaping is proposed to be provided. Discussions with the Council Landscape and Tree Officer have confirmed that while the general approach to landscaping is acceptable, further details will be required to confirm that proposals are acceptable, and as such a relevant condition is recommended.

The Council's Tree and Landscape Officer has stated that the landscape proposals are broadly acceptable, and subject to appropriate landscaping conditions being imposed on any planning permission, no objections are raised in relation to the proposal.

Overall it is considered that, subject to conditions, the development would achieve a high quality landscape layout which would serve to soften the visual appearance of the areas of hard standing, protect the amenity of the wider area and enhance the amenity of future occupiers in accordance with Policy BE38 of the Saved Policies UDP.

#### **7.15 Sustainable waste management**

The plans indicate that refuse storage facilities will be provided for the commercial properties and the residential properties at ground floor level. The proposed facilities are considered to be acceptable in this instance, and would be controlled via a condition on any grant of permission.

#### **7.16 Renewable energy / Sustainability**

Policies within Chapter 5 of the London Plan require developments to provide for reductions in carbon emissions, including a reduction of 25% in carbon emissions, in line with Code for sustainable Homes Level 4.

The application is supported by an assessment which indicates that the development should be able to achieve Level 4 of the Code for Sustainable Homes, and achieve a 25% reduction in carbon emissions through a combination of energy efficiency measures and the use of photovoltaic panels. This is in line with policy requirements, and could be controlled via condition if required.

#### **7.17 Flooding or Drainage Issues**

Small parts of the site fall within Flood Zone 3, and a Flood Risk Assessment has been submitted with the application. No objections are raised from a flood risk perspective.

London Plan policy 5.13 states that development proposals should use sustainable urban drainage systems (SUDS) unless there are good reasons for not doing so. The applicant has confirmed that the existing site is served by soakaways and that, given there will be only

a minimal increase in impermeable area, it is proposed to use the existing drainage system.

Given the scale of the development, it is considered that additional water efficiency measures should be incorporated into the scheme, in accordance with London Plan policy. This would be required by way of condition.

#### **7.18 Noise or Air Quality Issues**

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

No noise assessment has been undertaken as part of the development proposal, which the Council's Environmental Protection Unit considered to be acceptable. The glazing configuration of residential development would need to meet the relevant building regulation standards.

It is considered that the scheme will have very little additional impact on noise and air quality in the area.

#### **7.19 Comments on Public Consultations**

The issues raised by objectors are assessed in the above report.

#### **7.20 Planning obligations**

Should the application be approved, a range of planning obligations would be sought to mitigate the impact of the development, in line with saved policy R17 of the Council's Unitary Development Plan.

The obligations sought are as follows:

1. Education: a financial contribution in the sum of £147,710 towards educational facilities.
2. Health: a financial contribution in the sum of £16,984.76 towards health provision.
3. Libraries: a financial contribution in the sum of £1,802.97 towards library provision.
4. Highways: any and all required highways works are to be adhered to and the cost met by the developer.
5. Affordable Housing Review Mechanism: A review mechanism is to be applied in the event the development is not substantially commenced within 18 months of the grant of planning permission.
6. Construction Training: either a financial contribution, or an in-kind scheme delivered during the construction phase of the development, should be secured (in either event the 'obligation' should be delivered equal to the formula of £2,500 for every £1 million build cost +  $14/160 \times £71,675 = \text{total contribution}$ ).
7. Project Management and Monitoring Fee: a financial contribution equal to 5% of the total cash contributions towards the management and monitoring of the resulting agreement.

In addition to S106 contributions and other requirements, the Mayor of London's Community Infrastructure Levy (CIL) has introduced a charging system within Hillingdon of £35 per square metre of gross internal floor area to be paid to the GLA to go towards the funding of

Crossrail. This application is CIL liable with respect to new floorspace being created, and the sum calculated for this application based on the floor area proposed is £134,354.80.

**7.21 Expediency of enforcement action**

Not applicable to this application.

**7.22 Other Issues**

CONTAMINATION:

The applicant has submitted a Site Investigation Report in support of the application. This confirms that testing has been carried out and that some levels of contamination have been identified due to the previous use of the site. Officers in the Council's Environmental Protection Unit have recommended a condition be imposed on any permission, with regard to land contamination for both the new development and the conversions, that a full investigation be carried out with detailed steps for any remediation required. Officers in the Council's Environmental Protection Unit have advised that any asbestos on the site is required to be carried out in accordance with the correct guidelines.

In addition, it is considered that a condition should be imposed ensuring any imported soils are free from contamination. Whilst no objections have been raised, it is recommended that conditions should be attached, should approval be granted, to ensure these recommendations are carried out.

**8. Observations of the Borough Solicitor**

None.

**9. Observations of the Director of Finance**

None.

**10. CONCLUSION**

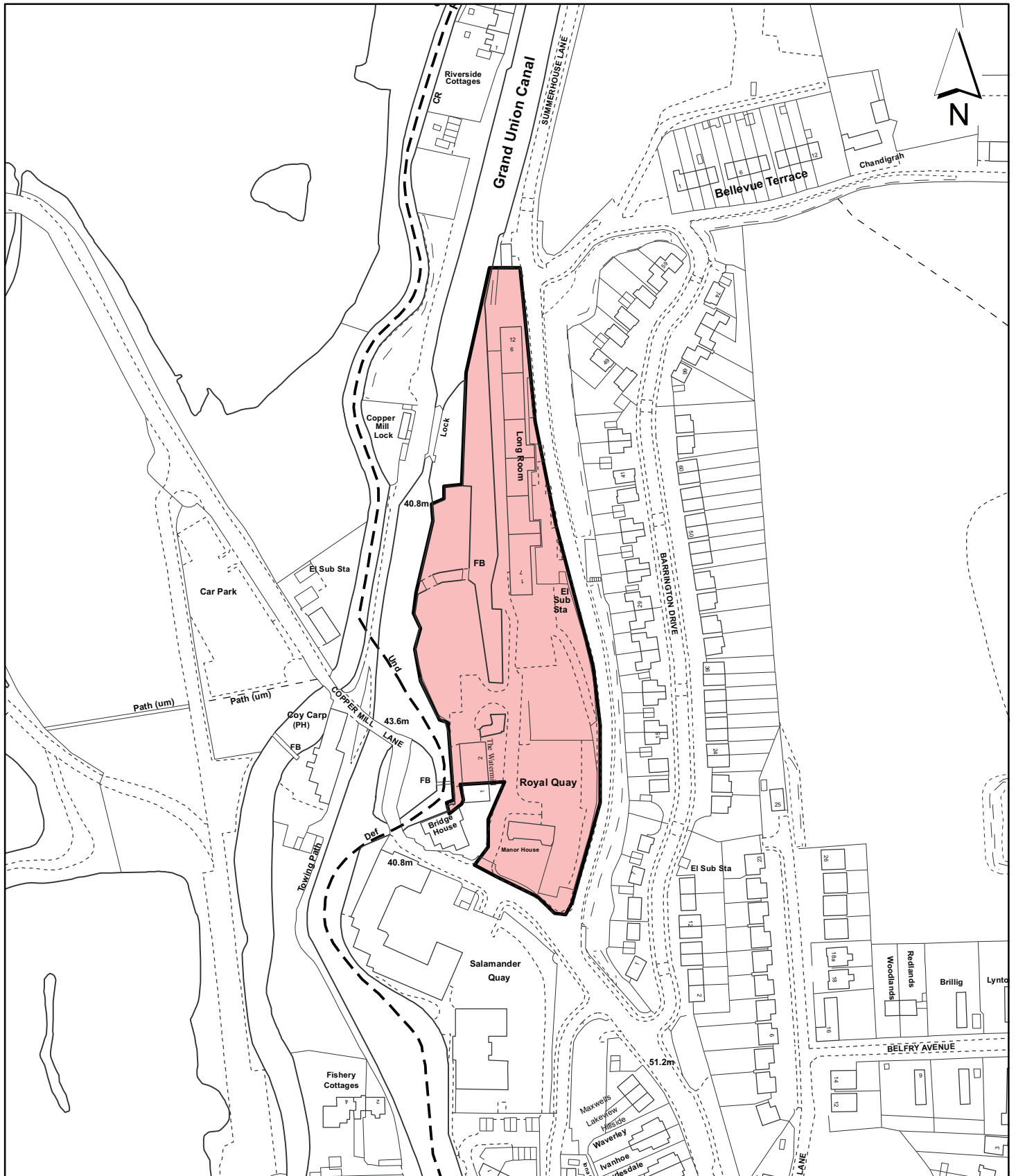
For the reasons provided throughout this report, the application is considered to be appropriate and acceptable and to comply with the relevant policies and planning guidance for the site. Therefore, the application is recommended for approval.

**11. Reference Documents**


Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)  
London Plan (July 2011)  
National Planning Policy Framework  
Hillingdon Supplementary Planning Document - Residential Layouts  
Hillingdon Supplementary Planning Document - Residential Extensions  
Hillingdon Supplementary Planning Document - Accessible Hillingdon  
Hillingdon Supplementary Planning Document - Noise  
Hillingdon Supplementary Planning Document - Planning Obligations; and Revised Chapter 4, Education Facilities: September 2010.  
Hillingdon Supplementary Planning Guidance - Air Quality  
Hillingdon Supplementary Planning Guidance - Community Safety by Design  
Hillingdon Supplementary Planning Guidance - Land Contamination

**Contact Officer:** Adam Flynn

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**Notes**

 Site boundary

For identification purposes only.

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Site Address

**Royal Quay  
Coppermill Lock  
Park Lane, Harefield**

**LONDON BOROUGH  
OF HILLINGDON  
Residents Services**

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

Planning Application Ref:  
**43159/APP/2013/1094**

Scale  
**1:2,500**

Planning Committee  
**Major Applications**

Date  
**September 2013**



**HILLINGDON**  
LONDON

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## Report of the Head of Planning, Sport and Green Spaces

<b>Address</b>	ROYAL QUAY, COPPERMILL LOCK PARK LANE HAREFIELD
<b>Development:</b>	Listed Building Consent for the conversion and refurbishment of the Manor House to provide 4 x 2-bed flats, together with associated car parking and landscaping works.
<b>LBH Ref Nos:</b>	<b>43159/APP/2013/1095</b>
<b>Drawing Nos:</b>	1336/009B 2008-A-1000 Rev. A 2008-A-1001 Rev. A 2008-A-1005 Rev. Z1 2008-A-1010 Rev. D 2008-A-1200 Rev. D 2008-A-1201 Rev. C 2008-A-3000 Rev. H 2008-A-3001 Rev. A 2008-A-3010 Rev. D 2008-A-3011 Rev. E 2008-A-3012 Rev. B 2008-A-3013 Rev. C 2008-A-3030 Rev. E 2008-A-3040 Rev. C 2008-A-3050 Rev. C 2008-A-3060 Rev. B 2008-A-3061 Rev. B 2008-A-3070 Rev. A 2008-C-1005 Rev. Z1 2008-C-1011 Rev. B 2008-SK-1200 Rev. D 1336/001 Rev. D 1336/002 Rev. B 1336/003 Rev. C 1336/004 Rev. G 1336/006 Rev. A 1336/007 1336/008 Rev. A Design & Access Statement - April 2013 Arboricultural Impact Assessment - ASH18404aia (22/04/2013) 2008-C-1012 Rev. B Archaeological Desk Based Assessment - RM/14668 (Nov 2012) Ecological Appraisal - ASH18404_Ph1 (25/04/2013) Heritage Assessment - 12/0689 (Apr 2013) Landscape Strategy - 1336/005C (Apr 2013) Planning Statement - April 2013 Summary of the Community Involvement Programme - April 2013 Tree Report - ASH18404tr (25/02/2013)

**Date Plans Received:** 30/04/2013

**Date(s) of Amendment(s):** 21/08/2013

**Date Application Valid:** 07/05/2013

## **1. CONSIDERATIONS**

### **1.1 Site and Locality**

The application site is located on the northern side of Park Lane, and is bordered the east by Summerhill Lane, and to the west by the Grand Union Canal and Coppermill Lock. The site is irregular in shape and is bisected by a separate channel which runs parallel to the canal. Originally forming part of the Bell Works site, some original buildings have long since been demolished leaving large areas of concrete hard-standing. Notable exceptions are two listed buildings, the disused Manor House on the site frontage (to the right of the entrance) and the Long Room, towards the rear of the site, which runs parallel to the side channel.

The site has been historically used for a number of industrial uses, and currently consists of a number of buildings that are either vacant or are used for office/studio or workshop uses. A large amount of car parking and hardstanding makes up a large portion of the remainder of the site.

Situated to the north-west of Harefield, the site lies on the edge of the floodplain, bounded to the west by the Grand Union Canal, the River Colne and the flooded gravel pits of the Colne Valley. The site is cut into the hillside on its east boundary, where it rises steeply towards Summerhouse Lane. The site is accessed off Park Lane, with existing commercial development to the left of the entrance.

Residential uses lie to the east and west of the site, with a commercial business park opposite the site to the south. Commercial buildings also occupy the south of the site, but are not included within this application. The Hillingdon Narrowboats Association occupies a small portion of the north of the site, but is also not included within the application.

The site lies within the Black Jacks and Coppermill Lock Conservation Area, and the 'Manor House' is a Grade II Listed Buildings, whilst the 'Long Room' is a Locally Listed Building.

### **1.2 Proposed Scheme**

The application seeks planning permission for the conversion and refurbishment of the Manor House to provide 4 x 2-bed flats, the construction of 9 x 3-bed three-storey houses

**- 8th October 2013**

**PART 1 - MEMBERS, PUBLIC & PRESS**



and 10 x 4-bed four-storey houses and a three-storey building comprising 6 x 2-bed flats, the refurbishment of the Long Room for continued office use, together with associated car parking and landscaping.

The proposal involves the conversion of the listed 'Manor House' to the front of the site to create four residential units (4 x 2-bed), the construction of a new building to the north of the peninsular portion of the site to provide six residential units (6 x 2-bed), and the construction of 19 houses along the east and west of the site (9 x 3-bed and 10 x 4-bed). Two wheelchair standard units (10%) are proposed. The 'Long Room' running to the north is to be refurbished, but is to be retained in office use.

60 new car parking spaces are proposed for the residential units (48 spaces, 10 garages, and two car ports), including 8 visitor spaces. 91 spaces are proposed across the site for the use of the commercial premises, although the majority of these spaces already exist on the site. Cycle storage and refuse storage are provided at ground floor level, with amenity space provided for the residential units at ground floor level by way of private gardens and communal amenity space.

### 1.3 Relevant Planning History

43159/APP/2005/191 Royal Quay, Coppermill Lock Park Lane Harefield  
ERECTION OF 3 RESIDENTIAL BUILDINGS OF 3 TO 4.5 STOREYS COMPRISING 83 RESIDENTIAL APARTMENTS, CAR PARKING AND LANDSCAPING

**Decision Date:** 07-04-2005 Refused **Appeal:**22-MAR-06 Withdrawn

43159/APP/2009/711 Royal Quay, Coppermill Lock Park Lane Harefield  
Residential development of 95 residential units in 8 buildings of two to four storeys, with decked and surface car parking for apartments and existing offices, associated landscaping, access alterations and footbridge across canal basin.

**Decision Date:** 27-01-2012 NFA **Appeal:**

43159/AR/99/1504 Royal Quay, Coppermill Lock Park Lane Harefield  
ERECTION OF CLASS B1 OFFICES AND DECKED CAR PARK (AMENDED PHASE II OF DEVELOPMENT PARTIALLY IMPLEMENTED)

**Decision Date:** 03-03-2004 Approved **Appeal:**

43159/H/89/2471 Coppermill Lock Park Lane Harefield  
Erection of 2-3 storey buildings for use as offices and workshops; a decked car park and a boathouse facility; restoration/refurbishment of listed buildings and other buildings in the Conservation Area for office and workshop use; Access improvements including widening of Summerhouse Lane

**Decision Date:** 29-03-1993 Approved **Appeal:**

43159/J/89/2472 Coppermill Lock Park Lane Harefield  
Alterations and Refurbishment of building and Change of Use to workshops with ancillary office accommodation (Application for Listed Building Consent)

**Decision Date:** 18-07-1990 Approved **Appeal:**

43159/K/89/2473 Coppermill Lock Park Lane Harefield

Alterations and refurbishment of Building 'B' (Application for Listed Building Consent)

**Decision Date:** 18-07-1990      **Approved**      **Appeal:**  
43159/L/89/2474      Coppermill Lock Park Lane Harefield  
Demolition of existing buildings (Application for Conservation Area Consent)

**Decision Date:** 18-07-1990      **Approved**      **Appeal:**

#### **Comment on Planning History**

The relevant planning history is listed above.

## **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**

Consultation letters were sent to 59 local owner/occupiers on 13/05/2013. The application was also advertised by way of site and press notices. No objections were received.

#### **ENGLISH HERITAGE:**

Our specialist staff have considered the information received and we do not wish to offer any comments on this occasion. This application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice.

#### **CONSERVATION AND URBAN DESIGN:**

The proposals for the conversion of the listed building have been refined following discussion with the applicant and are considered to be acceptable in principle.

The subdivision of the old manor house formerly used as offices is not ideal in historic building terms, however, given that the building has been vacant for some considerable time, and that its interior retains very few features of interest, its conversion and subdivision are considered acceptable in this instance. This position is supported by English Heritage.

The larger development scheme for the site also includes improvements to the setting of the Manor House by creating more green space around it. The house would have a garden reinstated to the front and additional tree planting to the side garden area to screen the road.

#### **Conclusion:**

No objections, conditions would need to be attached re the following:

- Details of the design, construction and materials of the new window, to include cross-sections of glazing bars and frame; internal doors and joinery
- Details of secondary glazing
- Partitions to be scribed around existing plasterwork cornices

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- New brickwork to match existing in terms of colour, texture and size; bonding, mortar mix and pointing style
- Notwithstanding that shown on the drawings, all external vents, including the staircase smoke vent and boiler flue positions/types are to be agreed
- Details of sound and fire proofing works as required by Building Control
- A photographic record of the building is to be made and submitted for agreement before the start of works on site. 2 copies are to be provided
- If possible a condition that requires the Manor House to be converted and completed by the end of phase 2 of the works, and before the houses in this phase are occupied, should also be included. This will ensure that the building is repaired and converted for residential use as part of the scheme.

A conservation/management plan for the listed building should also be required, either by condition, or via a S106 agreement.

#### **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

PT1.HE1 (2012) Heritage

Part 2 Policies:

BE4 New development within or on the fringes of conservation areas

BE9 Listed building consent applications for alterations or extensions

BE10 Proposals detrimental to the setting of a listed building

BE12 Proposals for alternative use (to original historic use) of statutorily listed buildings

>> London Plan (2011) Policies:

LPP 7.1 (2011) Building London's neighbourhoods and communities

LPP 7.4 (2011) Local character

LPP 7.6 (2011) Architecture

LPP 7.8 (2011) Heritage assets and archaeology

#### **5. MAIN PLANNING ISSUES**

The NPPF recognises that patterns of economic activity inevitably change over time, and as such planning controls should not unnecessarily prevent changes of use within historically significant buildings.

This canal side area has a long history, the remaining historic buildings being only a small fragment of the earlier industrial structures on the site. The buildings are currently vacant or only partly occupied and the site has a derelict and unkept appearance, with areas having been cleared and left, or hard surfaced, for car parking.

The NPPF notes that new uses may often be the key to a building's preservation and that planning controls should be exercised sympathetically where this would enable a historic building to be given a new lease of life. This approach is echoed in saved policy BE12 of the UDP which notes that it is preferable that listed buildings remain in their historic use, but that alternative uses will be permitted if it is appropriate to secure the renovation and subsequent preservation of the building, features of architectural or historic interest and setting.

This Listed Building application seeks to secure the appropriate renovation and subsequent preservation of the 'Manor House'. It is considered that the proposal is in keeping with guidance set out in the NPPF and policy BE12 of the UDP. As such, no objection is raised to the principle of the development.

The proposals for the conversion of the Grade II Listed 'Manor House' have been refined following discussion with the applicant and are considered to be acceptable in principle.

The subdivision of the old manor house formerly used as offices is not ideal in historic building terms, however, given that the building has been vacant for some considerable time, and that its interior retains very few features of interest, its conversion and subdivision are considered acceptable in this instance. This position is supported by English Heritage.

The larger development scheme for the site also includes improvements to the setting of the Manor House by creating more green space around it. The house would have a garden reinstated to the front and additional tree planting to the side garden area to screen the road.

The application was referred to the Council's Heritage advisor who raised no objection subject to the imposition of conditions to ensure development occurs as proposed and that before any development commences.

Therefore, on balance, it is considered that the scheme is designed and laid out in a way which would not impact on the character and appearance of the building or the heritage of the borough.

With regard to the wider site and proposals, the proposed new buildings have a largely traditional appearance and are of a modest scale at between 2 and 3 storeys in height. They would sit comfortably with the existing buildings and canal features, and are of a simple architectural style that would compliment the overall character and appearance of the conservation area. Improvements are also proposed to the external appearance of the Long Room, and the proposed landscaping scheme for the site would provide positive benefits in terms of the setting of the historic buildings, in particular, the Manor House. This would have a garden setting reinstated to the front and additional tree planting to the side garden area to screen the road.

## 6. **RECOMMENDATION**

**APPROVAL subject to the following:**

1            G14            Time Limit (3 years) - Listed Building Consent

The works hereby permitted shall begin before the expiration of three years from the date

- 8th October 2013

**PART 1 - MEMBERS, PUBLIC & PRESS**

this consent.

**REASON**

To comply with Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

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

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

**REASON**

To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**3 LB11 Further Details (Listed Buildings)**

Detailed drawings or samples of materials, as appropriate, in respect of the following shall be submitted to and approved in writing by the Local Planning Authority before the relevant part of the work is begun:

- i) Details of the design, construction and materials of the new windows, including cross-sections of glazing bars and frame
- ii) Internal doors and joinery
- iii) Details of secondary glazing
- iv) Partitions to be scribed around existing plasterwork cornices
- v) New brickwork to match existing in terms of colour, texture and size, bonding, mortar mix and pointing style
- vi) Notwithstanding that shown on the drawings, all external vents, including the staircase smoke vent and boiler flue positions/types
- vii) Details of sound and fire proofing works as required by Building Control

**REASON**

To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**4 LB9 Samples of materials**

Samples of all materials and finishes to be used for all external surfaces of the building, including the erection of a sample panel, shall be submitted to and approved in writing by the Local Planning Authority before the relevant part of the work is begun.

**REASON**

To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**5 NONSC Conservation Management Plan**

Prior to the commencement of any works to the listed building, a conservation management plan for the listed building shall be submitted to and approved in writing by the Local Planning Authority.

REASON

To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**6** LB6 Inspection of the building prior to demolition

Prior to alteration, the building should be recorded to Level (1-4) as defined by English Heritage and following agreement with LBH and where appropriate English Heritage, copies of the document sent to the Uxbridge Local History Library archive and English Heritage for inclusion in the London Heritage Environment Record.

REASON

To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**7** LB8 Measures to protect the building

Prior to works commencing, details of measures to protect the building from the weather, vandalism and accidental damage shall be submitted to and approved by the Local Planning Authority. Such measures shall be implemented prior to any works commencing and retained in situ until works are completed.

REASON

To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**8** LB2 Making good of any damage

Any damage caused to the building in execution of the works shall be made good to the satisfaction of the Local Planning Authority after the works are completed.

REASON

To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**9** LB3 Works to building's interior

Unless specified on the approved drawings, the Local Planning Authority's agreement must be sought for the opening up of any part of the interior of the building.

REASON

To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**10** LB12 Hidden Features

Any hidden historic features which are revealed during the course of works shall be retained in situ, work suspended in the relevant area of the building and the Council as local planning authority notified immediately. Provision shall be made for the retention proper recording, as required by the Council.

**REASON**

To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**11**        G11            Listed Building Demolition

No demolition beyond that indicated on the approved drawings shall take place without the approval of the Local Planning Authority.

**REASON**

To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

**INFORMATIVES**

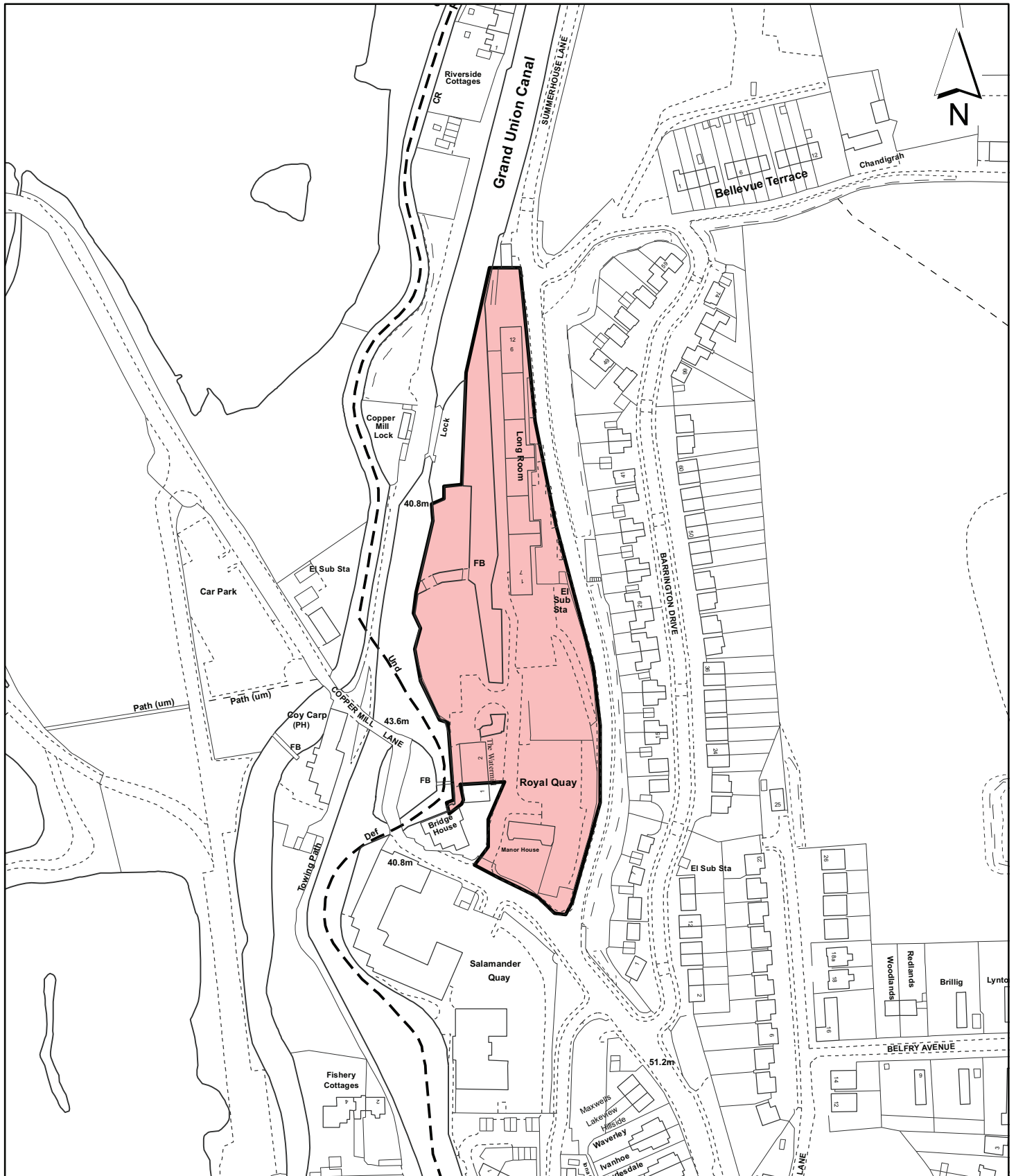
- 1**        The decision to GRANT listed building consent has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).
  
- 2**        The decision to GRANT listed building consent has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.  
  
BE4        New development within or on the fringes of conservation areas  
BE9        Listed building consent applications for alterations or extensions  
BE10      Proposals detrimental to the setting of a listed building  
BE12      Proposals for alternative use (to original historic use) of statutorily listed building  
>>        London Plan (2011) Policies:  
LPP 7.1   (2011) Building London's neighbourhoods and communities  
LPP 7.4   (2011) Local character  
LPP 7.6   (2011) Architecture  
LPP 7.8   (2011) Heritage assets and archaeology
  
- 3**        You are advised this permission is based on the dimensions provided on the approved drawings as numbered above. The development hereby approved must be constructed precisely in accordance with the approved drawings. Any deviation from these drawings requires the written consent of the Local Planning Authority.
  
- 4**        You are advised this permission relates to Listed Building Consent only and in no way removes the requirements to comply in full with the terms and conditions of planning permission Ref: 43159/APP/2013/1094.

- 5 This letter does not convey any consent or approval required under any enactment, byelaw, order or regulation, other than Section 8 and 17 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

**Contact Officer:** Adam Flynn

**Telephone No:** 01895 250230





**Notes**

 Site boundary

For identification purposes only.

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Site Address

**Royal Quay  
Coppermill Lock  
Park Lane, Harefield**

**LONDON BOROUGH  
OF HILLINGDON  
Residents Services**

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

Planning Application Ref:  
**43159/APP/2013/1095**

Scale  
**1:2,500**

Planning Committee  
**Major Applications**

Date  
**September  
2013**



**HILLINGDON**  
LONDON

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# Plans for Major Applications Planning Committee

8th October 2013



HILLINGDON  
LONDON



INVESTOR IN PEOPLE

## Report of the Head of Planning, Sport and Green Spaces

**Address** FORMER MASTER BREWER SITE FREEZELAND WAY HILLINGDON

**Development:** ADDITIONAL INFORMATION HAS BEEN RECEIVED:

The Council has received an Addendum to the Environmental Statement in relation to this proposal.

The Environmental Statement considers cumulative impacts arising from this scheme as well as other near by planning proposals.

In addition, an updated Retail Assessment and Transport Assessment has also been submitted.

Mixed use redevelopment comprising the erection of a 3,543 sq.m foodstore (GIA) (Use Class A1), (inclusive of delivery areas) with 181 car parking spaces and 32 cycle spaces; 3 additional retail units, totalling 1,037 sq.m (GFA) (Use Class A1 to A5); a 100 sq.m safer neighbourhoods unit (Use Class D1); a 7 storey (plus plant level) 84 bedroom hotel (Use Class C1), with 18 car parking spaces and 16 cycle spaces; together with associated highways alterations and landscaping.

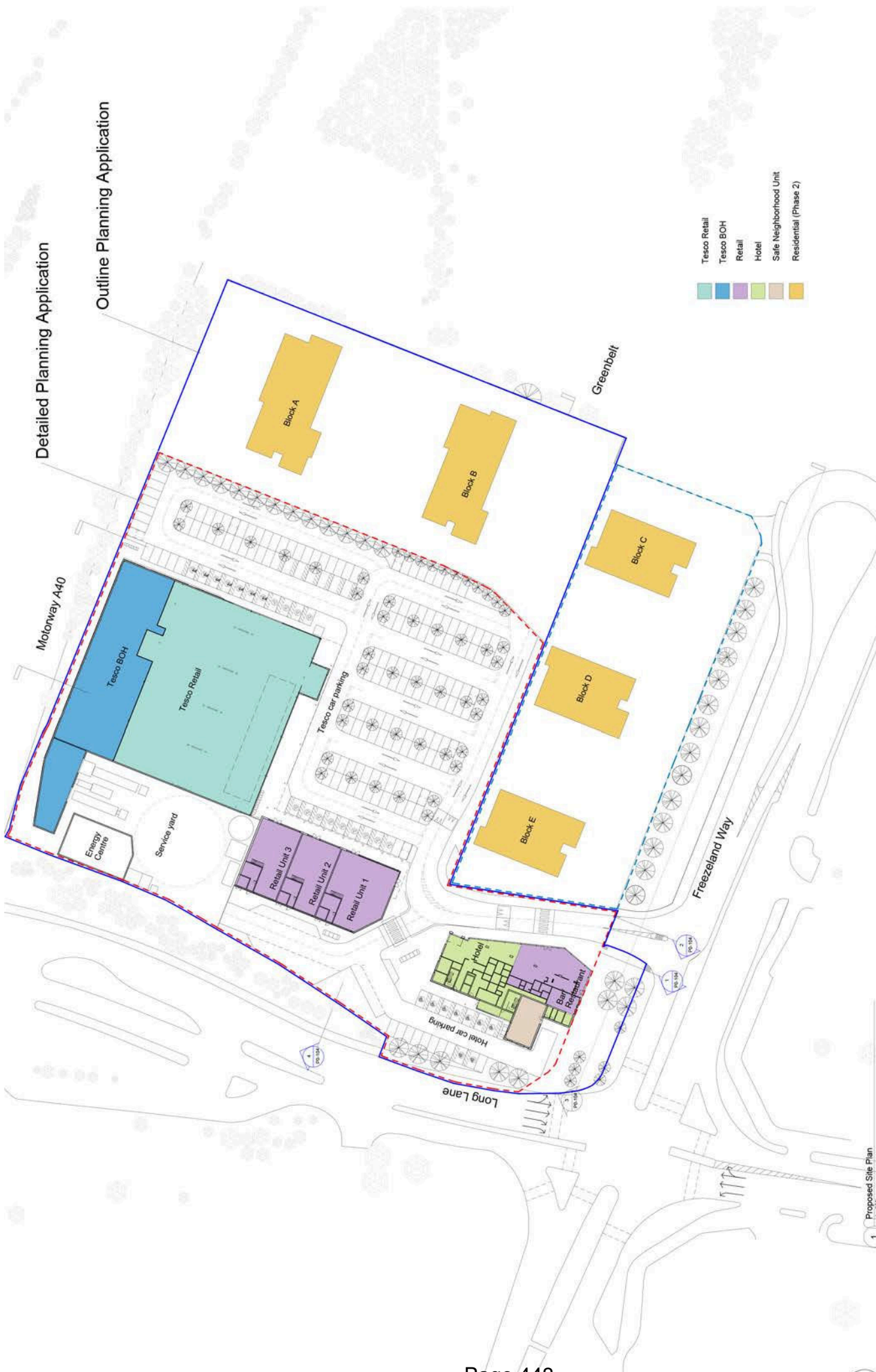
**LBH Ref Nos:** 4266/APP/2012/1544

<b>Date Plans Received:</b>	08/06/2012	<b>Date(s) of Amendment(s):</b>	13/09/2013
<b>Date Application Valid:</b>	12/06/2012		02/04/2013
			27/06/2012
			07/05/2013
			11/06/2013
			13/08/2013
			16/09/2013



Detailed Planning Application

Outline Planning Application



- Tesco Retail
- Tesco BOH
- Retail
- Hotel
- Safe Neighborhood Unit
- Residential (Phase 2)

**ColladoCollins Architects**

Project: Tesco Master Brewer  
Freezeland Way, Hillingdon  
Detailed Planning Application  
Proposed Site Plan

ColladoCollins Architects  
London W17 7DA  
T: 020 7862 8400  
F: 020 7862 2979  
www.colladocollins.com

Client: Tesco  
Drawn by: JNC  
Checked by: JNC  
Scale: 1:500  
Date: 07/09/11

Project No: 09032  
Drawing No: PD-102  
Revision: N



Rev	Issue	Proposed	Revised	By	Auth	Date
1	Issue for planning	22.02.11		JNC	PM	
2	Change from meeting	23.04.11		JNC	PM	
3	Final Planning Application	22.08.11		JNC	PM	
4	Revised Planning Application	22.08.11		JNC	PM	
5	Final Planning Application	22.08.11		JNC	PM	
6	Final Planning Application	22.08.11		JNC	PM	
7	Final Planning Application	22.08.11		JNC	PM	
8	Final Planning Application	22.08.11		JNC	PM	
9	Final Planning Application	22.08.11		JNC	PM	
10	Final Planning Application	22.08.11		JNC	PM	
11	Final Planning Application	22.08.11		JNC	PM	
12	Final Planning Application	22.08.11		JNC	PM	
13	Final Planning Application	22.08.11		JNC	PM	
14	Final Planning Application	22.08.11		JNC	PM	
15	Final Planning Application	22.08.11		JNC	PM	
16	Final Planning Application	22.08.11		JNC	PM	
17	Final Planning Application	22.08.11		JNC	PM	
18	Final Planning Application	22.08.11		JNC	PM	
19	Final Planning Application	22.08.11		JNC	PM	
20	Final Planning Application	22.08.11		JNC	PM	

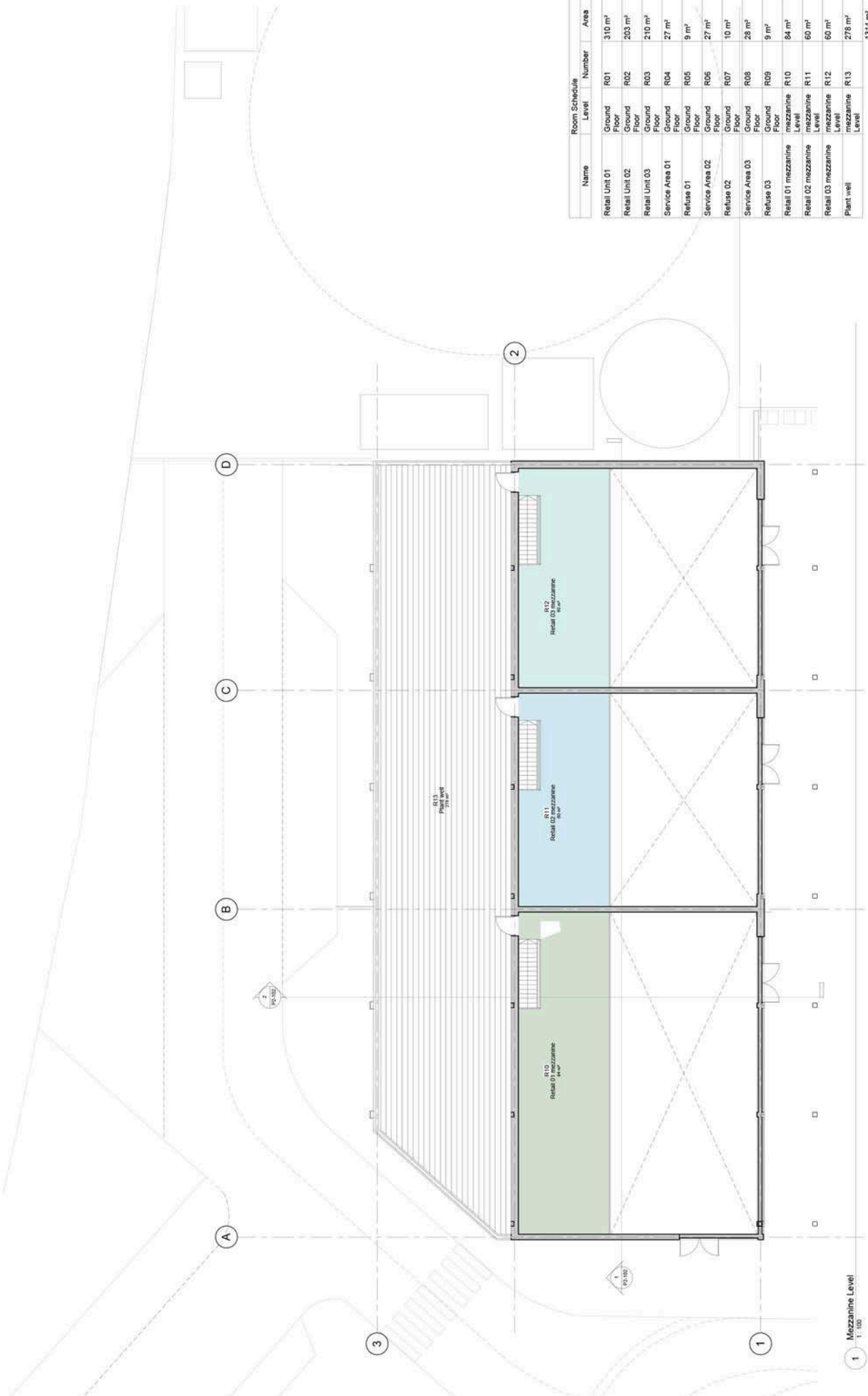
**NOTES**

- Freehold site owned by Tesco Stores Limited
- Land subject to application
- Land owned by Hillingdon

Note: Outline application area is shown here for illustrative purposes only  
Note: For trees provision please refer to Landscape Drawings







Name	Level	Number	Area
Retail Unit 01	Ground Floor	R01	310 m <sup>2</sup>
Retail Unit 02	Ground Floor	R02	203 m <sup>2</sup>
Retail Unit 03	Ground Floor	R03	210 m <sup>2</sup>
Service Area 01	Ground Floor	R04	27 m <sup>2</sup>
Refuse 01	Ground Floor	R05	9 m <sup>2</sup>
Service Area 02	Ground Floor	R06	27 m <sup>2</sup>
Refuse 02	Ground Floor	R07	10 m <sup>2</sup>
Service Area 03	Ground Floor	R08	28 m <sup>2</sup>
Refuse 03	Ground Floor	R09	9 m <sup>2</sup>
Retail 01 mezzanine	mezzanine Level	R10	84 m <sup>2</sup>
Retail 02 mezzanine	mezzanine Level	R11	60 m <sup>2</sup>
Retail 03 mezzanine	mezzanine Level	R12	60 m <sup>2</sup>
Plant well	mezzanine Level	R13	278 m <sup>2</sup>
			1314 m <sup>2</sup>

**ColladoCollins Architects**

Project: Tesco Master Brewer  
Freezeiland Way, Hillingdon  
The Retail Units - Proposed Mezzanine Level

Issue: 05/12/11  
Drawn By: MGS  
Checked By: JMS  
Scale: 1:100

Client: SPENHILL  
Main Contractor: [Blank]

Revised: A, B, C, D, E  
 A: Issued for construction  
 B: Revised Comments  
 C: Submittal Annotations  
 D: Amendments to the Application  
 E: Amendments to the Application

Project No: 09032  
Building Code: P-1-122  
Revision: E

NOTES  
 Check back to the drawing  
 Check all dimensions are the  
 same as the previous drawing  
 Dimensions are in millimeters only

All materials to be dealt with by way of condition

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Name	Level	Number	Area
Retail Unit 01	Ground Floor	R01	310 m <sup>2</sup>
Retail Unit 02	Ground Floor	R02	203 m <sup>2</sup>
Retail Unit 03	Ground Floor	R03	210 m <sup>2</sup>
Service Area 01	Ground Floor	R04	27 m <sup>2</sup>
Refuse 01	Ground Floor	R05	9 m <sup>2</sup>
Service Area 02	Ground Floor	R06	27 m <sup>2</sup>
Refuse 02	Ground Floor	R07	10 m <sup>2</sup>
Service Area 03	Ground Floor	R08	28 m <sup>2</sup>
Refuse 03	Ground Floor	R09	9 m <sup>2</sup>
Retail 01 mezzanine	mezzanine Level	R10	84 m <sup>2</sup>
Retail 02 mezzanine	mezzanine Level	R11	60 m <sup>2</sup>
Retail 03 mezzanine	mezzanine Level	R12	60 m <sup>2</sup>
Plant well	mezzanine Level	R13	275 m <sup>2</sup>
			1314 m <sup>2</sup>

**ColladoCollins Architects**

Project: Tesco Master Brewer  
Freezeland Way, Hillingdon  
The Retail Units - Proposed Ground Floor

Project No: 09032  
Building Code: P-1-120  
Revision: J

Issue: 05/12/11  
Drawn By: MGS  
Check By: JMS  
Scale: 1:100

Client: SPENHILL

11/03/11  
24/03/11  
28/03/11  
30/03/11  
30/03/11  
30/03/11  
30/03/11  
30/03/11  
30/03/11  
30/03/11

Author: JMS  
Designer: JMS  
Checker: JMS  
Approver: JMS  
Client: SPENHILL

**NOTES**

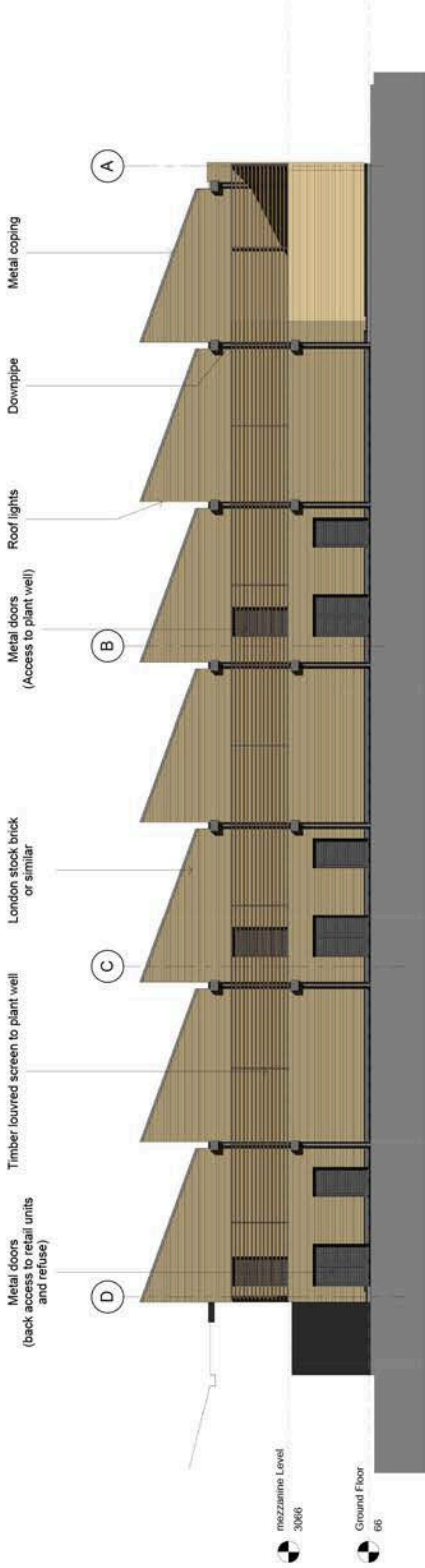
1. Check all dimensions on site.  
2. Check all dimensions on site.  
3. Check all dimensions on site.  
4. Check all dimensions on site.

All materials to be dealt with by way of condition

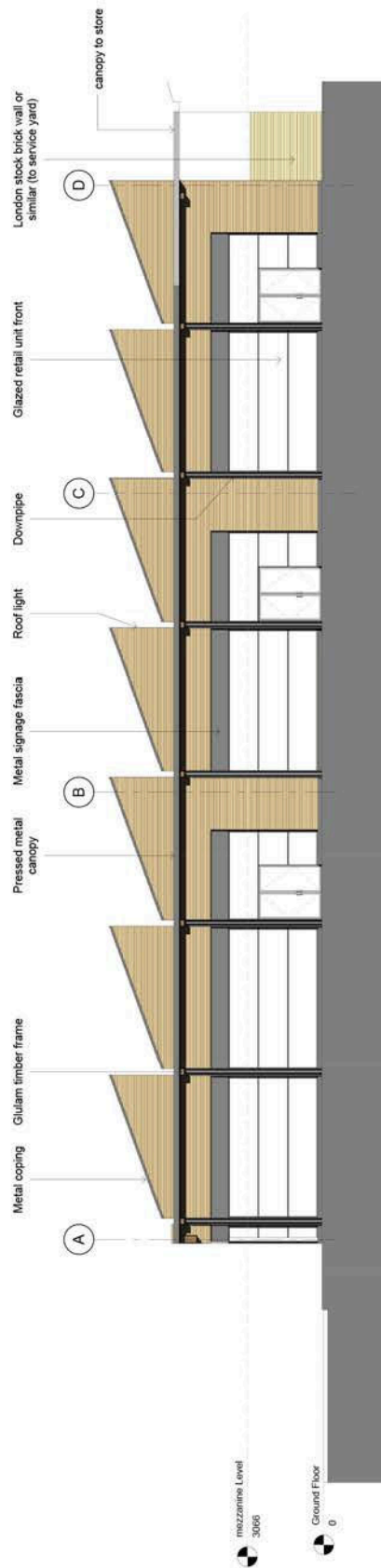
1 Ground Floor  
1:100

Page 451

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2 West Elevation (back)  
1 : 100



3 East Elevation (Front)  
1 : 100

NOTES

Check back for any changes  
Check all dimensions on site  
Check all materials on site  
Check all materials on site  
Check all materials on site

All materials to be dealt with by way of condition

ColladoCollins Architects

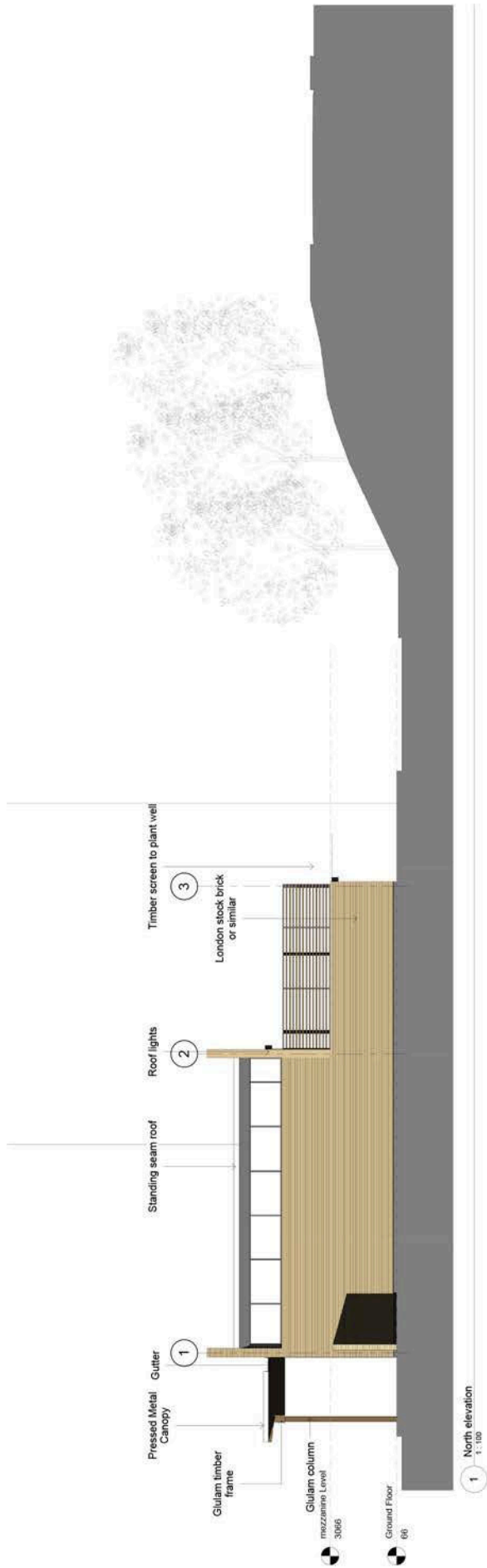
Project: Tesco Master Brewer  
Freezeiland Way, Hillingdon  
The Retail Units - Elevations

ColladoCollins Architects  
London W17 7DS  
T: 020 7360 2400  
F: 020 7360 2411  
www.colladocollins.com

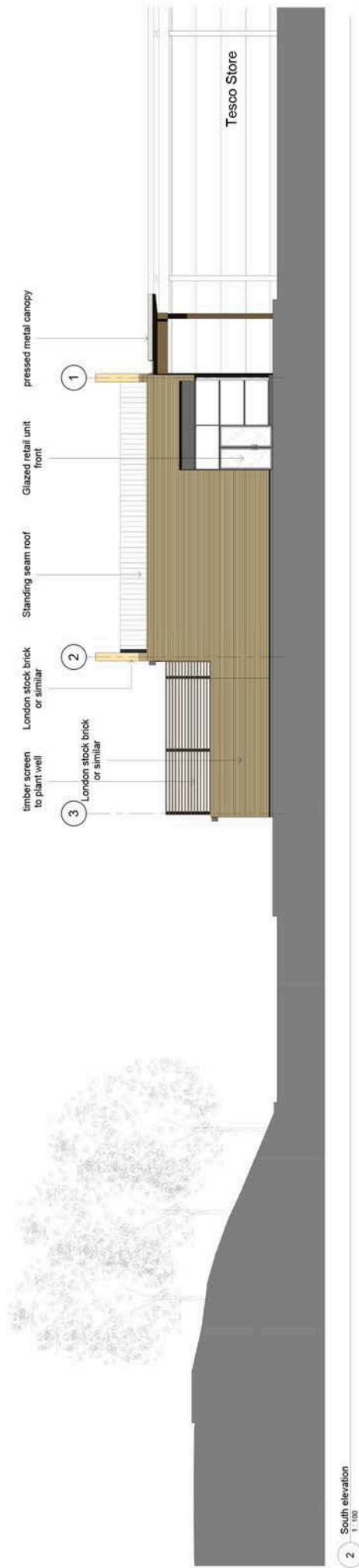
Client: M&S  
Architect: M&S  
Date: 05/12/11  
Scale: 1:100



Project No: 09032  
Building Code: P3-104  
Revision: H



1 North elevation  
1:100



2 South elevation  
1:100

NOTES

Check back to the drawing  
Check all dimensions on site  
Check all materials on site  
Check all materials on site  
Check all materials on site

All materials to be dealt with by way of condition



ColladoCollins Architects

Project: Tesco Master Brewer  
Freezealand Way, Hillingdon  
The Retail Units - Elevations

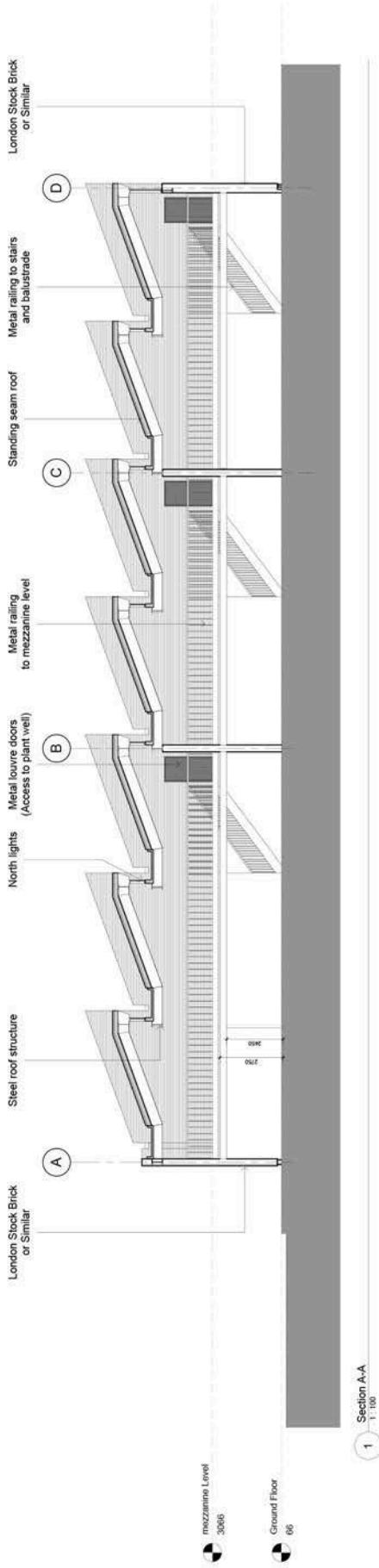
ColladoCollins Architects  
London W9 7EJ  
T: 020 7960 3400  
F: 020 7960 3411  
www.colladocollins.com

Client: Tesco  
Architect: ColladoCollins Architects  
Date: 05/12/11  
Scale: 1:100

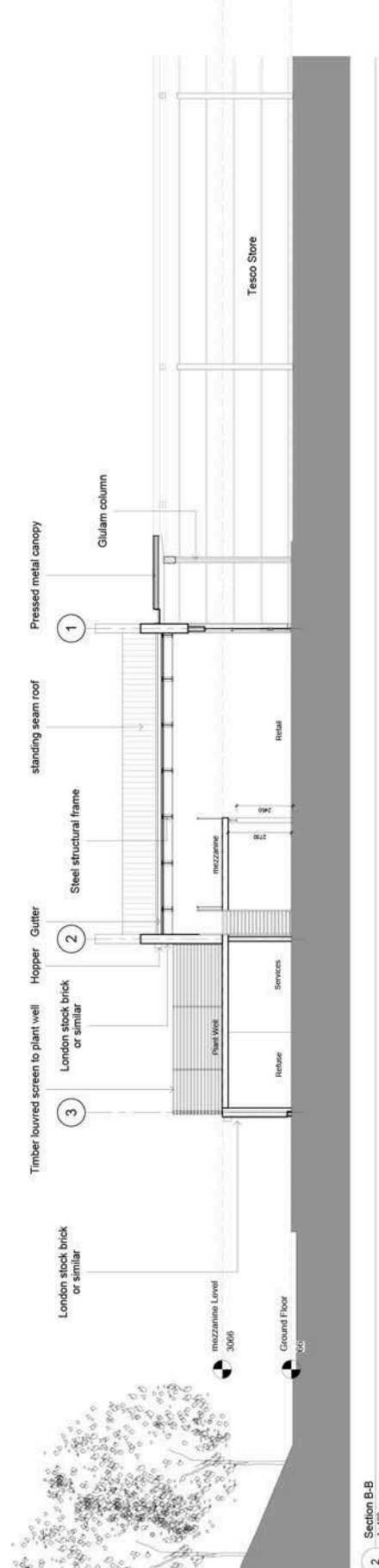
Rev	Issue	Date	By	Auth	Client
A	Issued for contracts	11.03.11	PM	PM	
B	Design team meeting	24.03.11	PM	PM	
C	Issued for construction	22.06.11	PM	PM	
D	Issued for construction	22.06.11	PM	PM	
E	Issued for planning application	22.06.11	PM	PM	
F	Issued for planning application	22.06.11	PM	PM	
G	Issued for planning application	22.06.11	PM	PM	
H	Issued for planning application	22.06.11	PM	PM	

Main Contractor:

Project No: 09032  
Building Code: P3-105  
Revision: H



1 Section A-A  
1:100



2 Section B-B  
1:100

**NOTES**  
 1. Check all dimensions on site.  
 2. Confirm all materials on site.  
 3. Confirm all materials on site.  
 4. Confirm all materials on site.  
 5. Confirm all materials on site.

All materials to be dealt with by way of condition

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Rev	Issue	By	Date	Auth	Client
1	Issued for contracts	11.03.11	PM	PM	Client
2	Design team meeting	24.03.11	PM	PM	Client
3	Issued for construction	28.03.11	PM	PM	Client
4	Issued for construction	28.03.11	PM	PM	Client
5	Issued for construction	28.03.11	PM	PM	Client
6	Issued for construction	28.03.11	PM	PM	Client
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50	Issued for construction	28.03.11	PM	PM	Client

**SPENHILL**

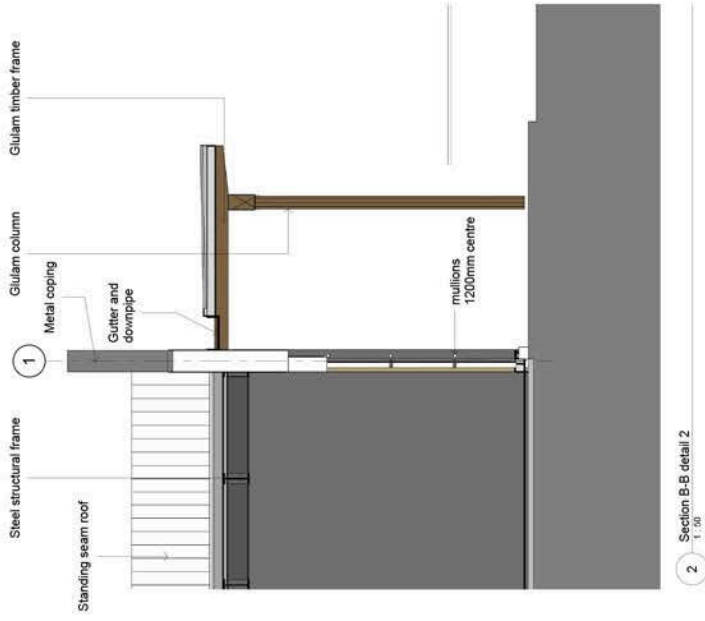
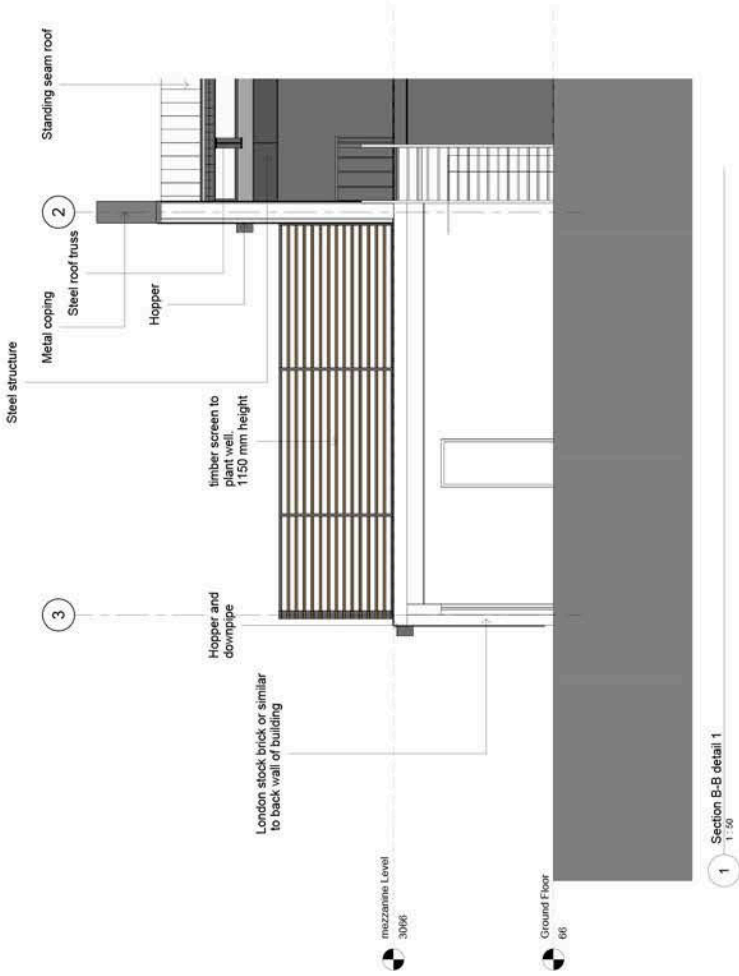
ColladoCollins Architects

Project: Tesco Master Brewer  
 Freezeland Way, Hillingdon  
 The Retail Units - Sections

ColladoCollins Architects  
 London W5 7EJ  
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 F: 020 7 940 2474  
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Drawn By: MGS  
 Check By: JMS  
 Date: 05/12/11  
 Scale: 1:100

Building Code: P2-102  
 Revision: H



3 View from south east corner  
1:1

**NOTES**

Check back to the drawing  
Check all dimensions on site  
Refer to the specification  
Refer to the specification only

All materials to be dealt with by way of condition

ColladoCollins Architects

Project: Tesco Master Brewer  
Freezezealand Way, Hillingdon  
The Retail Units - Details and Images

ColladoCollins Architects  
London W5 7LW, UK  
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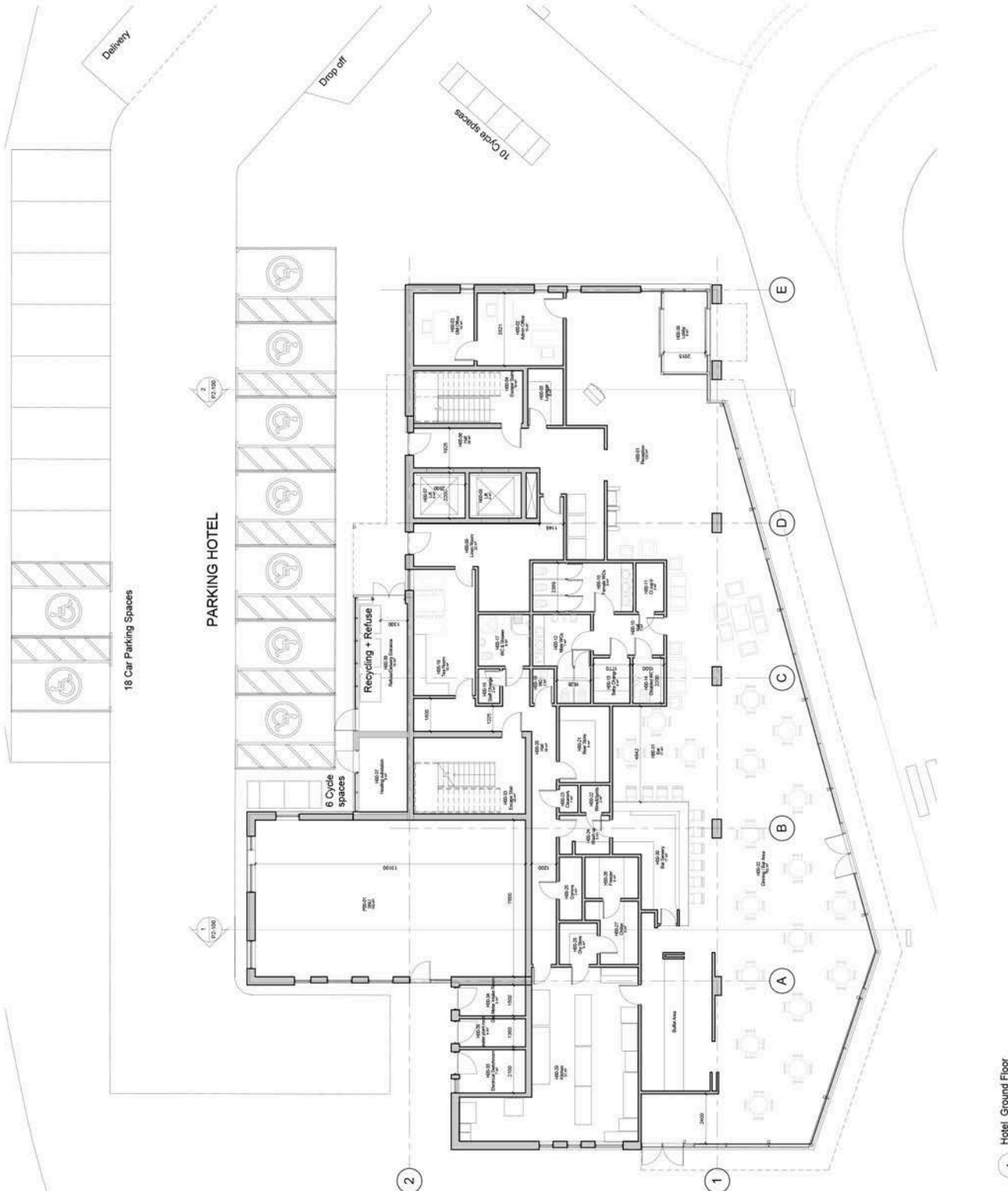


Main Contractor

Rev	Issue	By	Date	Auth	Client
A	Issued for construction	SB	06/11	PM	Client
B	Revised Comments	SB	08/11	PM	Client
C	Revised Comments	SB	12/11	MS	Client
D	Approved for Construction	SB	12/11	MS	Client
E	Approved for the Application	SB	12/11	PM	Client

Issue Date: 05/12/11  
Issue By: MAS  
Issue For: P4-102

Project No: 09032  
Building Code: P4-102  
Revision: E



Room Schedule ground floor			Room Number	Room Area
Level	Type of Use	Room Number	Room Area	Room Area
level 00	Reception	H00-01	122 m <sup>2</sup>	122 m <sup>2</sup>
level 00	Admin Office	H00-02	15 m <sup>2</sup>	15 m <sup>2</sup>
level 00	GM Office	H00-03	10 m <sup>2</sup>	10 m <sup>2</sup>
level 00	Escape Stairs	H00-04	14 m <sup>2</sup>	14 m <sup>2</sup>
level 00	Luggage	H00-05	5 m <sup>2</sup>	5 m <sup>2</sup>
level 00	Hall	H00-06	28 m <sup>2</sup>	28 m <sup>2</sup>
level 00	Lift	H00-07	5 m <sup>2</sup>	5 m <sup>2</sup>
level 00	Lift	H00-08	6 m <sup>2</sup>	6 m <sup>2</sup>
level 00	Linen Room	H00-09	22 m <sup>2</sup>	22 m <sup>2</sup>
level 00	Female WCs	H00-10	8 m <sup>2</sup>	8 m <sup>2</sup>
level 00	Cupr'd	H00-11	3 m <sup>2</sup>	3 m <sup>2</sup>
level 00	Male WCs	H00-12	7 m <sup>2</sup>	7 m <sup>2</sup>
level 00	Baby Change	H00-13	4 m <sup>2</sup>	4 m <sup>2</sup>
level 00	Disabled WC	H00-14	3 m <sup>2</sup>	3 m <sup>2</sup>
level 00	Hall	H00-15	7 m <sup>2</sup>	7 m <sup>2</sup>
level 00	WC	H00-16	2 m <sup>2</sup>	2 m <sup>2</sup>
level 00	WC & Shower	H00-17	6 m <sup>2</sup>	6 m <sup>2</sup>
level 00	Staff Change	H00-18	2 m <sup>2</sup>	2 m <sup>2</sup>
level 00	Tea Room	H00-19	18 m <sup>2</sup>	18 m <sup>2</sup>
level 00	Hall	H00-20	26 m <sup>2</sup>	26 m <sup>2</sup>
level 00	Beer Store	H00-21	9 m <sup>2</sup>	9 m <sup>2</sup>
level 00	Wine&Spirts	H00-22	2 m <sup>2</sup>	2 m <sup>2</sup>
level 00	Cleaners	H00-23	1 m <sup>2</sup>	1 m <sup>2</sup>
level 00	Wash up	H00-24	5 m <sup>2</sup>	5 m <sup>2</sup>
level 00	Comms	H00-25	3 m <sup>2</sup>	3 m <sup>2</sup>
level 00	Freezer	H00-26	5 m <sup>2</sup>	5 m <sup>2</sup>
level 00	Chiller	H00-27	6 m <sup>2</sup>	6 m <sup>2</sup>
level 00	Dry Store	H00-28	4 m <sup>2</sup>	4 m <sup>2</sup>
level 00	Kitchen	H00-29	51 m <sup>2</sup>	51 m <sup>2</sup>
level 00	Bar Servicey	H00-30	17 m <sup>2</sup>	17 m <sup>2</sup>
level 00	Bar	H00-31	17 m <sup>2</sup>	17 m <sup>2</sup>
level 00	Dinning / Bar Area	H00-32	162 m <sup>2</sup>	162 m <sup>2</sup>
level 00	Escape Star	H00-33	20 m <sup>2</sup>	20 m <sup>2</sup>
level 00	Gas Meter Intake	H00-34	5 m <sup>2</sup>	5 m <sup>2</sup>
level 00	Room	H00-35	7 m <sup>2</sup>	7 m <sup>2</sup>
level 00	Electrical Switchroom	H00-36	14 m <sup>2</sup>	14 m <sup>2</sup>
level 00	Refuse/Delivery Entrance	H00-37	8 m <sup>2</sup>	8 m <sup>2</sup>
level 00	Heating substation	H00-38	4 m <sup>2</sup>	4 m <sup>2</sup>
level 00	water plant room	H00-39	9 m <sup>2</sup>	9 m <sup>2</sup>
level 00	Lobby	P00-01	100 m <sup>2</sup>	100 m <sup>2</sup>
level 00-40	SNU		781 m <sup>2</sup>	781 m <sup>2</sup>
Grand total:-40				781 m <sup>2</sup>

1 Hotel\_Ground Floor  
1:100



NOTES  
 1. Check all dimensions on site.  
 2. All dimensions are in meters.  
 3. All dimensions are to the centerline of the wall unless otherwise specified.

Rev	Issue	By	Auth	Date
A	Issued for construction	PM	PM	11.03.11
B	Design team meeting	PM	PM	24.03.11
C	Issued for construction	PM	PM	25.03.11
D	Issued for construction	PM	PM	26.03.11
E	Issued for construction	PM	PM	28.03.11
F	Issued for construction	PM	PM	28.03.11
G	Issued for construction	PM	PM	28.03.11
H	Issued for construction	PM	PM	28.03.11
I	Issued for construction	PM	PM	28.03.11
J	Issued for construction	PM	PM	28.03.12
K	Issued for construction	PM	PM	28.03.12

**SPENHILL**  
 Main Contractor

**ColladoCollins Architects**  
 Project: Master Brewer  
 Freezeland way, Hillington  
 The Hotel\_Ground Floor Plan

Project No	09032	Building Code	P1-100	Revision	K
Issue	02/04/11	Drawn By	JNC	Checked By	
Scale	1:100	Plot No			



Level	Type of Use	Room Number	Room Area
level 01	Lift	H01-01	5 m <sup>2</sup>
level 01	Lift	H01-02	5 m <sup>2</sup>
level 01	Lobby	H01-03	13 m <sup>2</sup>
level 01	Escape stairs	H01-04	14 m <sup>2</sup>
level 01	Guest Room	H01-05	23 m <sup>2</sup>
level 01	Guest Room	H01-06	22 m <sup>2</sup>
level 01	Guest Room	H01-07	22 m <sup>2</sup>
level 01	Guest Room	H01-08	23 m <sup>2</sup>
level 01	Guest Room	H01-09	22 m <sup>2</sup>
level 01	Guest Room	H01-10	22 m <sup>2</sup>
level 01	Guest Room	H01-11	22 m <sup>2</sup>
level 01	Guest Room	H01-12	22 m <sup>2</sup>
level 01	Guest Room	H01-13	22 m <sup>2</sup>
level 01	Guest Room	H01-14	25 m <sup>2</sup>
level 01	Guest Room	H01-15	26 m <sup>2</sup>
level 01	Guest Room	H01-16	22 m <sup>2</sup>
level 01	Escape Stair	H01-17	19 m <sup>2</sup>
level 01	Guest Room	H01-18	22 m <sup>2</sup>
level 01	Guest Room	H01-19	22 m <sup>2</sup>
level 01	Linens room	H01-20	21 m <sup>2</sup>
level 01	risers	H01-21	2 m <sup>2</sup>
level 01	storage	H01-22	2 m <sup>2</sup>
level 01	corridor	H01-23	57 m <sup>2</sup>
level 01:			453 m <sup>2</sup>
Grand total:			453 m <sup>2</sup>



**NOTES**

Check back for any change  
 Check all dimensions on site  
 All dimensions in millimeters  
 All dimensions are to face unless  
 otherwise specified

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Main Contractor:

Client:

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Level	Type of Use	Room Number	Room Area
level 02	Corridor	H01-23	53 m <sup>2</sup>
level 02	Lift	H02-01	5 m <sup>2</sup>
level 02	Lobby	H02-02	5 m <sup>2</sup>
level 02	Escape stairs	H02-03	13 m <sup>2</sup>
level 02	Escape stairs	H02-04	14 m <sup>2</sup>
level 02	Guest Room	H02-05	22 m <sup>2</sup>
level 02	Guest Room	H02-06	22 m <sup>2</sup>
level 02	Guest Room	H02-07	22 m <sup>2</sup>
level 02	Guest Room	H02-08	22 m <sup>2</sup>
level 02	Guest Room	H02-09	22 m <sup>2</sup>
level 02	Guest Room	H02-10	23 m <sup>2</sup>
level 02	Guest Room	H02-11	22 m <sup>2</sup>
level 02	Guest Room	H02-12	22 m <sup>2</sup>
level 02	Guest Room	H02-13	22 m <sup>2</sup>
level 02	Universal Access Guest Room (wch)	H02-14	27 m <sup>2</sup>
level 02	Universal Access Guest Room	H02-15	28 m <sup>2</sup>
level 02	Guest Room	H02-16	22 m <sup>2</sup>
level 02	Escape Stair	H02-17	15 m <sup>2</sup>
level 02	Guest Room	H02-18	22 m <sup>2</sup>
level 02	Guest Room	H02-19	23 m <sup>2</sup>
level 02	Linen room	H02-20	21 m <sup>2</sup>
level 02	risers	H02-21	2 m <sup>2</sup>
level 02	storage	H02-22	2 m <sup>2</sup>
level 02	storage	H02-23	2 m <sup>2</sup>
level 03	Lift	H03-01	5 m <sup>2</sup>
level 03	Lobby	H03-02	13 m <sup>2</sup>
level 03	Escape stairs	H03-03	15 m <sup>2</sup>
level 03	Guest Room	H03-04	15 m <sup>2</sup>
level 03	Guest Room	H03-05	22 m <sup>2</sup>
level 03	Guest Room	H03-06	22 m <sup>2</sup>
level 03	Guest Room	H03-07	22 m <sup>2</sup>
level 03	Guest Room	H03-08	22 m <sup>2</sup>
level 03	Guest Room	H03-09	22 m <sup>2</sup>
level 03	Guest Room	H03-10	22 m <sup>2</sup>
level 03	Guest Room	H03-11	22 m <sup>2</sup>
level 03	Guest Room	H03-12	22 m <sup>2</sup>
level 03	Guest Room	H03-13	23 m <sup>2</sup>
level 03	Universal Accessible Guest Room (wch)	H03-14	27 m <sup>2</sup>
level 03	Universal Accessible Guest Room	H03-15	28 m <sup>2</sup>
level 03	Guest Room	H03-16	22 m <sup>2</sup>
level 03	Escape Stair	H03-17	19 m <sup>2</sup>
level 03	Guest Room	H03-18	22 m <sup>2</sup>
level 03	Guest Room	H03-19	22 m <sup>2</sup>
level 03	Linen Room	H03-20	21 m <sup>2</sup>
level 03	risers	H03-21	2 m <sup>2</sup>
level 03	storage	H03-22	2 m <sup>2</sup>
level 03	storage	H03-23	53 m <sup>2</sup>
level 03	storage	H03-23	452 m <sup>2</sup>
level 04	Lift	H04-01	5 m <sup>2</sup>
level 04	Lobby	H04-02	5 m <sup>2</sup>
level 04	Escape stairs	H04-03	13 m <sup>2</sup>
level 04	Guest Room	H04-04	14 m <sup>2</sup>
level 04	Guest Room	H04-05	22 m <sup>2</sup>
level 04	Guest Room	H04-06	22 m <sup>2</sup>
level 04	Guest Room	H04-07	22 m <sup>2</sup>
level 04	Guest Room	H04-08	22 m <sup>2</sup>
level 04	Guest Room	H04-09	22 m <sup>2</sup>
level 04	Guest Room	H04-10	22 m <sup>2</sup>
level 04	Guest Room	H04-11	23 m <sup>2</sup>
level 04	Guest Room	H04-12	22 m <sup>2</sup>
level 04	Guest Room	H04-13	22 m <sup>2</sup>
level 04	Guest Room	H04-14	27 m <sup>2</sup>
level 04	Guest Room	H04-15	26 m <sup>2</sup>
level 04	Guest Room	H04-16	22 m <sup>2</sup>
level 04	Escape Stair	H04-17	19 m <sup>2</sup>
level 04	Guest Room	H04-18	22 m <sup>2</sup>
level 04	Guest Room	H04-19	22 m <sup>2</sup>
level 04	Linen Room	H04-20	22 m <sup>2</sup>
level 04	Guest Room	H04-21	53 m <sup>2</sup>
level 04	risers	H04-21	2 m <sup>2</sup>
level 04	storage	H04-22	2 m <sup>2</sup>
level 04	storage	H04-23	451 m <sup>2</sup>

Level	Type of Use	Room Number	Room Area
level 05	Lift	H05-01	5 m <sup>2</sup>
level 05	Lobby	H05-02	5 m <sup>2</sup>
level 05	Escape stairs	H05-03	13 m <sup>2</sup>
level 05	Guest Room	H05-04	14 m <sup>2</sup>
level 05	Guest Room	H05-05	22 m <sup>2</sup>
level 05	Guest Room	H05-06	23 m <sup>2</sup>
level 05	Guest Room	H05-07	22 m <sup>2</sup>
level 05	Guest Room	H05-08	22 m <sup>2</sup>
level 05	Guest Room	H05-09	22 m <sup>2</sup>
level 05	Guest Room	H05-10	22 m <sup>2</sup>
level 05	Guest Room	H05-11	22 m <sup>2</sup>
level 05	Guest Room	H05-12	22 m <sup>2</sup>
level 05	Guest Room	H05-13	22 m <sup>2</sup>
level 05	Universal accessible Guest Room (wch)	H05-14	27 m <sup>2</sup>
level 05	Universal accessible Guest Room	H05-15	28 m <sup>2</sup>
level 05	Guest Room	H05-16	22 m <sup>2</sup>
level 05	Escape Stair	H05-17	15 m <sup>2</sup>
level 05	Guest Room	H05-18	22 m <sup>2</sup>
level 05	Guest Room	H05-19	22 m <sup>2</sup>
level 05	Linen Room	H05-20	21 m <sup>2</sup>
level 05	risers	H05-21	2 m <sup>2</sup>
level 05	storage	H05-22	2 m <sup>2</sup>
level 05	storage	H05-23	53 m <sup>2</sup>
level 05	storage	H05-23	451 m <sup>2</sup>
level 06	Lift	H06-01	5 m <sup>2</sup>
level 06	Lobby	H06-02	5 m <sup>2</sup>
level 06	Escape stairs	H06-03	13 m <sup>2</sup>
level 06	Guest Room	H06-04	14 m <sup>2</sup>
level 06	Guest Room	H06-05	22 m <sup>2</sup>
level 06	Guest Room	H06-06	22 m <sup>2</sup>
level 06	Guest Room	H06-07	22 m <sup>2</sup>
level 06	Guest Room	H06-08	22 m <sup>2</sup>
level 06	Guest Room	H06-09	22 m <sup>2</sup>
level 06	Guest Room	H06-10	22 m <sup>2</sup>
level 06	Guest Room	H06-11	22 m <sup>2</sup>
level 06	Guest Room	H06-12	23 m <sup>2</sup>
level 06	Guest Room	H06-13	22 m <sup>2</sup>
level 06	Universal accessible Guest Room (wch)	H06-14	27 m <sup>2</sup>
level 06	Universal accessible Guest Room	H06-15	28 m <sup>2</sup>
level 06	Guest Room	H06-16	22 m <sup>2</sup>
level 06	Escape Stair	H06-17	19 m <sup>2</sup>
level 06	Guest Room	H06-18	22 m <sup>2</sup>
level 06	Guest Room	H06-19	22 m <sup>2</sup>
level 06	Linen Room	H06-20	21 m <sup>2</sup>
level 06	risers	H06-21	2 m <sup>2</sup>
level 06	storage	H06-22	2 m <sup>2</sup>
level 06	storage	H06-23	53 m <sup>2</sup>
level 06	storage	H06-23	450 m <sup>2</sup>
level 06	storage	H06-23	2285 m <sup>2</sup>
Grand total: 115			

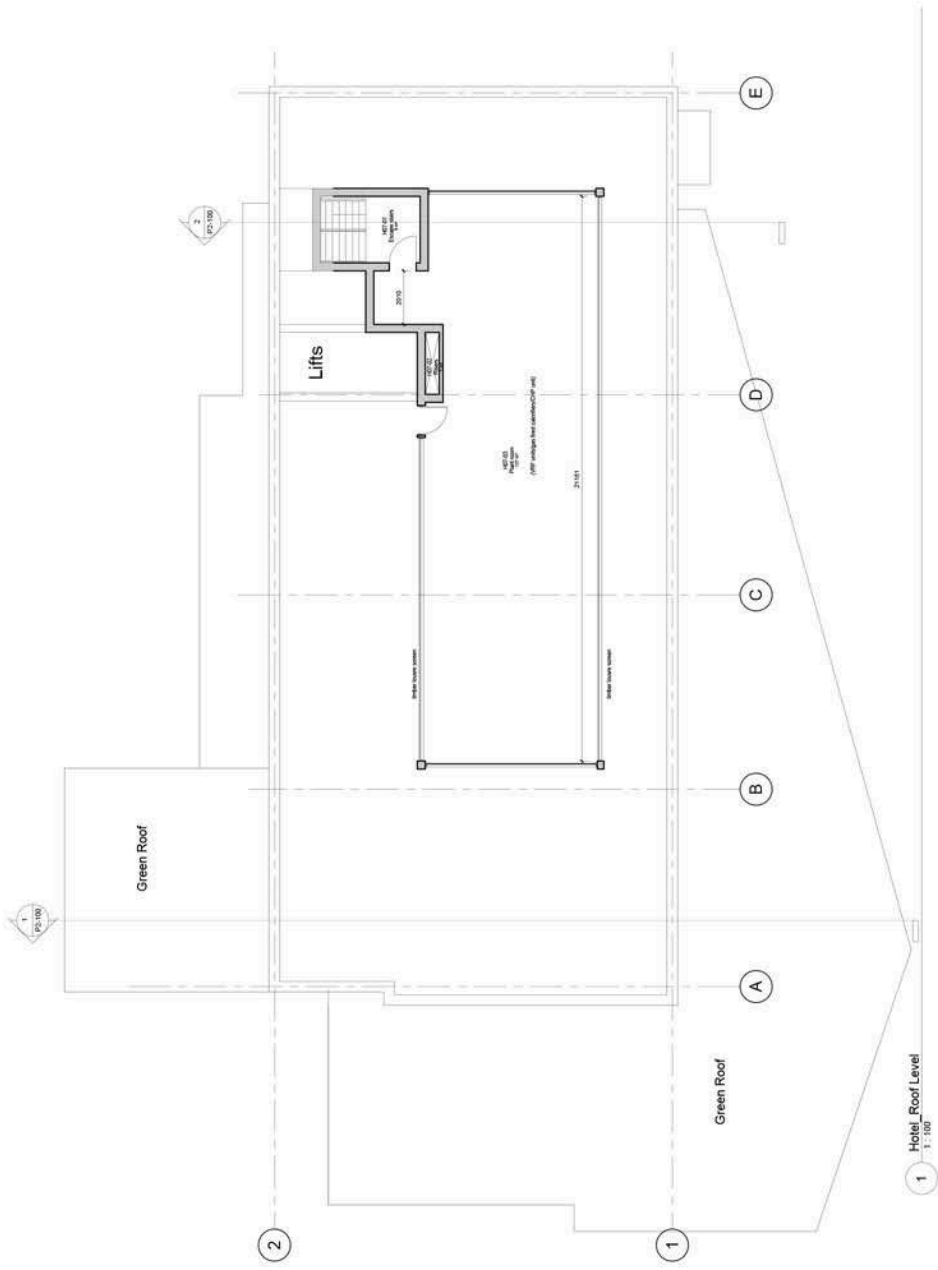


**NOTES**  
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 10. Check for any...

**SPENHILL**  
 Main Contractor

**ColoradoCollins Architects**  
 Project: Master Brewer  
 Freezeland way, Hillingdon  
 The Hotel\_Typical Floor  
 Project No: 09032  
 Building Code: P1-101  
 Drawing No: J  
 Revision: J





Room Schedule Roof Level			
Level	Type of Use	Room Number	Room Area
level 07	Escape stairs	H07-01	8 m <sup>2</sup>
level 07	Risers	H07-02	1 m <sup>2</sup>
level 07	Plant room	H07-03	137 m <sup>2</sup>
level 07: 3			146 m <sup>2</sup>
Grand total:	3		146 m <sup>2</sup>



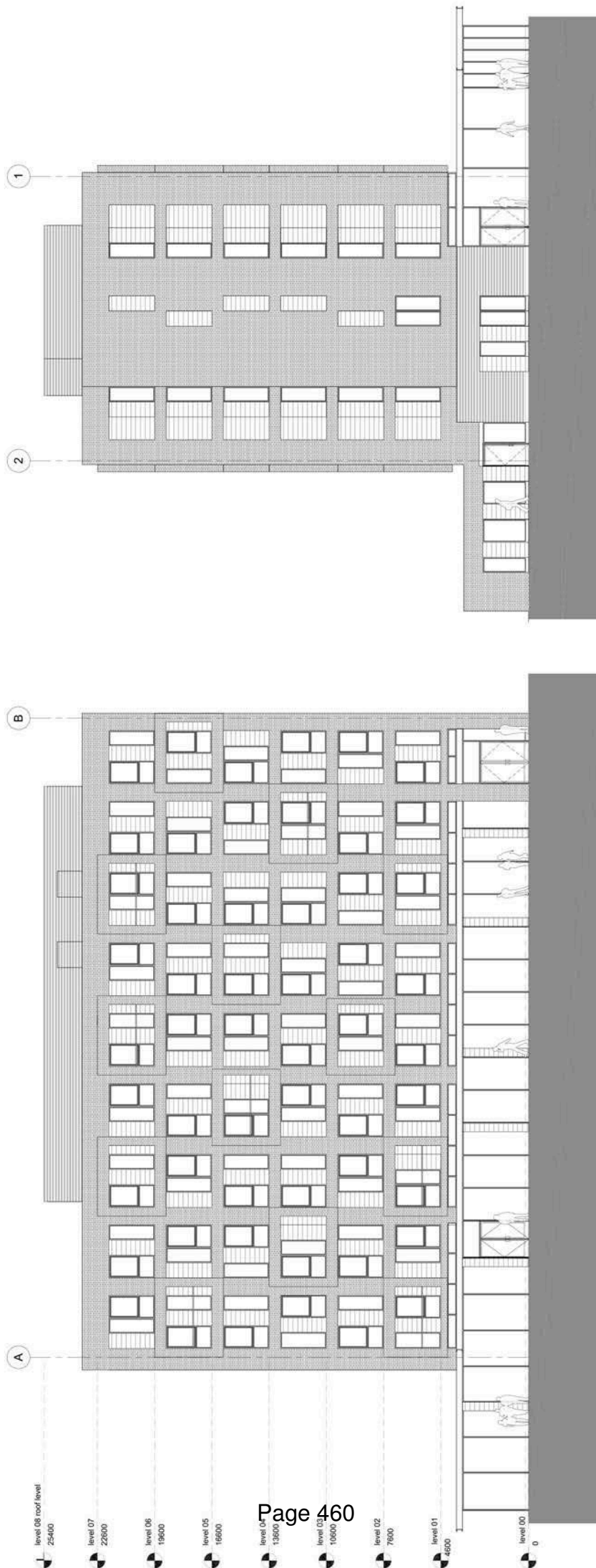
**NOTES**

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 Check all dimensions on site.

Rev	Issue	By	Date	Auth	Client
A	Issued for construction	PM	11.03.11	PM	
B	Design team meeting	PM	24.03.11	PM	
C	Issued for construction	PM	22.06.11	PM	
D	Issued for construction	PM	22.06.11	PM	
E	Issued for construction	PM	22.06.11	PM	
F	Issued for construction	PM	22.06.11	PM	
G	Issued for construction	PM	22.06.11	PM	
H	Issued for construction	PM	22.06.11	PM	
I	Issued for construction	PM	22.06.11	PM	
J	Issued for construction	PM	22.06.11	PM	



**ColladoCollins Architects**  
 Project: Master Brewer  
 Freezeland way, Hillingdon  
 The Hotel\_Roof Level  
 09032  
 Building Code: P-1-102  
 Revision: J



**NOTES**  
 All work to be done in accordance with the contract documents and the drawings. The drawings are to be used in conjunction with the contract documents and the specifications. The drawings are to be used in conjunction with the contract documents and the specifications. The drawings are to be used in conjunction with the contract documents and the specifications.

Note: All material to be dealt with by way of condition.

Project: **Master Brewer**  
 Freetzeland way, Hillington  
 The **Hotel Elevations 1 of 2**

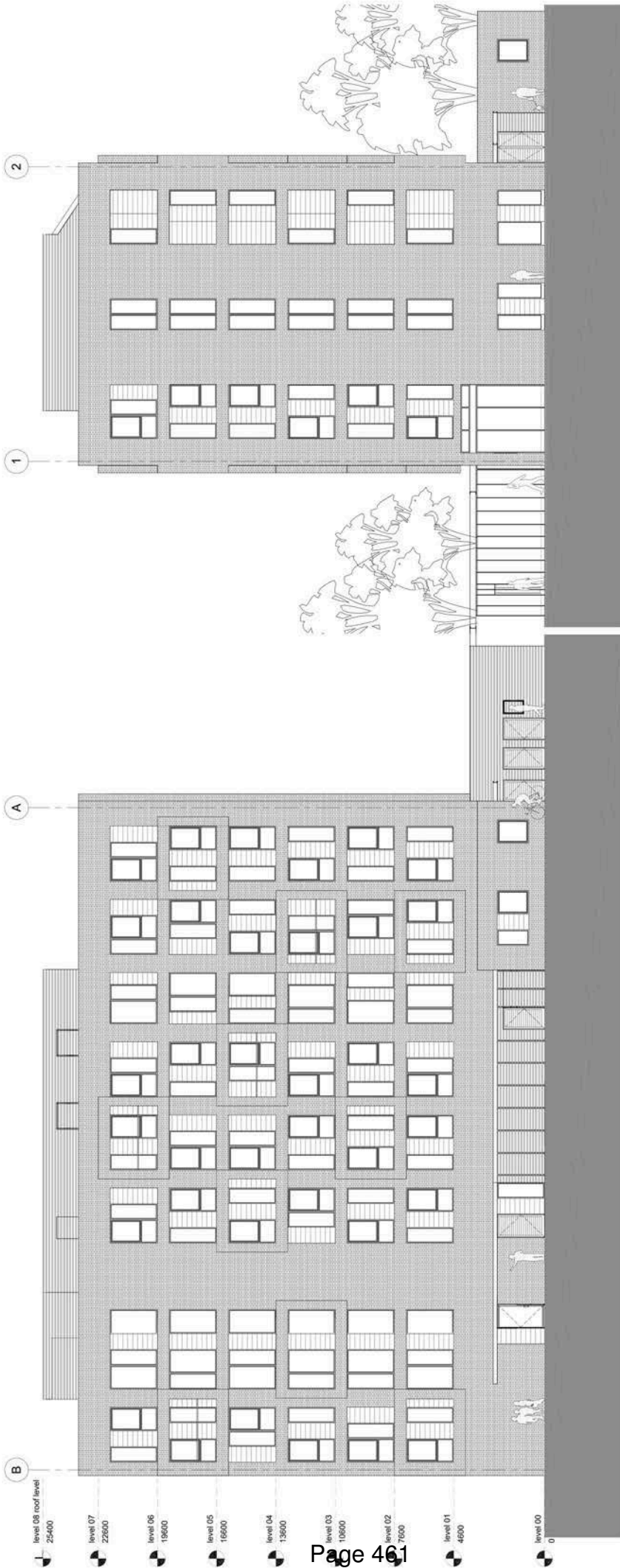
ColladoCollins Architects  
 1. 001 7500 2400  
 2. 001 7500 2017  
 www.colladocollins.com

Client: **SPENHILL**  
 Main Contractor

Rev	Notes	By	Date
A	Issued for comments	11.03.11	PM
B	Design team meeting	24.03.11	PM
C	Issued for comments	08.04.11	PM
D	Issued for comments	20.06.11	PM
E	Issued for comments	20.06.11	PM
F	Approved for construction	11.03.11	PM
G	Approved for construction	11.03.11	PM
H	Approved for construction	09.03.12	PM

Scale: 1:100  
 Date: 03/01/11  
 Drawing No: 09032  
 Drawing Title: P3-100  
 Revision: J

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2 Side elevation\_North  
1:100

1 Back Elevation  
1:100

**NOTES**

All work shall be done in accordance with the relevant standards and specifications. The drawings shall be read in conjunction with the specification and the contract documents.

Note: All material to be dealt with by way of condition



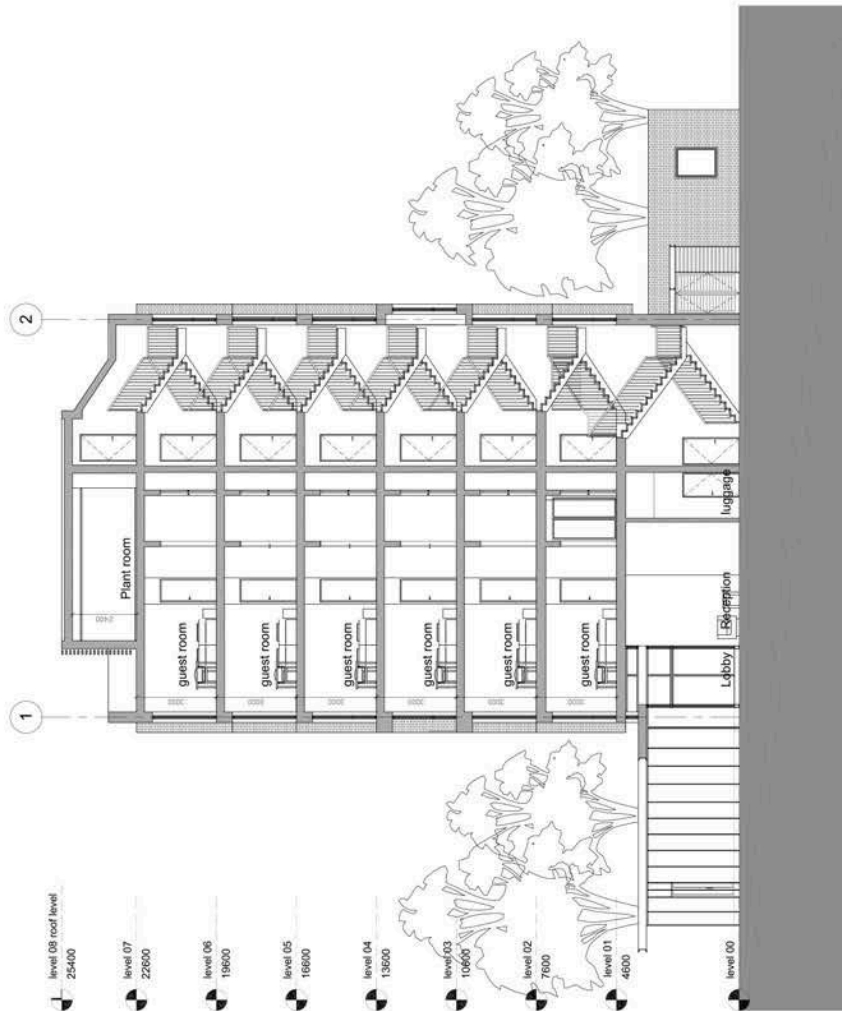
**CollacoCollins Architects**

Master Brewer  
Freezeiland way, Hillingdon  
The  
Hotel\_Elevations 2 of 2

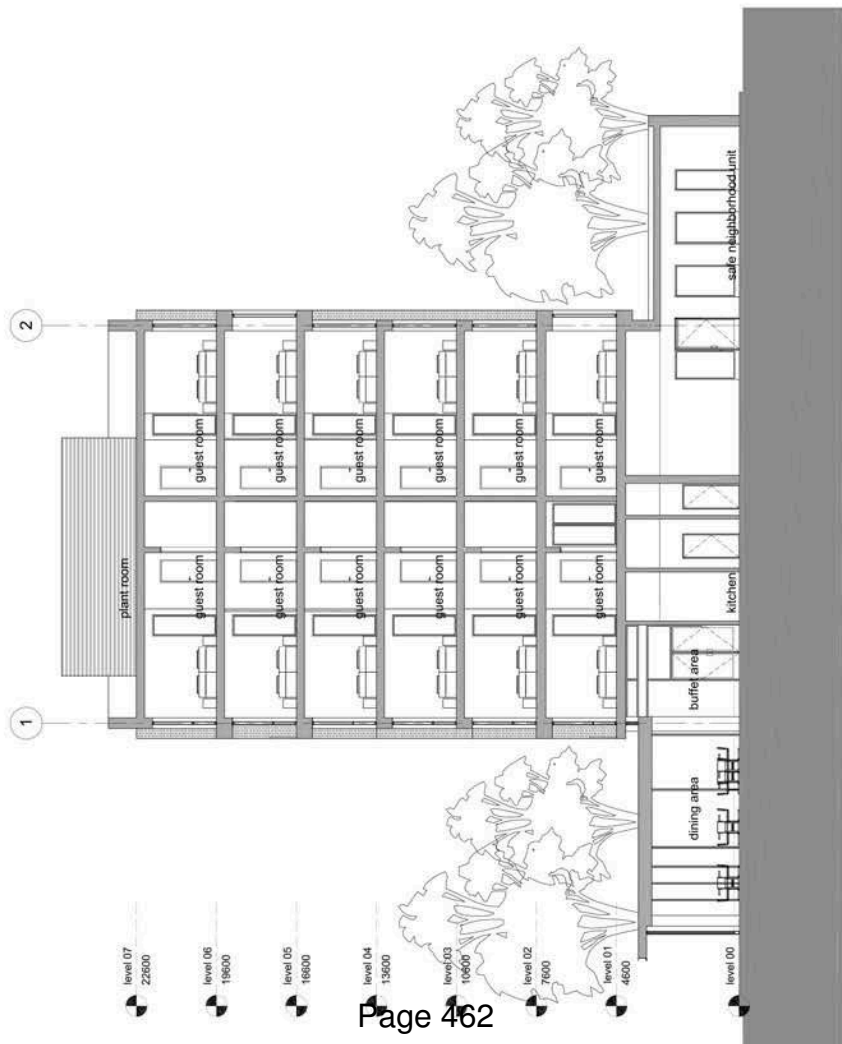
Project No.	09032	Building Zone	P3-101	Revision	J
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Date	Drawn By	Checked By	Discussed By	Scale	Sheet No.	Total Sheets
11/10/20	PM	RC	RC	8 A 1	8	8

No.	Notes	Date	By	Check
A	Revised for comments	11/03/11	PM	RC
B	Design team meeting	24/03/11	PM	RC
C	Revised for comments	08/06/11	PM	RC
D	Revised for comments	08/06/11	PM	RC
E	Revised for comments	24/06/11	PM	RC
F	Approved for construction	13/12/11	PM	RC
G	Approved for construction	23/01/12	PM	RC
H	Approved for construction	02/02/12	PM	RC
I	Approved for construction	02/02/12	PM	RC
J	Approved for construction	02/02/12	PM	RC



2 Hotel Section B-B  
1:100



1 Section A-A  
1:100

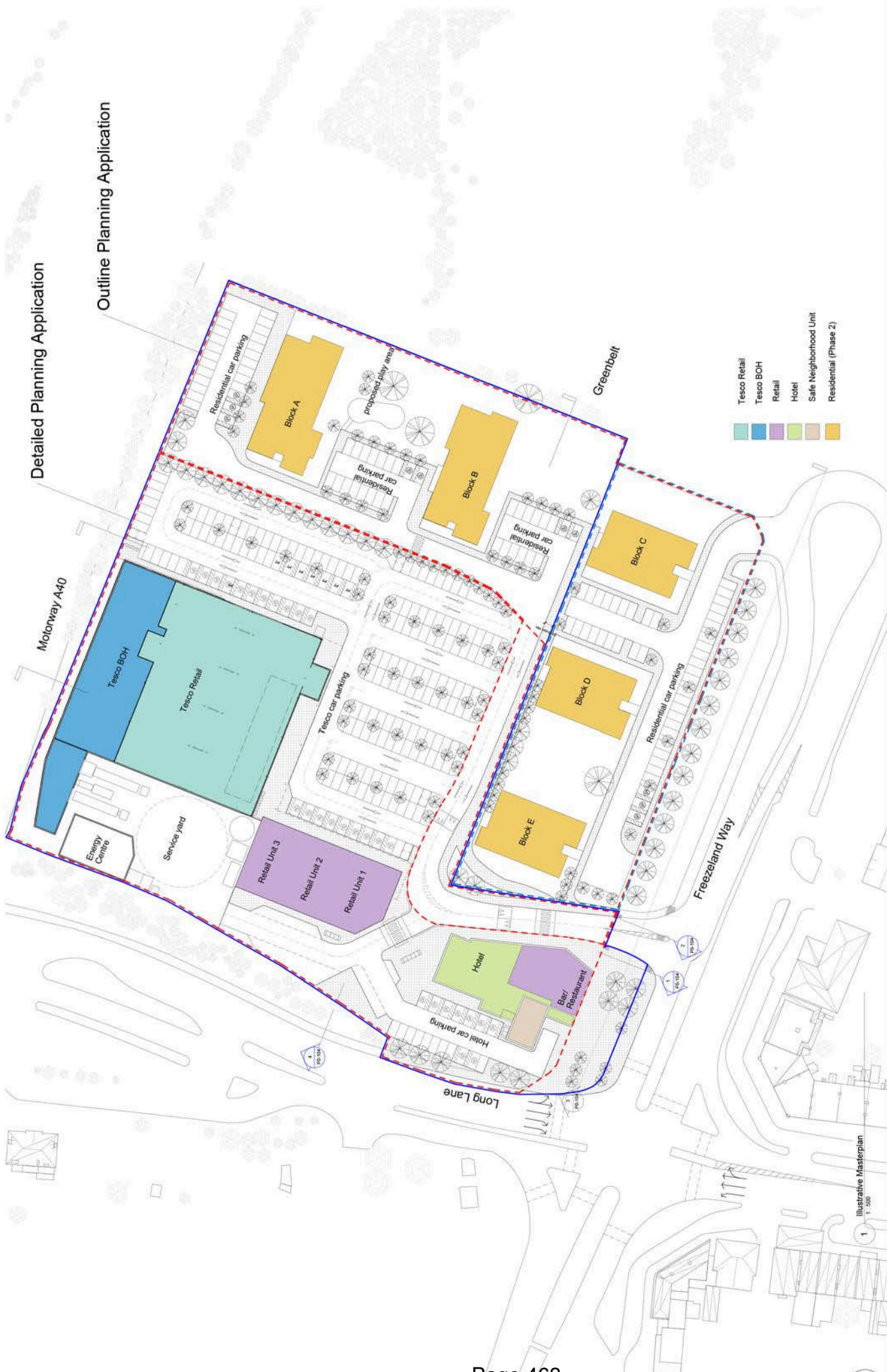
**NOTES**

1. All work shall be done in accordance with the relevant standards.
2. Check all dimensions on site.
3. All work shall be done in accordance with the relevant standards.
4. All work shall be done in accordance with the relevant standards.

<p><b>Project:</b> Master Brewer Freezeiland way, Hillingdon The Hotel Sections</p>		<p><b>Client:</b></p>	
<p><b>CollacoCollins Architects</b></p>		<p><b>SPENHILL</b></p>	
<p><b>Team:</b> 033/04/13 13/10/16</p>		<p><b>Drawn By:</b> PM 13/10/16</p>	
<p><b>Checked By:</b> RC 13/10/16</p>		<p><b>Scale:</b> A1 1:100</p>	
<p><b>Project No:</b> 09032</p>		<p><b>Drawing No:</b> P2-100</p>	
<p><b>Revision:</b></p>		<p><b>Revision:</b> F</p>	

Detailed Planning Application

Outline Planning Application



**Legend**

- Tesco Retail
- Tesco BOH
- Retail
- Hotel
- Safe Neighborhood Unit
- Residential (Phase 2)

**NOTES**

- Check each block for the correct color.
- Check all dimensions on the plan.
- Check all dimensions on the plan.
- Check all dimensions on the plan.

**Legend**

- Freehold site owned by Tesco Stores Limited
- Land subject to application
- Land owned by Hillington

**Project Information**

Project: **Tesco Master Brewer**  
 Freezeland Way, Hillington  
 The **Illustrative Masterplan**

Client: **SPENHILL**

ColladoCollins Architects

Issue: 01/09/11  
 Drawn by: JMC  
 Checked by: JMC  
 Date: 01/09/11

Scale: 1:500

**1 Illustrative Masterplan**

**Revision Table**

Rev	Date	By	Auth	Description
A	22.08.11	JMC	PM	Planning Application
B	22.08.11	JMC	PM	Application boundary amended
C	22.08.12	JMC	PM	Change Terms
D	24.07.12	JMC	PM	Amendment to the Access Layout
E	24.07.12	JMC	PM	Amendment to the Access Layout
F	15.10.12	JMC	PM	Amendment to the Access Layout

**Project No:** 09032  
**Building Code:** PD-106  
**Revision:** G

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Detailed Planning Application

Outline Planning Application



1 Roof plan  
1:500

**NOTES**  
 Check all dimensions on site.  
 Check all annotations on site.  
 Refer to other drawings for details.  
 All dimensions are in millimeters unless otherwise stated.

Note: For trees provision please refer to Landscape Drawings

Rev	Issue	Date	By	Appr	Checked
1	Issue for approval	11.03.11	PM	PM	PM
2	Design team meeting	24.03.11	PM	PM	PM
3	Final for approval	25.03.11	PM	PM	PM
4	Final for approval	25.03.11	PM	PM	PM
5	Final for approval	25.03.11	PM	PM	PM
6	Final for approval	25.03.11	PM	PM	PM
7	Final for approval	25.03.11	PM	PM	PM
8	Final for approval	25.03.11	PM	PM	PM
9	Final for approval	25.03.11	PM	PM	PM
10	Final for approval	25.03.11	PM	PM	PM
11	Final for approval	25.03.11	PM	PM	PM
12	Final for approval	25.03.11	PM	PM	PM
13	Final for approval	25.03.11	PM	PM	PM
14	Final for approval	25.03.11	PM	PM	PM
15	Final for approval	25.03.11	PM	PM	PM
16	Final for approval	25.03.11	PM	PM	PM
17	Final for approval	25.03.11	PM	PM	PM
18	Final for approval	25.03.11	PM	PM	PM
19	Final for approval	25.03.11	PM	PM	PM
20	Final for approval	25.03.11	PM	PM	PM

**SPENHILL**  
 Main Contractor

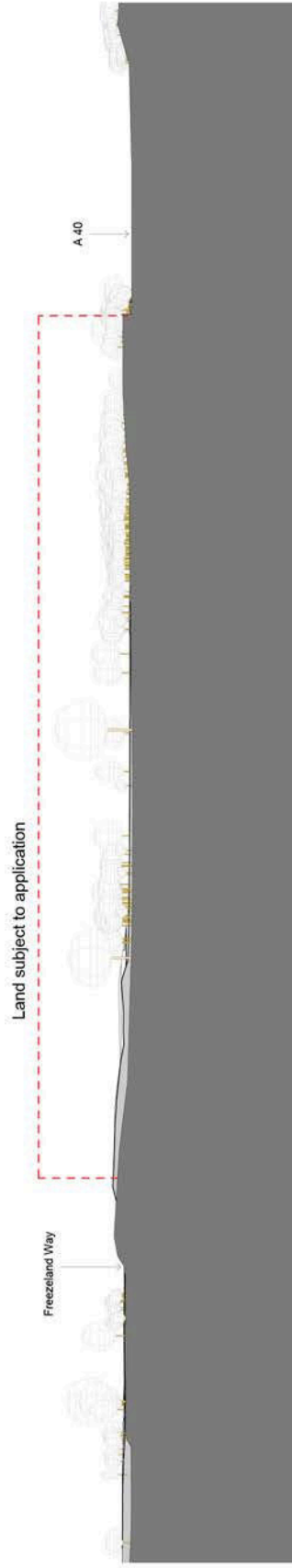
**ColladoCollins Architects**  
 Project: Tesco Master Brewer  
 Freezeland Way, Hillingdon  
 Illustrative masterplan  
 Roof Level

ColladoCollins Architects  
 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000

Project No: 09032  
 Building Code: PD-105  
 Revision: L



1 Section A-A  
1:500



2 Section B-B  
1:500

NOTES

- Check each page for the drawing
- Check all dimensions are the
- Check all text is legible
- Check all text is consistent
- Check all text is consistent
- Check all text is consistent

Rev / Issue

Rev	Issue	By	Date	Auth	Client
A	Issued for comments	11.03.11	PM	PM	
B	Issued for information	20.05.11	PM	PM	
C	Approved for planning application	20.05.12	PM	PM	
D	Approved for the Application				



ColladoCollins Architects

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 1037 1960 1960  
 1037 1960 2017  
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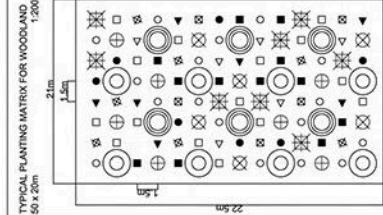
Project: Tesco Master Brewer  
 Freezeland Way, Hillington  
 The Detailed planning application  
 Existing Site Sections

Issue No:	03/07/13	Drawn By:	JCT	Checked By:	PO-101	Revision:	D
Issue No:	1/106	Drawn By:	JCT	Checked By:	PO-101	Revision:	D

NOTES:

1. This drawing is to be read in conjunction with all relevant contract documentation from the design team, including but not limited to the planning permission and any other documents issued by the authority of Grontmij Ltd in writing before commencing on site.
2. The contractor is to check and verify all levels and dimensions before construction. Any discrepancies are to be brought to the attention of Grontmij Ltd in writing before commencing on site.
3. All dimensions in mm, unless otherwise stated.
4. Do not scale from this drawing.
5. All sub base and concrete design and specification to be in accordance with the design team's specification and engineer's details. All diagrams provided here are purely indicative.
6. Waterproofing of any element to be specified by others.
7. All proprietary products shall be installed in accordance with manufacturers written instructions.
8. Plant numbers are an indication only and plants should be ordered to suit site areas in accordance with approved plant details.
9. Any proposed plant substitution shall be agreed with the landscape architect prior to ordering.

Code	Species	Type	Size	Depth	Remarks
W001	CLIMBER SPECIES	W	1000/2000	150mm	Standard size 150mm
W002	Climber Climax	W	1000/2000	150mm	Standard size 150mm
W003	CLIMBER SPECIES	W	1000/2000	150mm	Standard size 150mm
W004	CLIMBER SPECIES	W	1000/2000	150mm	Standard size 150mm
W005	CLIMBER SPECIES	W	1000/2000	150mm	Standard size 150mm
W006	CLIMBER SPECIES	W	1000/2000	150mm	Standard size 150mm
W007	CLIMBER SPECIES	W	1000/2000	150mm	Standard size 150mm
W008	CLIMBER SPECIES	W	1000/2000	150mm	Standard size 150mm
W009	CLIMBER SPECIES	W	1000/2000	150mm	Standard size 150mm
W010	CLIMBER SPECIES	W	1000/2000	150mm	Standard size 150mm
W011	CLIMBER SPECIES	W	1000/2000	150mm	Standard size 150mm
W012	CLIMBER SPECIES	W	1000/2000	150mm	Standard size 150mm
W013	CLIMBER SPECIES	W	1000/2000	150mm	Standard size 150mm
W014	CLIMBER SPECIES	W	1000/2000	150mm	Standard size 150mm
W015	CLIMBER SPECIES	W	1000/2000	150mm	Standard size 150mm
W016	CLIMBER SPECIES	W	1000/2000	150mm	Standard size 150mm
W017	CLIMBER SPECIES	W	1000/2000	150mm	Standard size 150mm
W018	CLIMBER SPECIES	W	1000/2000	150mm	Standard size 150mm
W019	CLIMBER SPECIES	W	1000/2000	150mm	Standard size 150mm
W020	CLIMBER SPECIES	W	1000/2000	150mm	Standard size 150mm



**WOODLAND BELT** - proposed planting schedule for 2024 to 2028 (Typical Woods)

Year	Species	Type	Size	Depth	Remarks
2024	CLIMBER SPECIES	W	1000/2000	150mm	Standard size 150mm
2025	CLIMBER SPECIES	W	1000/2000	150mm	Standard size 150mm
2026	CLIMBER SPECIES	W	1000/2000	150mm	Standard size 150mm
2027	CLIMBER SPECIES	W	1000/2000	150mm	Standard size 150mm
2028	CLIMBER SPECIES	W	1000/2000	150mm	Standard size 150mm

**MANAGEMENT GUIDELINES**

**YEARS 0-5**  
 1. Create a native woodland of predominantly Oak and Ash.  
 2. Using a mix of tree sizes at the planting stage to create a well-structured hedge and structure.  
 3. Choose species of Oak, Ash and Hawthorn to create a well-structured hedge and structure.  
 4. Eventually the belt will become self-sustaining.

**YEARS 5-10**  
 1. Create a native woodland of predominantly Oak and Ash.  
 2. Using a mix of tree sizes at the planting stage to create a well-structured hedge and structure.  
 3. Choose species of Oak, Ash and Hawthorn to create a well-structured hedge and structure.  
 4. Eventually the belt will become self-sustaining.

**YEARS 10-20**  
 1. Create a native woodland of predominantly Oak and Ash.  
 2. Using a mix of tree sizes at the planting stage to create a well-structured hedge and structure.  
 3. Choose species of Oak, Ash and Hawthorn to create a well-structured hedge and structure.  
 4. Eventually the belt will become self-sustaining.

**WOODLAND BELT**

**AIMS AND OBJECTIVES**

1. Create a native woodland of predominantly Oak and Ash.
2. Using a mix of tree sizes at the planting stage to create a well-structured hedge and structure.
3. Choose species of Oak, Ash and Hawthorn to create a well-structured hedge and structure.
4. Eventually the belt will become self-sustaining.

**WOODLAND BELT** - proposed planting schedule for 2024 to 2028 (Typical Woods)

Year	Species	Type	Size	Depth	Remarks
2024	CLIMBER SPECIES	W	1000/2000	150mm	Standard size 150mm
2025	CLIMBER SPECIES	W	1000/2000	150mm	Standard size 150mm
2026	CLIMBER SPECIES	W	1000/2000	150mm	Standard size 150mm
2027	CLIMBER SPECIES	W	1000/2000	150mm	Standard size 150mm
2028	CLIMBER SPECIES	W	1000/2000	150mm	Standard size 150mm



**Grontmij**

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 E: landscape.architect@grontmij.com

**FOR PLANNING**

CLIENT: Spenhill Regeneration Ltd

PROJECT TITLE: HILLINGDON RESIDENTIAL MIXED-USE

ON and Off Site Landscape Proposals

DATE: 29/05/12

REVISION: 1

W105860109

Grontmij Ltd 2011







**Tree Removal Notes:**  
 This drawing is to read in conjunction with Broad Oak Tree Consultants Ltd arboricultural report  
 Tree Consultants Ltd arboricultural report  
 Tree Categorisation summary:  
 Category A:  
 Those of high quality and value  
 A1- Mainly arboricultural values  
 A2- Mainly landscape values  
 A3- Mainly cultural values, including conservation  
 Category B:  
 Those of moderate quality and value  
 B1- Mainly arboricultural values  
 B2- Mainly landscape values  
 B3- Mainly cultural values, including conservation  
 Category C:  
 Those of low quality and value  
 C1- Mainly arboricultural values  
 C2- Mainly landscape values  
 C3- Mainly cultural values, including conservation  
 Category R:  
 Trees in such poor condition (physiological and structural), that they are considered to be in imminent danger of falling and which should, in the current context, be removed for reasons of sound arboricultural management

**TREE PROTECTION/REMOVAL NOTES:**  
 NOTES:  
 1. This drawing is to read in conjunction with all relevant contract documentation from the design team, with any conflicting information to be brought to the attention of Grontmij Ltd in writing before commencing on site.  
 2. The contractor is to check and verify all levels and dimensions before construction. Any discrepancies are to be reported to the attention of Grontmij Ltd in writing before commencing on site.  
 3. All dimensions in mm, unless otherwise stated.  
 4. Do not scale from this drawing.  
 5. A qualified tree surgeon to BS 3998: 1989 / Recommendations for Tree Work  
 6. (i) All trees shown for retention will have protective measures in place in accordance with BS 5837:2005  
 7. (ii) Protection to consist of the erection of a braced scaffold, vertical and horizontal framework (as shown in figure 1), which shall extend beyond the crown of the tree, whichever is the greater distance. Where this is not possible approval must be obtained from the Contract Administrator for the alignment of any protective measures.  
 8. (iii) No work on site (including the pre-construction delivery of equipment or materials or the creation of site access) shall be undertaken until, in writing, by the Contract Administrator and the protective barriers erected to their satisfaction. Once erected, the protective fencing to be no less than 2.0m high and shall be in accordance with the prior agreement of the Contract Administrator.  
 9. (iv) There shall be no raising or lowering of levels; no storage of soil, debris or building materials; and no excavation or other works shall be undertaken without the prior agreement of the Contract Administrator.  
 10. (v) The contractor shall be at least 200mm from the outermost part of the tree spread and soil, slurry, concrete and similar friable materials or substances must not be stored or prepared less than 10metres from the tree.  
 11. (vi) Where it is not possible to erect scaffold fencing as specified above, trees to be protected using solid panel Hesco type fencing as indicated. Work within this area shall be undertaken with extreme care to avoid damage to the protective bark covering larger roots.  
 12. (vii) All tree works to be carried out outside but within period 10.00 hours from March to September (to be reviewed in line with contractors proposals for phasing of the works and to be agreed with Hillingdon Authority Planning Officer).  
 13. (viii) All works to be carried out within Root Protection Areas to be carried out by hand.

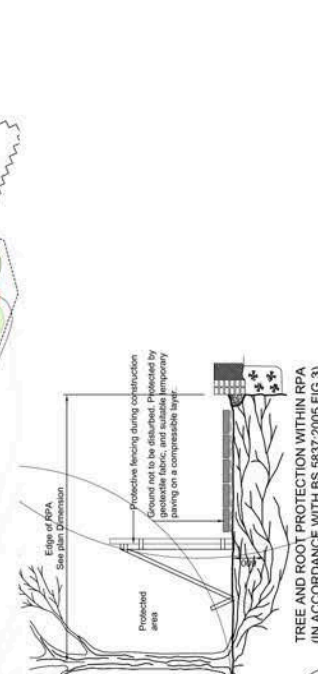
**TREES TO BE REMOVED:**  
 20 CATEGORY B TREES  
 24 CATEGORY C TREES  
 23 CATEGORY R TREES  
 12 CATEGORY C GROUPS

**LEGEND:**  
 TREES TO BE REMOVED  
 TREES TO BE RETAINED  
 TREE / HEDGE TO BE RETAINED AND SUBJECT TO MANAGEMENT TO RELIEVEMENT  
 TREE PROTECTION FENCING - SEE D01 & D02  
 PROPOSED BUILDINGS  
 AREA OF NO DIG CONSTRUCTION  
 Land owned by Spenhill Regeneration Ltd  
 Crown owned land

**Tree Removal Notes:**  
 This drawing is to read in conjunction with Broad Oak Tree Consultants Ltd arboricultural report  
 Tree Consultants Ltd arboricultural report  
 Tree Categorisation summary:  
 Category A:  
 Those of high quality and value  
 A1- Mainly arboricultural values  
 A2- Mainly landscape values  
 A3- Mainly cultural values, including conservation  
 Category B:  
 Those of moderate quality and value  
 B1- Mainly arboricultural values  
 B2- Mainly landscape values  
 B3- Mainly cultural values, including conservation  
 Category C:  
 Those of low quality and value  
 C1- Mainly arboricultural values  
 C2- Mainly landscape values  
 C3- Mainly cultural values, including conservation  
 Category R:  
 Trees in such poor condition (physiological and structural), that they are considered to be in imminent danger of falling and which should, in the current context, be removed for reasons of sound arboricultural management

**TREE PROTECTION/REMOVAL NOTES:**  
 NOTES:  
 1. This drawing is to read in conjunction with all relevant contract documentation from the design team, with any conflicting information to be brought to the attention of Grontmij Ltd in writing before commencing on site.  
 2. The contractor is to check and verify all levels and dimensions before construction. Any discrepancies are to be reported to the attention of Grontmij Ltd in writing before commencing on site.  
 3. All dimensions in mm, unless otherwise stated.  
 4. Do not scale from this drawing.  
 5. A qualified tree surgeon to BS 3998: 1989 / Recommendations for Tree Work  
 6. (i) All trees shown for retention will have protective measures in place in accordance with BS 5837:2005  
 7. (ii) Protection to consist of the erection of a braced scaffold, vertical and horizontal framework (as shown in figure 1), which shall extend beyond the crown of the tree, whichever is the greater distance. Where this is not possible approval must be obtained from the Contract Administrator for the alignment of any protective measures.  
 8. (iii) No work on site (including the pre-construction delivery of equipment or materials or the creation of site access) shall be undertaken until, in writing, by the Contract Administrator and the protective barriers erected to their satisfaction. Once erected, the protective fencing to be no less than 2.0m high and shall be in accordance with the prior agreement of the Contract Administrator.  
 9. (iv) There shall be no raising or lowering of levels; no storage of soil, debris or building materials; and no excavation or other works shall be undertaken without the prior agreement of the Contract Administrator.  
 10. (v) The contractor shall be at least 200mm from the outermost part of the tree spread and soil, slurry, concrete and similar friable materials or substances must not be stored or prepared less than 10metres from the tree.  
 11. (vi) Where it is not possible to erect scaffold fencing as specified above, trees to be protected using solid panel Hesco type fencing as indicated. Work within this area shall be undertaken with extreme care to avoid damage to the protective bark covering larger roots.  
 12. (vii) All tree works to be carried out outside but within period 10.00 hours from March to September (to be reviewed in line with contractors proposals for phasing of the works and to be agreed with Hillingdon Authority Planning Officer).  
 13. (viii) All works to be carried out within Root Protection Areas to be carried out by hand.

**Tree Removal Notes:**  
 This drawing is to read in conjunction with Broad Oak Tree Consultants Ltd arboricultural report  
 Tree Consultants Ltd arboricultural report  
 Tree Categorisation summary:  
 Category A:  
 Those of high quality and value  
 A1- Mainly arboricultural values  
 A2- Mainly landscape values  
 A3- Mainly cultural values, including conservation  
 Category B:  
 Those of moderate quality and value  
 B1- Mainly arboricultural values  
 B2- Mainly landscape values  
 B3- Mainly cultural values, including conservation  
 Category C:  
 Those of low quality and value  
 C1- Mainly arboricultural values  
 C2- Mainly landscape values  
 C3- Mainly cultural values, including conservation  
 Category R:  
 Trees in such poor condition (physiological and structural), that they are considered to be in imminent danger of falling and which should, in the current context, be removed for reasons of sound arboricultural management



**Grontmij**  
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**FOR PLANNING**

CLIENT: Spenhill Ltd

PROJECT TITLE: HILLINGDON RESIDENTIAL MIXED USE

DRAWING TITLE: Trees to be removed & retained

ALL WORKS

DATE: 01.08.12  
 DRAWN BY: AT  
 CHECKED BY: IT  
 APPROVED BY: /  
 DRAWING NUMBER: W105860L10  
 © Grontmij Ltd 2011

**Tree Removal Notes:**  
 This drawing to be read in conjunction with Broad Oak Tree Consultants Ltd arboricultural report  
 Tree Categorisation summary:  
 Category A:  
 A1- Mainly high quality and value  
 A2- Mainly landscape values  
 A3- Mainly cultural values, including conservation  
 Category B:  
 B1- Those of moderate quality and value  
 B2- Mainly landscape values  
 B3- Mainly cultural values, including conservation  
 Category C:  
 C1- Those of low quality and value  
 C2- Mainly arboricultural values  
 C3- Mainly landscape values, including conservation  
 Category R:  
 R1- Trees in such poor condition (physiological and structural), which should be removed, and which should, in the current context, be removed for reasons of sound arboricultural management

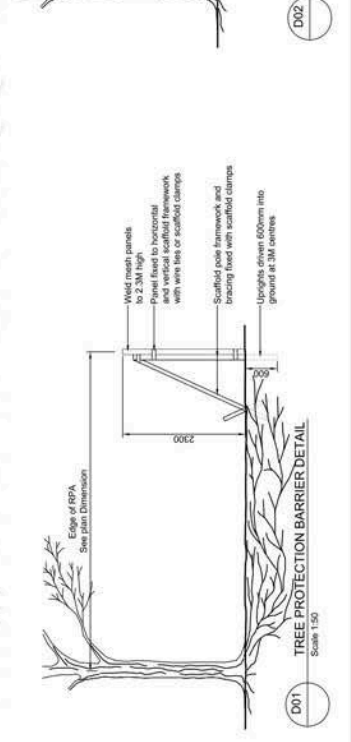
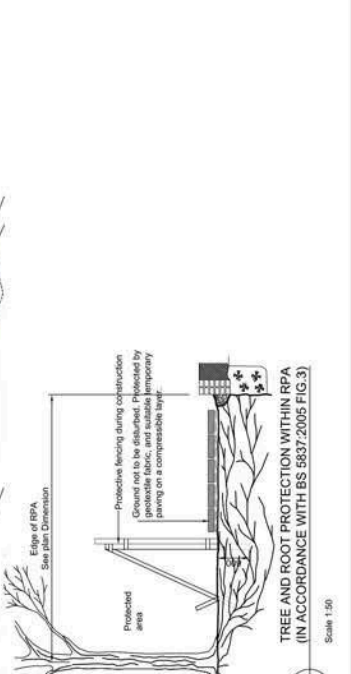
**TREE PROTECTION/REMOVAL NOTES:**  
 NOTES:  
 1. This drawing is to be read in conjunction with all relevant contract documentation from the design team, with any conflicting information to be brought to the attention of Grontmij Ltd in writing before commencing on site.  
 2. The contractor is to check and verify all levels and dimensions before construction. Any discrepancies are to be reported to the attention of Grontmij Ltd in writing before commencing on site.  
 3. All dimensions in mm, unless otherwise stated.  
 4. Do not scale from this drawing.  
 5. A qualified tree surgeon to BS 3998: 1989 / Recommendations for Tree Work  
 6. (i) All trees shown for retention will have protective measures in place in accordance with the provisions of BS5837:2005  
 7. Protection to consist of the erection of a braced scaffold, vertical and horizontal framework (as shown in figure 1), which shall extend beyond the drip line of the tree, whichever is the greater distance. Where this is not possible approval must be obtained from the Contract Administrator for the alignment of any protective measures.  
 8. No work on site (including the pre-construction delivery of equipment or materials or the creation of site access roads) shall be undertaken within the defined protection zone, however defined, in writing by the Contract Administrator and the protective barriers erected to their satisfaction. Once erected, the protective fencing shall remain in place until the completion of the works about the tree.  
 9. There shall be no raising or lowering of levels, no storage of soil, debris or building materials, and no excavation or other works, or any other activities, without the prior written consent of the Contract Administrator.  
 10. There shall be no raising or lowering of levels, no storage of soil, debris or building materials, and no excavation or other works, or any other activities, without the prior written consent of the Contract Administrator on additional protective measures.  
 11. The contractor shall be at least 200mm from the outermost part of the tree spread and soil, slurry, concrete and similar fibrous materials or substances must not be stored or prepared less than 10metres from the tree.  
 12. Where it is not possible to erect scaffold fencing as specified above, trees to be protected using solid panel Heras type fencing as indicated on Work within this area to the protective bark covering larger roots.  
 13. All tree works to be carried outside bird nesting period (10.03.19 to 31.03.19).  
 14. The contractor shall be responsible for ensuring that the works are in line with contractors proposals for phasing of the works and to be agreed with Hillington Authority.  
 15. All trees within Root Protection Areas to be carried out by hand.

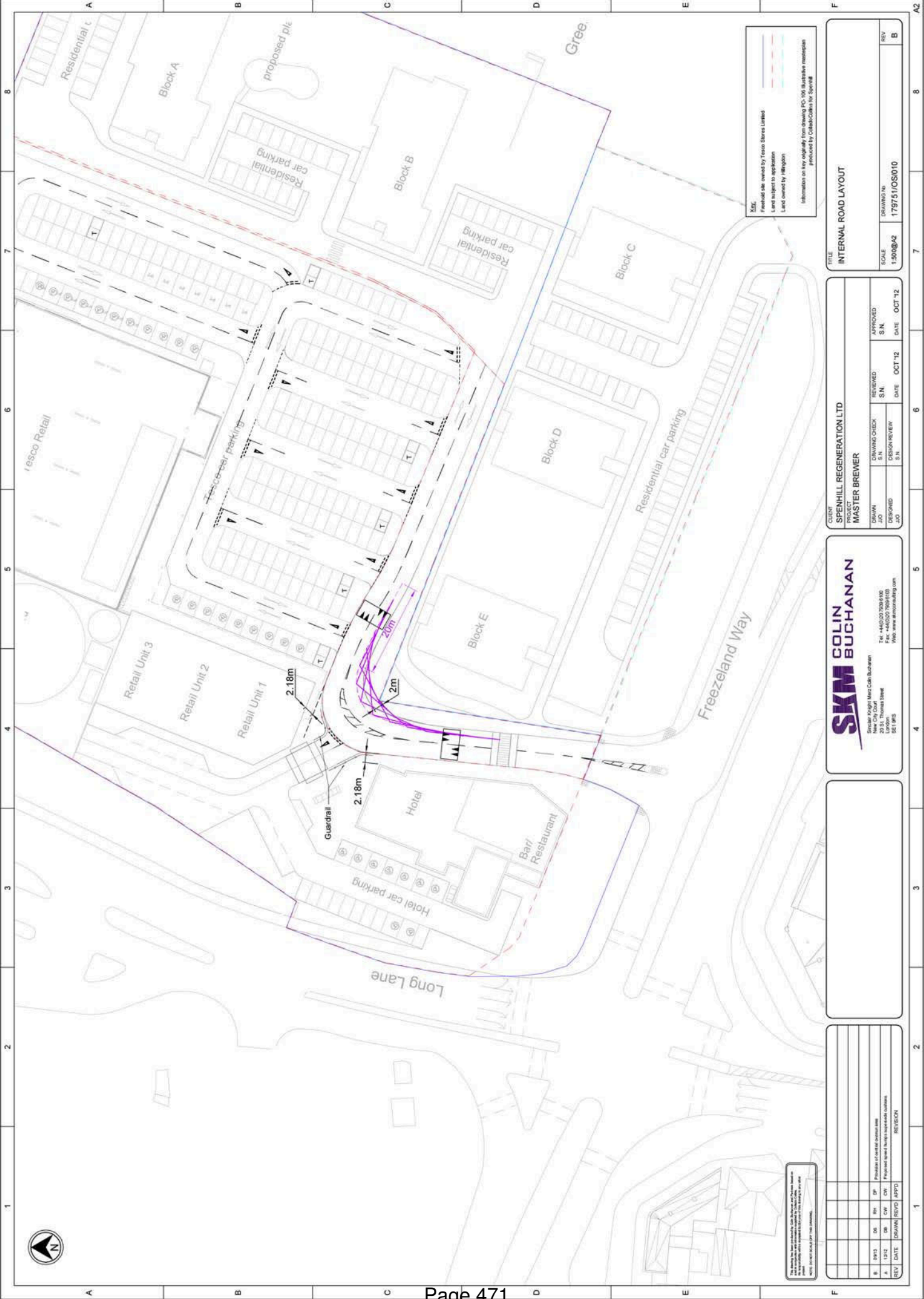
DATE	ISSUED FOR	REVISIONS	BY	DATE
18.12.18	Issue	1	AW	18.12.18
28.01.19	Issue	2	AW	28.01.19
28.01.19	Issue	3	AW	28.01.19
28.01.19	Issue	4	AW	28.01.19
28.01.19	Issue	5	AW	28.01.19

**Grontmij**  
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 T: (+44) (0)20 730 0308  
 E: landscape.architecture@grontmij.co.uk  
**FOR PLANNING**  
 DRAWING TITLE: SPENHILL LTD  
 PROJECT TITLE: HILLINGTON RESIDENTIAL MIXED USE  
 DRAWING NO: W105860 L04  
 DATE: 27.06.18  
 DRAWN BY: AW  
 CHECKED BY: IT  
 APPROVED BY: AW  
 DATE: 27.06.18  
 DRAWING NUMBER: W105860 L04  
 REVISION: E  
 © Grontmij Ltd 2011



**LEGEND**  
 TREES TO BE REMOVED: 19 CATEGORY B TREES, 34 CATEGORY C TREES, 22 CATEGORY R TREES  
 TREES TO BE RETAINED: A, B, C, R  
 TREE / HEDGE TO BE RETAINED AND SUBJECT TO MANAGEMENT TO RELIEVEMENT  
 TREE CATEGORY - CATEGORISED BY BROAD OAK TREE CONSULTANTS LTD  
 TREE PROTECTION FENCING - SEE D01 & D02  
 PROPOSED BUILDINGS  
 AREA OF NO DIG CONSTRUCTION  
 Land owned by Spenhill Regeneration Ltd  
 Detailed Planning Application boundary  
 Council owned land  
 Scale 1:50





Note:  
 Freehold site owned by Tesco Stores Limited  
 Land subject to application  
 Land owned by Hargan  
 Information on key signage from drawing PO-100 Bluewater masterplan produced by Colibacodes for Spemill

TITLE		INTERNAL ROAD LAYOUT
SCALE	DRAWING NO	REV
1:500@A2	179751/OS10	B

CLIENT		SPENMILL REGENERATION LTD	
DESIGNED BY		MASTER BREWER	
DRAWN	REVIEWED	APPROVED	
JJO	S.N.	S.N.	
RECORDED	DATE	DATE	DATE
02/12	OCT-12	OCT-12	OCT-12

**SKM COLIN BUCHANAN**  
 Strategic Planning & Urban Design  
 25 St. Thomas Street  
 SE1 1RS  
 Tel: +44 (0)20 7640 0000  
 Fax: +44 (0)20 7640 0000  
 Web: www.skman.co.uk

REV	DATE	DRAWN	REV'D	APP'D	REVISION
1					
2					
3					
4					
5					
6					
7					
8					

This drawing is the property of SKM Colin Buchanan & Partners. It is not to be used for any other project without the written consent of SKM Colin Buchanan & Partners.



Outline Planning Application

1 Detailed Application, Movement and Access Plan  
1:500

**KEY**

	Vehicular Access
	Pedestrian Access
	Parking-Commercial (Including 5% electrical charging points and 15% passive provision)
	Parking-Hotel
	Refuse

**NOTES**

- Check all dimensions on site.
- Check all dimensions on site.
- Check all dimensions on site.

Freehold site owned by Tesco Stores Limited  
Land subject to application  
Land owned by Hillingdon

Tesco has its own vehicle that collects refuse and waste from the store  
provision please refer to Landscape Drawings  
Outline application area is shown here for illustrative purposes only

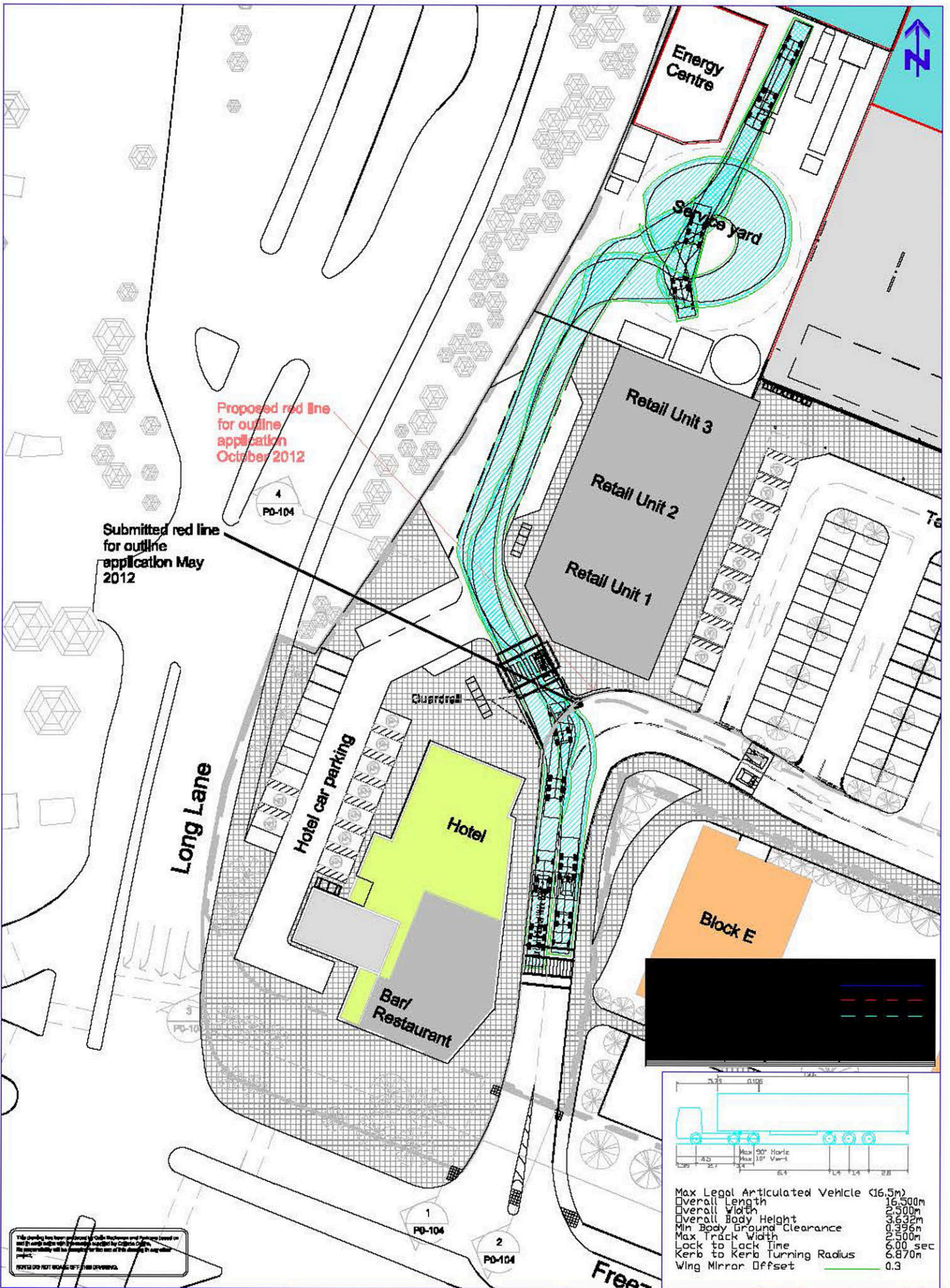
Rev	Issue	Proposed	Ref	Date
1	Issued for comment			11.03.11
2	Issued for information			08.08.11
3	Application submitted			22.08.11
4	Application submitted			22.08.11
5	Amendment to the application			28.08.12
6	Amendment to the application			28.08.12
7	Amendment to the application			28.08.12
8	Amendment to the application			18.10.12



**ColladoCollins Architects**

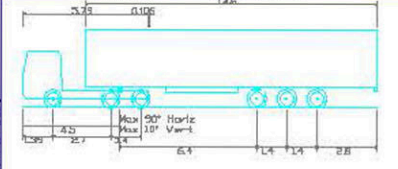
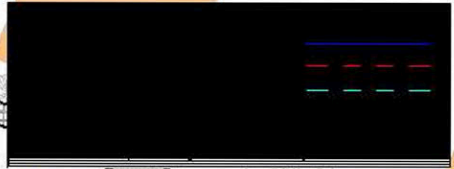
ColladoCollins Architects  
105-110 The Quadrant  
London W2 2DA  
T: 020 7840 4400  
F: 020 7840 2070  
www.colladocollins.com

Client: Tesco Stores Limited  
Project No: 09032  
Building Code: PD-103  
Revision: 1



Proposed red line for outline application October 2012

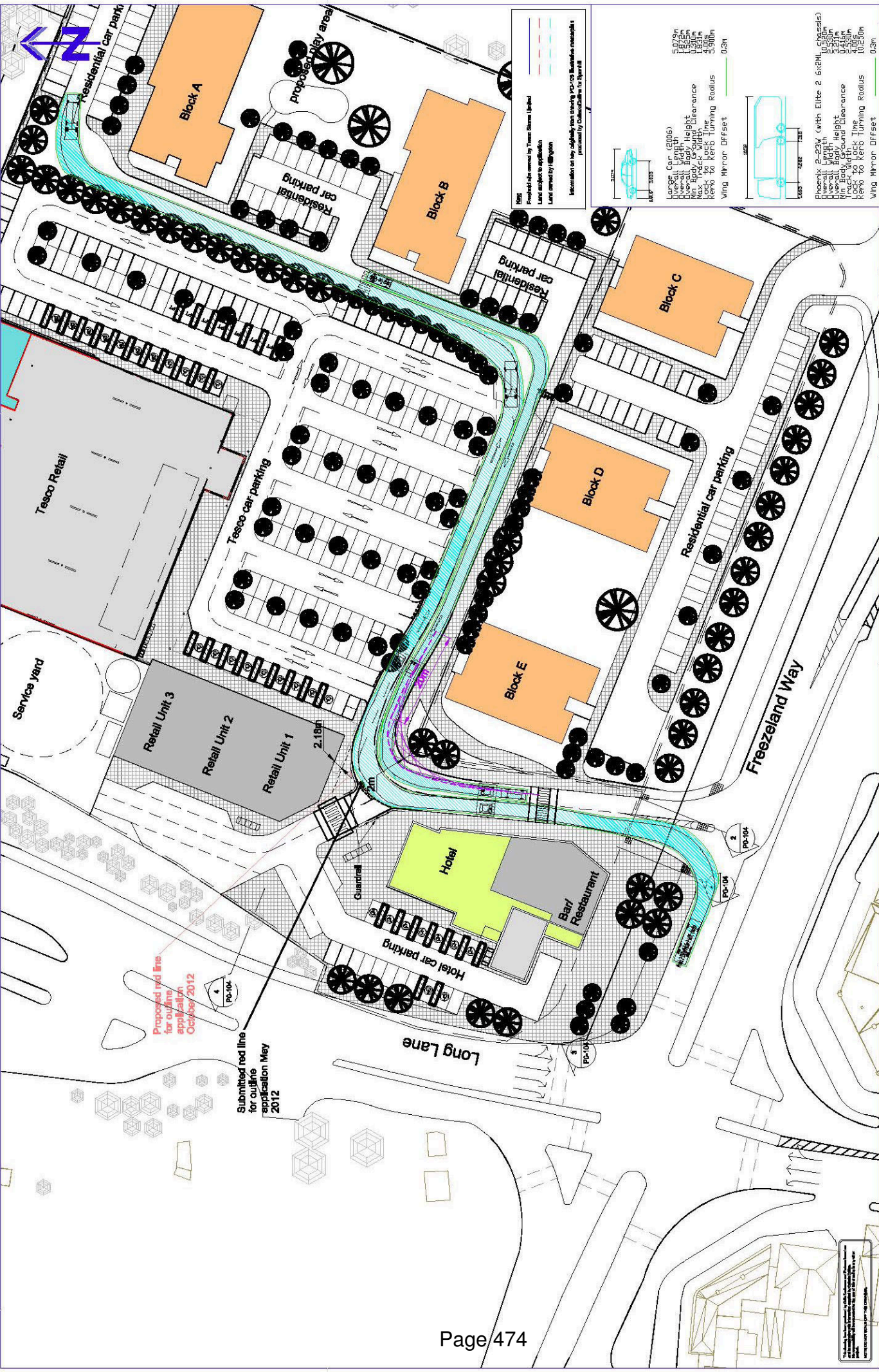
Submitted red line for outline application May 2012



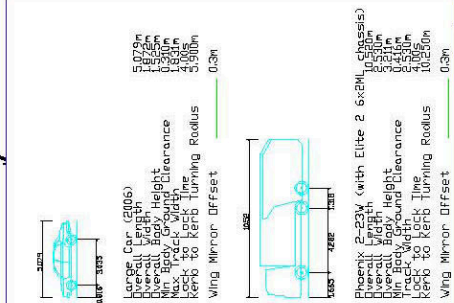
Max Legal Articulated Vehicle	(16.5m)
Overall Length	16.500m
Overall Width	2.500m
Overall Body Height	3.632m
Min Body Ground Clearance	0.256m
Max Track Width	2.500m
Lock to Lock Time	6.00 sec
Kerb to Kerb Turning Radius	6.870m
Wing Mirror Offset	0.3

This drawing has been prepared by Collins Macquarie and Partners based on all the available information provided by the Client. Collins Macquarie and Partners accept no responsibility for any errors or omissions in this drawing or any other project.

<b>Drawing Title</b> 16.5m ARTICULATED VEHICLE TRACKING	<b>Client</b> SPENHILL REGENERATION LTD	<b>Job Title</b> MASTER BREWER	<b>Scale:</b> 1:500 @ A3 <b>Designed by:</b> S.J.M. <b>Drawn by:</b> S.J.M. <b>Checked by:</b> S.L.J.S. <b>First Issue:</b> JULY '11 <b>Job No:</b> 17975-01-1	<b>Date:</b> 12/12 <b>Rev:</b> 01 <b>Rev:</b> 02 <b>Rev:</b> 03	<b>Updated base layout</b> <b>Site layout and building updated</b> <b>Site layout and tracking updated</b> <b>Site layout updated</b> <b>Assessment</b>	<b>Rev:</b> J.C. <b>Rev:</b> J.A. <b>Rev:</b> D.B. <b>Rev:</b> D.B. <b>Rev:</b> D.M. <b>Rev:</b> G
				<b>Project No:</b> 17975-01-1 <b>Project Name:</b> 179751-TR-002	<b>Page:</b> 473	



100%  
 Proposed site covered by Tesco Scheme (shaded)  
 Lines subject to application  
 Lines covered by 100% planning  
 Information on key vehicles from clearing PO-100 Business case prepared by Colman for Spenhill



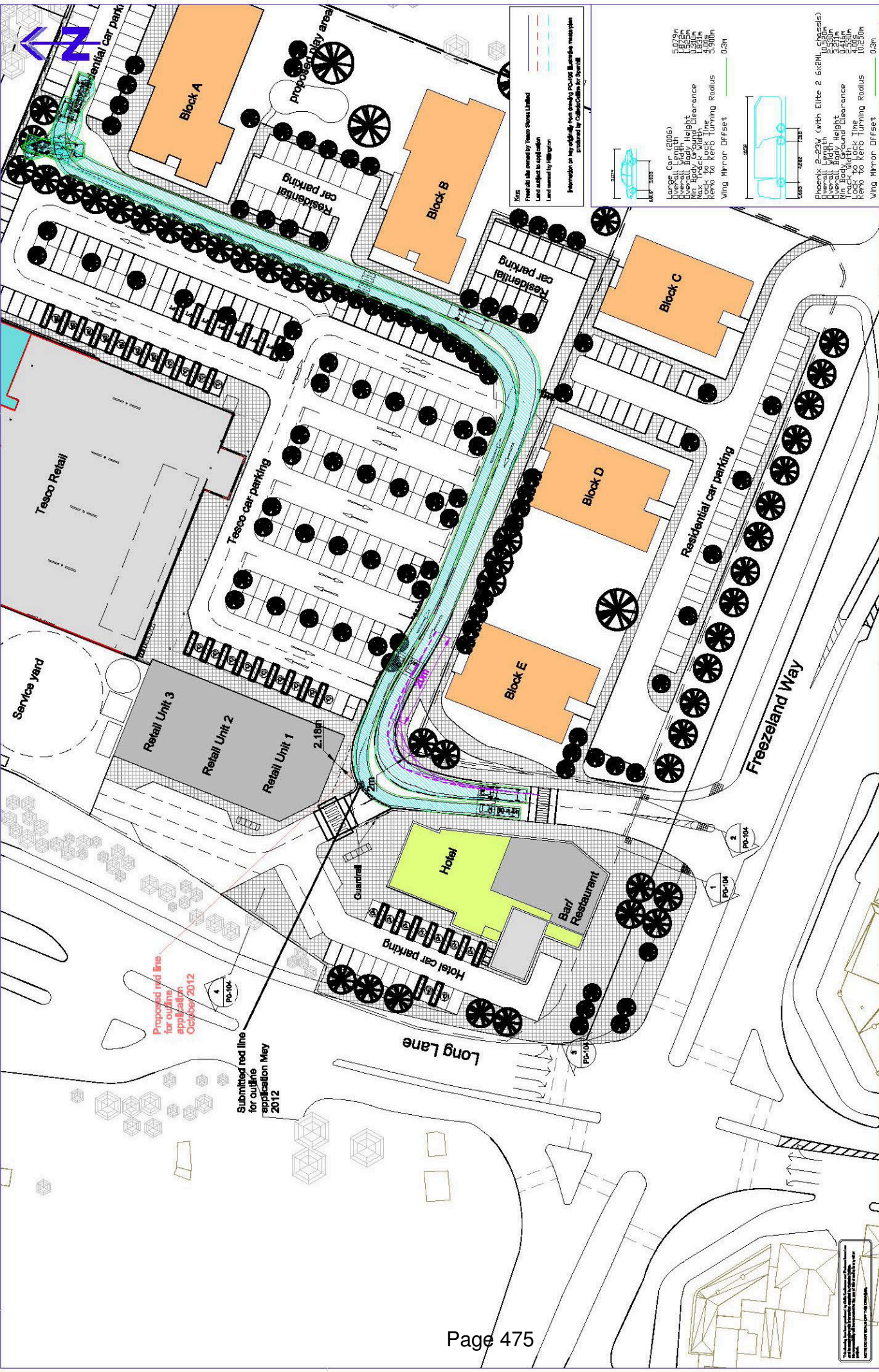
Proposed red line for outline application October 2012

Submitted red line for outline application May 2012

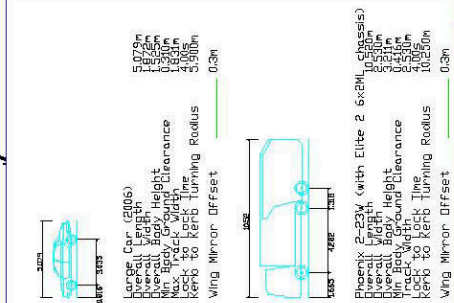
Drawing Title <b>10.5m REFUSE VEHICLE AND LARGE CAR TRACKING</b>	Client <b>SPENHILL REGENERATION LTD</b>	Scale 1:5000/A2	Site layout updated H 12/12	S.N. J.L. S.N. J.O. S.N. D.B.
		Developed by S.N.	Site layout updated F 07/12	S.N. D.B.
Job Title <b>MASTER BREWER</b>	Drawn by D.J.	E 06/12	Site layout updated R 06/12	S.N. D.B.
Job No. <b>17975-01-1</b>	Checked/Approved S.N.	Date JAN '12	Amendment 17975/1TR/008/01	S.N. D.B.
New City Court 20 St Thomas Street SE1 1RS 020 7339 8303 020 7338 6103 www.colman.co.uk	EUCOLIAN	Job No. 17975-01-1	Date JAN '12	S.N. D.B.

10.5m Refuse Vehicle and Large Car Tracking - Master Brewer site, 2008 scheme's, Project33 Graphics3.2 CA017975-1TR-008 Rev 0.0/0



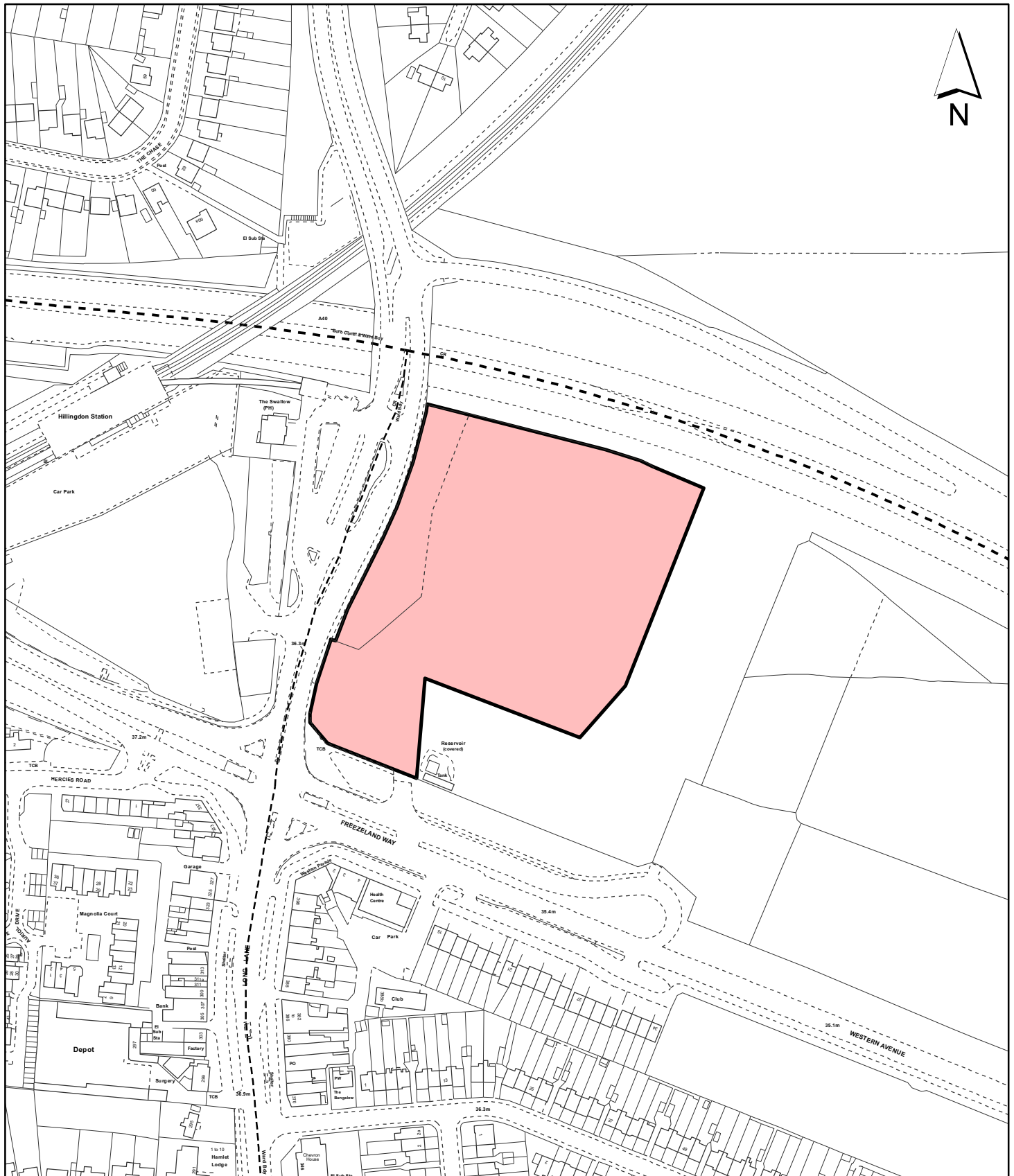


Note:  
 Frezeville site owned by Tesco Stores Limited  
 Land subject to application  
 Land owned by Millington  
 Information on the right side from existing 10.5m refuse vehicle reception produced by Urbanisation for Spire



Drawing Title <b>10.5m REFUSE VEHICLE AND LARGE CAR TRACKING</b>	Client <b>SPENHILL REGENERATION LTD</b>	Scale 1:500/0.2	Date 12/12	Rev <b>H</b>
	Job Title <b>MASTER BREWER</b>	Drawn by D.J.	Date 06/12	Rev <b>H</b>
Job No <b>17975-01-1</b>	Checked/Approved S.N.	Date JAN '12	Date 06/12	Rev <b>H</b>
New City Court 20 St Thomas Street SE1 1RS T 020 7339 8893 F 020 7338 6103 www.spennill.co.uk	EUCOLIAN EUCOLIAN	Job No 17975-01-1	Date 06/12	Rev <b>H</b>

I:\388 Data\CB\_A\17975-01-X\_Tesco - Master Brewer site\_2008 scheme\3 Graphics\3.2 CA\17975-01R-008 Rev H.dwg  
 15/08/2012 10:52:00 AM



<p><b>Notes</b></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 2013 Ordnance Survey 100019283</p>	<p>Site Address</p> <p align="center"><b>Former Master Brewer Site Freezeland Way Hillingdon</b></p>		<p><b>LONDON BOROUGH OF HILLINGDON</b></p> <p><b>Residents Services</b></p> <p>Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p align="center"><b>4266/APP/2012/1544</b></p>	<p>Scale</p> <p align="center"><b>1:2,500</b></p>	
	<p>Planning Committee</p> <p align="center"><b>Major Applications</b></p>	<p>Date</p> <p align="center"><b>September 2013</b></p>	

## **Report of the Head of Planning, Sport and Green Spaces**

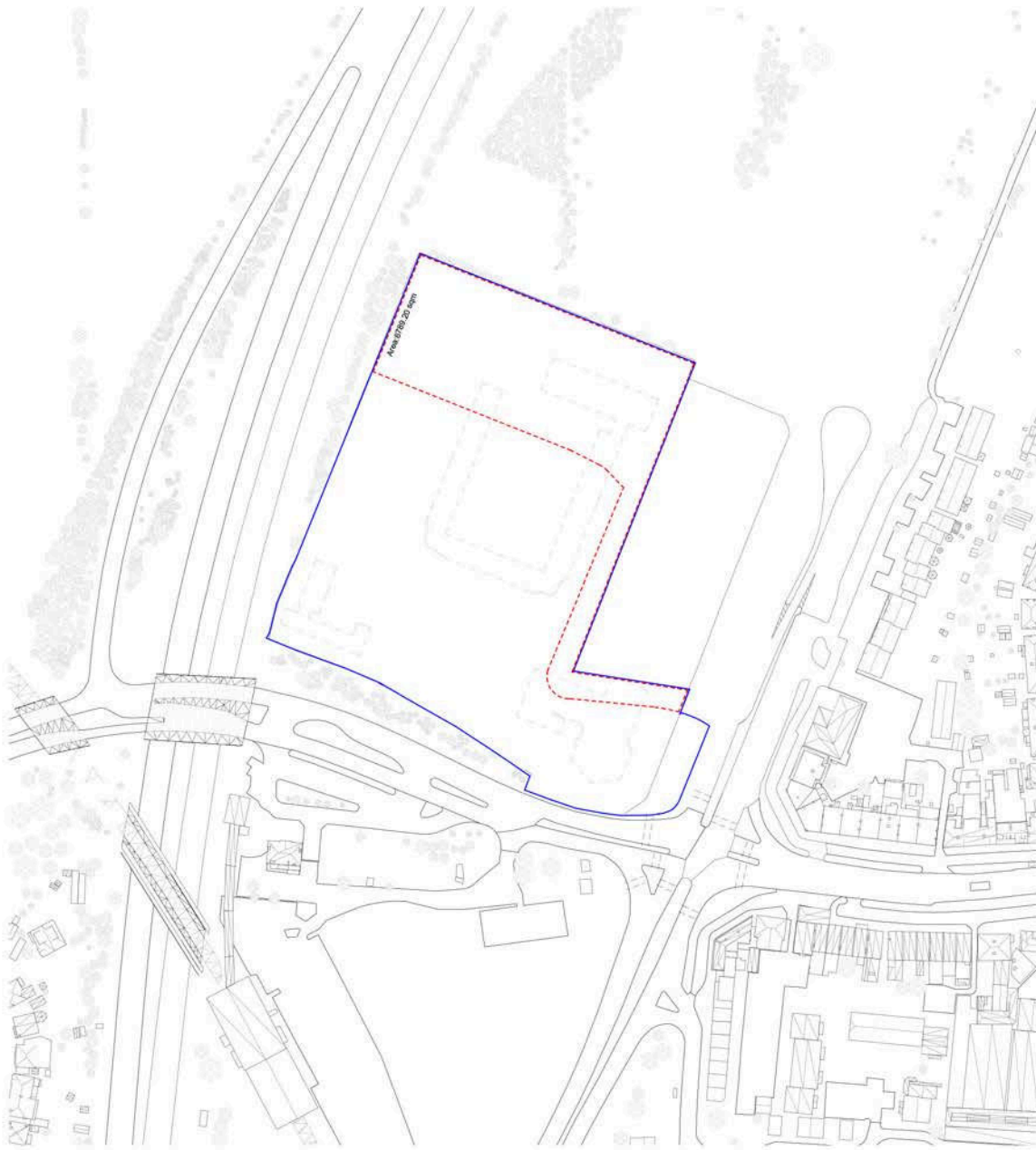
**Address** FORMER MASTER BREWER SITE FREEZELAND WAY HILLINGDON

**Development:** Erection of 5 part 4, part 5 storey blocks to provide 125 residential units (Use Class C3) with 99 car parking spaces and 150 cycle parking spaces and associated highways alterations, together with associated landscaping (outline application).

**LBH Ref Nos:** 4266/APP/2012/1545

**Date Plans Received:** 08/06/2012                      **Date(s) of Amendment(s):**

**Date Application Valid:** 12/06/2012



1 Existing Site Plan  
1:1000



**NOTES**  
 Check all dimensions on site  
 Check all dimensions on site  
 Check all dimensions on site  
 Check all dimensions on site

**KEY**

- Freehold site owned by Tesco Stores Limited
- Land subject to application



Main Contractor

Rev	Issue	By	Date	Auth	Client
A	Issued for approval	PM	11/03/11	PM	
B	Design team meeting	PM	24/03/11	PM	
C	Issued for approval	PM	25/03/11	PM	
D	Issued for approval	PM	25/03/11	PM	
E	Issued for approval	PM	25/03/11	PM	
F	Issued for approval	PM	25/03/11	PM	
G	Application boundary established	MS	27/03/11	MS	
H	Application boundary established	MS	27/03/11	MS	
I	Amendments by Application	MS	28/03/12	MS	
J	Amendments by Application	MS	28/03/12	MS	

**ColladoCollins Architects**  
 1000 17th St, Suite 1000  
 Boulder, CO 80502  
 Phone: 303.440.1000  
 Fax: 303.440.1001  
 Website: www.colladocollins.com

**Project:** Tesco Master Brewer  
 Freezeland Way, Hillingdon  
 The Outline Planning Application  
 Existing Site Plan/ Red-Blue Line

**Project No:** 09032  
**Building Code:** PD-001  
**Revision:** J





1 Blocks A & B\_Ground Floor  
1:200



**NOTES**  
 Check all dimensions on site.  
 Check all dimensions on site.  
 Subject to site conditions.  
 Responsibility shall be the contractor's only.

**Note:**  
 Residential mix is indicative and for illustrative purposes only

Ref	Issue	Proposed	Revised	By	Auth	Client
A	For comments	11.03.11			PM	
B	Design Team Meeting	24.03.11			PM	
C	Check for administrative	28.03.11			PM	
D	Check for administrative	28.03.11			PM	
E	Priority Agreement	28.07.11			PM	
F	Final Agreement	28.07.11			PM	
G	Final Agreement	28.07.11			PM	
H	Final Agreement	28.07.11			PM	



**ColladoCollins Architects**

Project: Master Brewer  
 Freezeland Way, Hillingdon  
 The Blocks A & B\_Ground floor

ColladoCollins Architects  
 London W17 7DS  
 T: 020 7360 1400  
 F: 020 7360 2071  
 www.colladocollins.com

Client: JIC  
 Design: JIC  
 Drawn By: JIC  
 Scale: 1:200  
 Date: 28/07/11

Project No: 09032  
 Building Code: P1-001  
 Revision: H

BLOCK A



1 Block A\_Typical floor  
1 : 200

BLOCK A



2 Block A\_Top Floor  
1 : 200



BLOCK B



3 Block B\_Typical floor  
1 : 200

BLOCK B



4 Block B\_Top Floor  
1 : 200



NOTES

Check each page for the stamp  
Check all dimensions on site  
Subject to site conditions  
Not for construction purposes only

Note:  
Residential mix is indicative and for illustrative purposes only

SPENHILL

Client: Master Brewer  
Freezezealand Way, Hillingdon  
The Blocks A & B\_Typical and Top Floors

ColladoCollins Architects

ColladoCollins Architects  
London W1P 7JZ  
T: 020 7186 1400  
F: 020 7186 2017  
www.colladocollins.com

Drawn By: PM  
Check By: JCT  
Scale: 1:200  
Date: 17/06/20

Project No: 09032  
Building Code: P1-002  
Revision: H

BLOCK E



BLOCK D



BLOCK C



KEY FLAT TYPES

- 1B2P
- 1B2P+WCH
- 2B2P
- 2B4P
- 3B2P

1 Blocks C, D & E\_Typical Floor C D E

1 / 200

BLOCK E



BLOCK D



BLOCK C



2 level D4\_Top Floor C D E

1 / 200



NOTES

- 1. Check all dimensions on site.
- 2. All dimensions are in millimeters.
- 3. All dimensions are to the face of the work.
- 4. All dimensions are to the face of the work.



ColladoCollins Architects

Project: Master Brewer  
FreezeLand Way, Hillingdon  
The Blocks C, D & E\_Typical and top floors

ColladoCollins Architects  
London W9 7JZ, UK  
T: 020 7546 1400  
F: 020 7546 2017  
www.colladocollins.com

Drawn By: PM	Check By: JCT
Scale: 1:200	Sheet No: 04
Project No: 09032	Client: P1-004
Revision:	F





1 Elevation from Freezeiland Way  
1/200

**NOTES**

Check each page for the drawing  
 - Check all dimensions on the  
 - Refer to the specifications  
 - Dimensions are for illustration only.

**Note:**  
 Blocks C, D and E are shown for illustrative purposes only. They are not part of this application



**ColladoCollins Architects**

ColladoCollins Architects  
 1037 1960 1400  
 1037 1960 1400  
 1037 1960 1400  
 1037 1960 1400

**Project:**  
 Master Brewer  
 Freezeiland Way, Hillingdon  
 The Residential Blocks \_ Elevation from  
 Freezeiland Way

**Project No:** 09032  
**Building Code:** P-3-002  
**Revision:** D



1 Elevation from Greenbelt  
1 : 200

**NOTES**

Check back for the design  
Check all dimensions on site  
Subject to final approval  
Illustrations for illustrative purposes only.

**Note:**  
Block C shown for illustrative purposes only. This block is not part of this application.



Main Contractor:

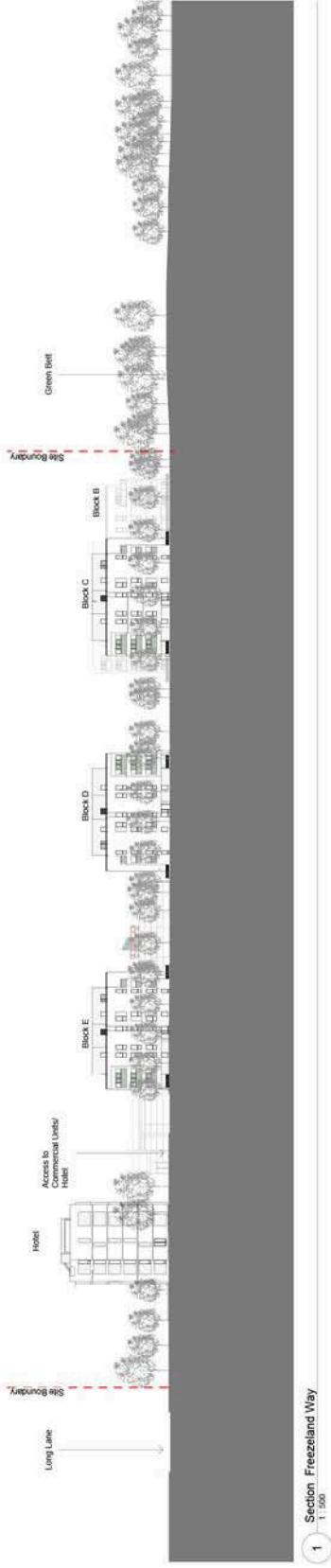
**ColladoCollins Architects**

Project: Master Brewer  
Freezeiland Way, Hillingdon  
The Residential Blocks\_Elevation from  
Greenbelt

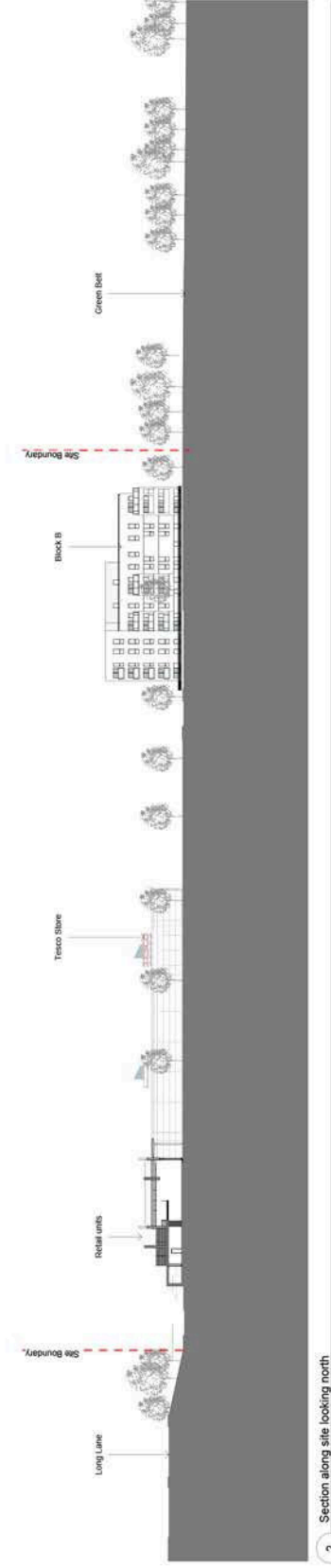
ColladoCollins Architects  
London W9 7PQ, UK  
T: 020 7 1862 1400  
F: 020 7 1862 2073  
www.colladocollins.com

Client: PM  
Design: PM  
Drawn by: JCT  
Scale: 1:200  
Date: 05/06/11

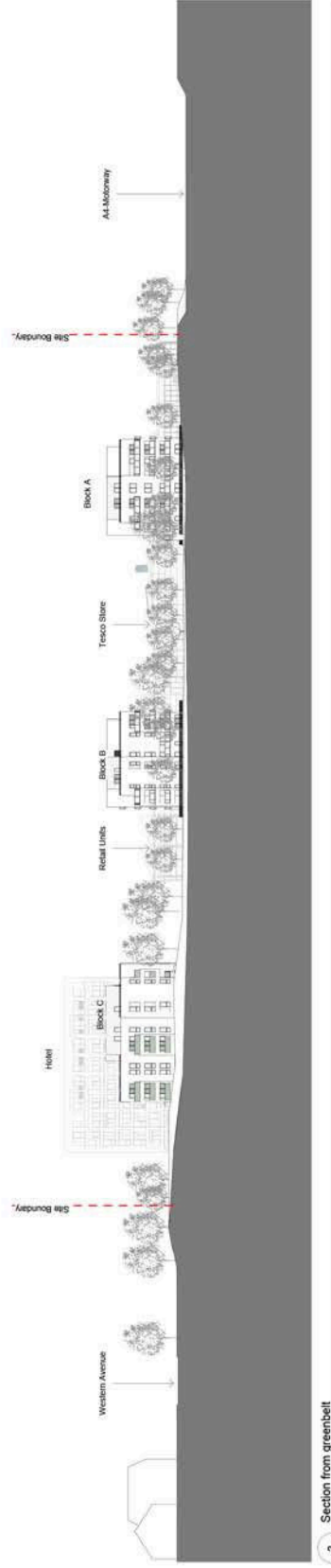
Project No: 09032  
Building Code: P3-001  
Revision: C



1 Section Freezeland Way  
1:500



2 Section along site looking north  
1:500



3 Section from greenbelt  
1:500

**NOTES**

- 1. Check back to the planning
- 2. Check all dimensions on site
- 3. Check all dimensions on site
- 4. Check all dimensions on site
- 5. Check all dimensions on site
- 6. Check all dimensions on site
- 7. Check all dimensions on site
- 8. Check all dimensions on site
- 9. Check all dimensions on site
- 10. Check all dimensions on site

**ColladoCollins Architects**

**SPENHILL**

Client: Tesco Master Brewer  
Freetzeland Way, Hillingdon  
Outline Planning Application  
Illustrative Key Sections

Rev	Issue	Date	By	Auth
A	Issued for comments	11.03.11	PM	PM
B	Design team meeting	24.03.11	PM	PM
C	Design team meeting	23.04.11	PM	PM
D	Revisions/Comments	23.04.11	PM	PM
E	Revisions/Comments	26.07.11	PM	PM
F	Planning Application	26.07.11	PM	PM
G	Amendments to the Application	28.08.12	PM	PM

Client: Tesco Master Brewer  
Freetzeland Way, Hillingdon  
Outline Planning Application  
Illustrative Key Sections

ColladoCollins Architects  
London W1P 7DQ  
London W1P 7DQ  
T: 020 7360 3400  
F: 020 7360 3417  
www.colladocollins.com

Drawn By: JMC  
Checked By: JMC  
Scale: 1:500  
Date: 03/03/11  
Title: Key Sections

Project No: 09032  
Building Code: PD-005  
Revision: G







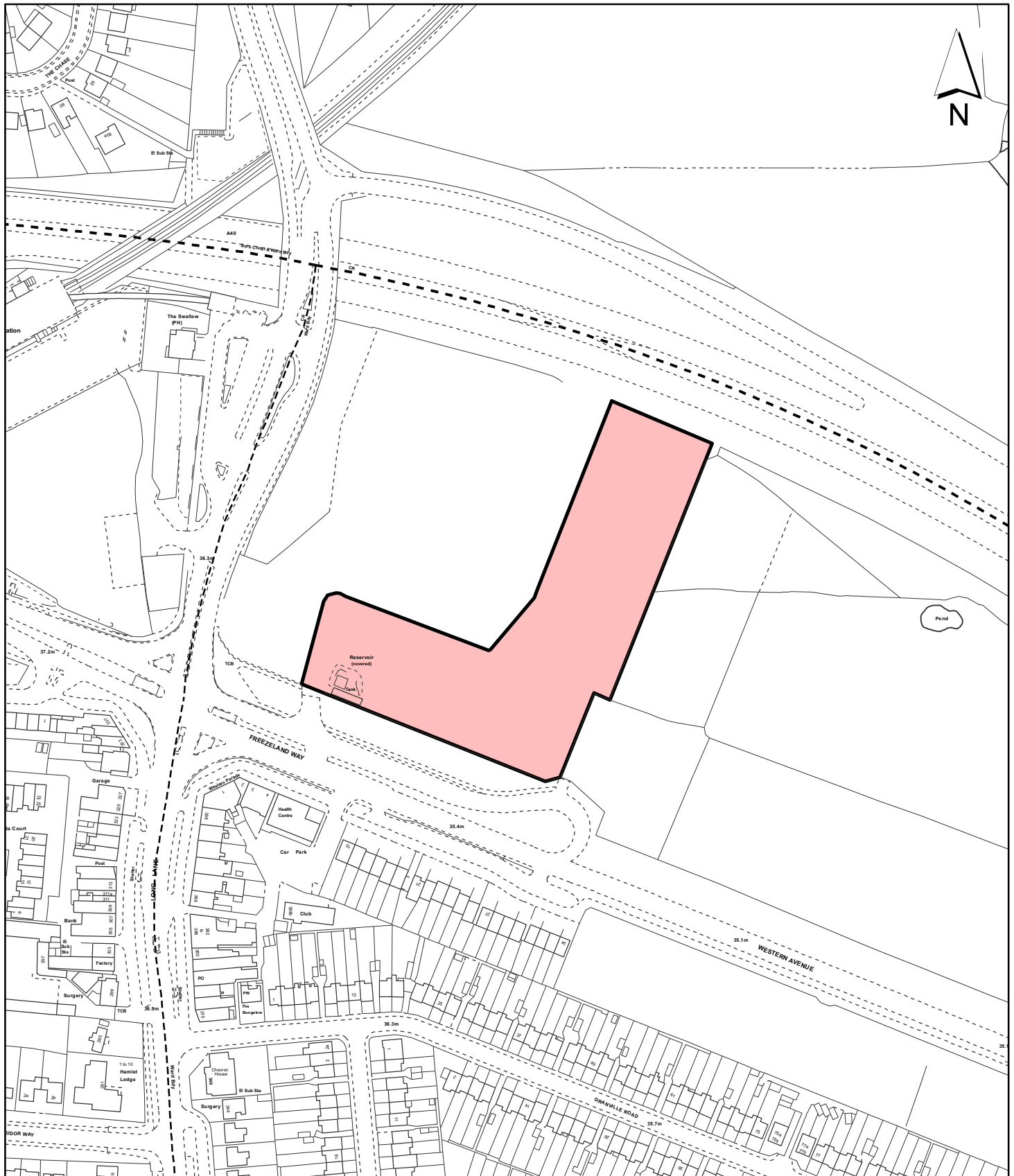












**Notes**

 Site boundary

For identification purposes only.

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Site Address

**Former Master Brewer Site  
Freezeland Way  
Hillingdon**

**LONDON BOROUGH  
OF HILLINGDON  
Residents Services**

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

Planning Application Ref:  
**4266/APP/2012/1545**

Scale  
**1:2,500**

Planning Committee  
**Major Applications**

Date  
**September  
2013**



**HILLINGDON**  
LONDON

## **Report of the Head of Planning, Sport and Green Spaces**

**Address** LAND ADJACENT TO HILLINGDON STATION & SWALLOW INN LONG LAN  
HILLINGDON

**Development:** ADDITIONAL INFORMATION HAS BEEN RECEIVED:

The Council has received an Addendum to the Environmental Statement in relation to this proposal. The Environmental Statement considers cumulative impacts arising from this scheme as well as other near by planning proposals.

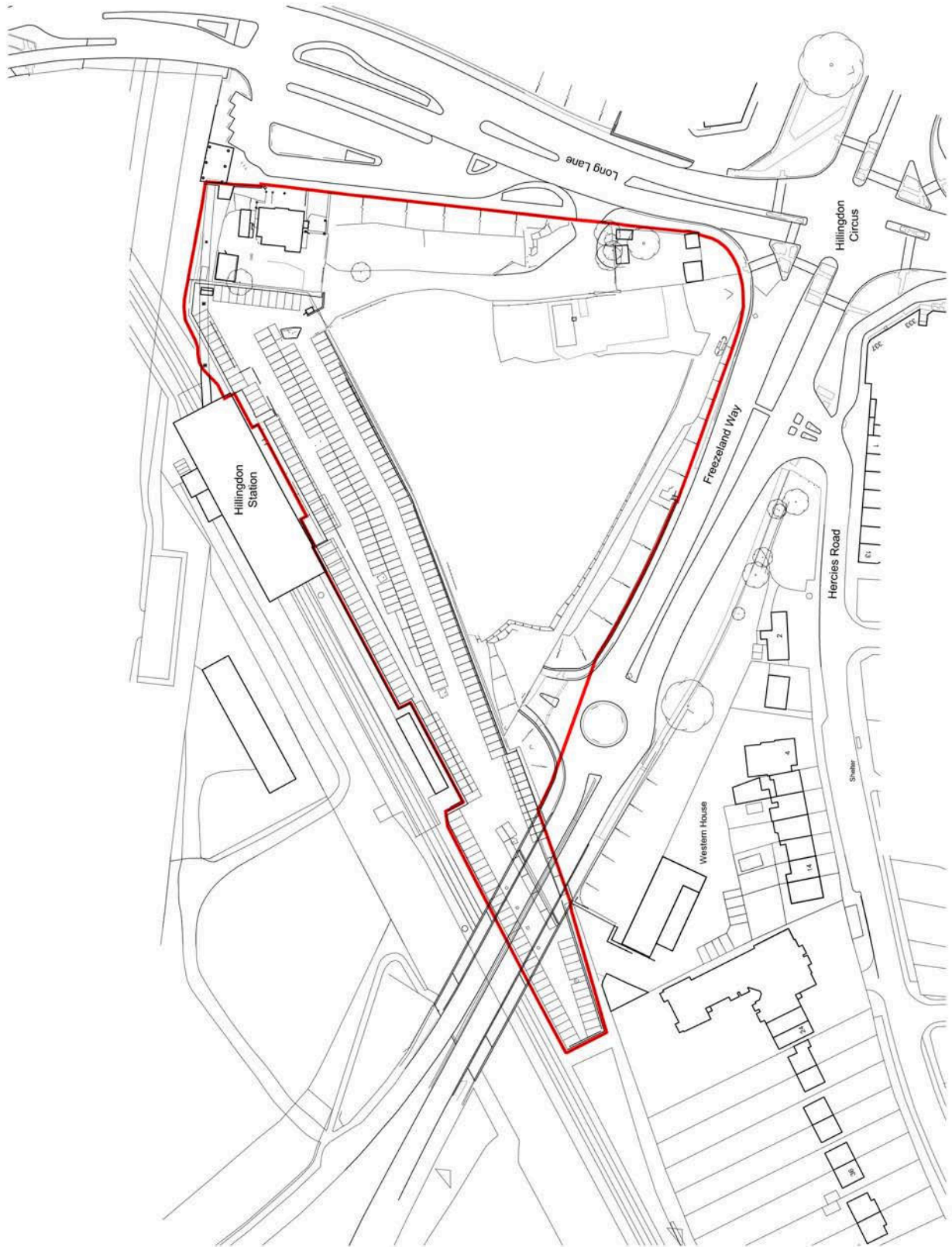
Demolition of the existing public house and timber yard, and the erection of a mixed use redevelopment comprising a foodstore (7829m<sup>2</sup> GEA) (Use Class A1); a 6 storey 82 bed hotel (Use Class C1); a 720m<sup>2</sup> restaurant/public house facility (Use Class A3/A4); and 107 residential units (Use Class C3), together with reconfiguration of the existing commuter car park, and associated landscaping, car/cycle parking and ancillary works. (AMENDED PLANS RECEIVED)

**LBH Ref Nos:** 3049/APP/2012/1352

**Date Plans Received:** 31/05/2012

**Date(s) of Amendment(s):** 12/06/2013

**Date Application Valid:** 27/06/2012



10 5 0 Metres 20 30 40 50  
Scale 1:1250



REV/NOTE	DR	CH	DATE
DRAWING STATUS			
SKETCH		BUILDING REGS	
PRELIMINARY		TENDER	
APPROVAL		CONSTRUCTION	
PLANNING		AS BUILT	

**darnton**egs  
BUILT ENVIRONMENT CONSULTANCY  
LEEDS LONDON BRISTOL WARWICK

London Office: ECH9 0441  
34, Clarendon Road, Leeds LS2 9PL  
T: 0207 689 8434 F: 0207 689 8414 www.darntonegs.com

CLIENT	Optimisation Developments Ltd. / Brude Hall Developments Ltd.
PROJECT	Hillingdon Circus
DRAWING	Site Location Plan
SCALE	1:1250 @ A3
DATE	April 2012
DRAWING NUMBER	8023-PP-100
CHECKED	MB
DRAWN	JS
REVISION	

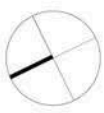
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FOR CONSTRUCTION.  
ALL DIMENSIONS ON THIS DRAWING ARE IN MILLIMETRES UNLESS OTHERWISE STATED.

1 Site Location Plan  
8023-PP-100 1:1250 @ A3

PUBLIC CYCLE SPACES	
Existing Public Cycle Spaces removed	6
Proposed Public Cycle Spaces provided	20

Proposed Hotel Staff Cycle Spaces	
	4



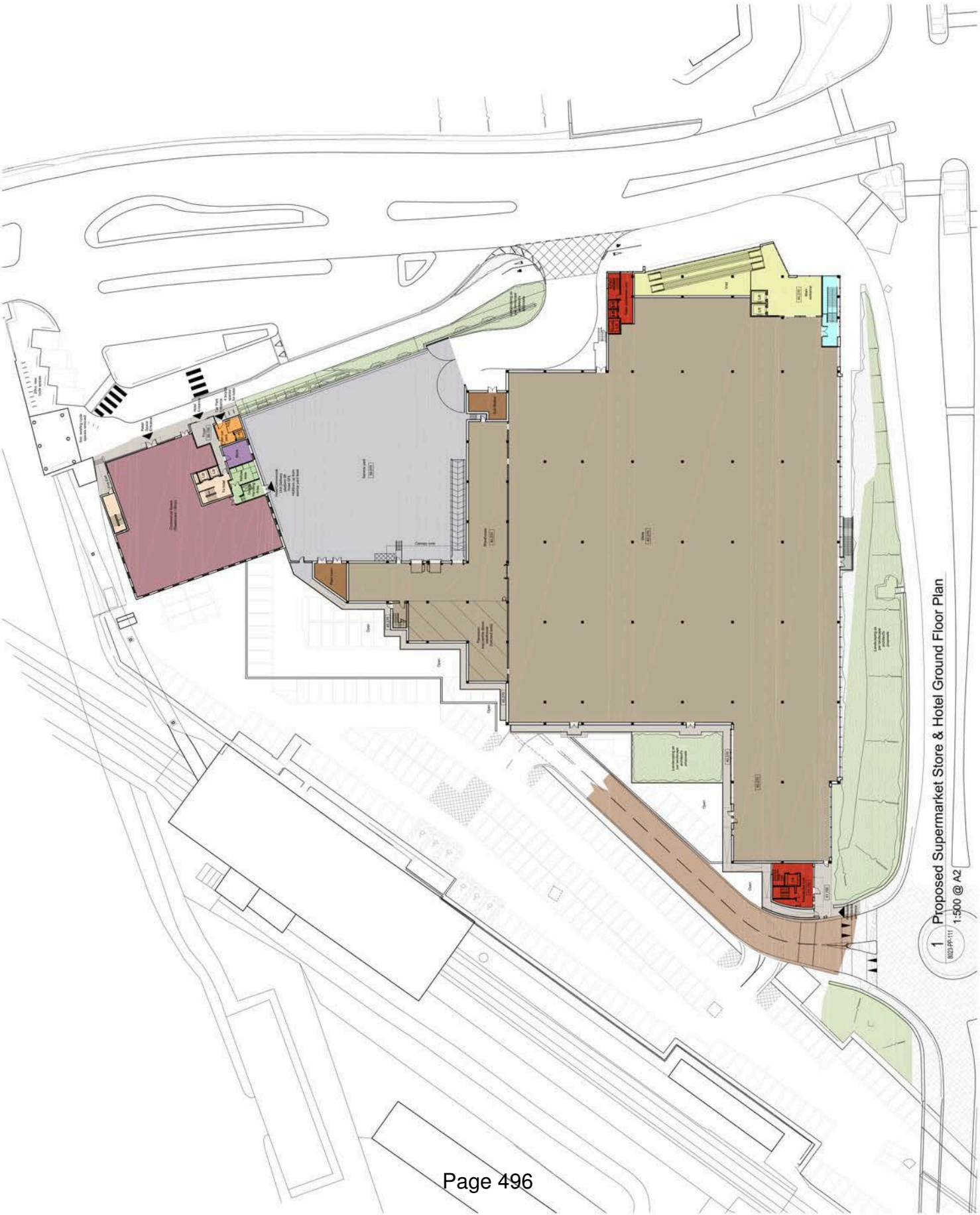
4 2 0 Metres 10 15 20  
Scale 1:500

REV	NOTE	DATE
C	Drawing amended for Planning recommendation as follows: - The private car park, enlarged to 20m x 20m internal car width, also, to be constructed adjacent to the existing car park. The car park will be landscaped with grass and trees. The car park will be landscaped with grass and trees. The car park will be landscaped with grass and trees. - The car park will be landscaped with grass and trees. The car park will be landscaped with grass and trees. The car park will be landscaped with grass and trees. - The car park will be landscaped with grass and trees. The car park will be landscaped with grass and trees. The car park will be landscaped with grass and trees.	11.08.13
B	Drawing revised for Planning recommendation as follows: - The car park will be landscaped with grass and trees. The car park will be landscaped with grass and trees. The car park will be landscaped with grass and trees. - The car park will be landscaped with grass and trees. The car park will be landscaped with grass and trees. The car park will be landscaped with grass and trees.	08.08.13
A	Drawing revised for Planning recommendation as follows: - The car park will be landscaped with grass and trees. The car park will be landscaped with grass and trees. The car park will be landscaped with grass and trees. - The car park will be landscaped with grass and trees. The car park will be landscaped with grass and trees. The car park will be landscaped with grass and trees.	07.02.13

DRAWING STATUS	
SKETCH	BUILDING REGS
PRELIMINARY	TENDER
APPROVAL	CONSTRUCTION
PLANNING	AS BUILT

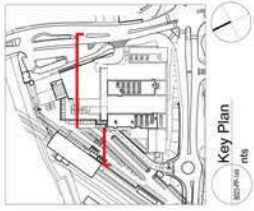
**darnton**egs  
BUILT ENVIRONMENT CONSULTANCY  
LEEDS LONDON BRISTOL WARWICK  
London Office: 0207 889 1414  
T: 0207 889 1414 E: 0207 889 1414 www.darntonegs.com

CLIENT Optimisation Developments Ltd / Bribe Hall Developments Ltd.	
PROJECT Hillingdon Circus	
DRAWING Proposed Supermarket Store & Hotel Ground Floor Plan	
SCALE 1:500 @ A2	
DATE April 2012	CHECKED MB
DRAWN JS	REVISION C
DRAWING NUMBER 8023-PP-111	

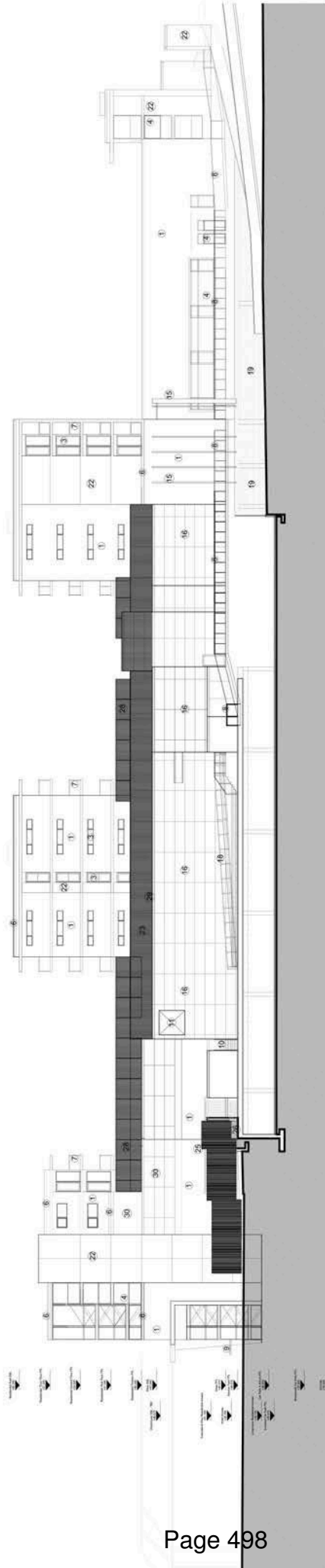


1 Proposed Supermarket Store & Hotel Ground Floor Plan  
8023-PP-111  
1:500 @ A2





Key Plan  
nt8



1 Proposed Main North Elevation  
1:200 @ A1



KEY:

- 1 Render (Light Grey - code: 37207 76 C1)
- 2 Terrazzo rainscreen panels (RAL 7006 Grey/Beige)
- 3 Aluminium cladding (RAL 7006 Grey/Beige)
- 4 Aluminium framed glazing / windows / doors (RAL 7012)
- 5 Aluminium framed glazing / doors RAL 7012 & BS14C29 (For fire rated glass doors)
- 6 Powder coated steel (RAL 7006 Grey/Beige)
- 7 Aluminium cladding / coping (RAL 7006 Grey/Beige)
- 8 Powder coated steel balcony handrail & balustrading (RAL 7042)
- 9 Powder coated steel handrail (RAL 7006 Grey/Beige)
- 10 Powder coated steel staircase with glazed infill (RAL 7031)
- 11 Stainless steel subject to stainless steel specification
- 12 Openings to car park secured with steel mesh panels
- 13 Pedestrian entry / exit to car park secured with steel roller shutter
- 14 opaque solid panel with vertical solar shading fins - powder coated aluminium RAL 6002, RAL 6017, RAL 6021, RAL 6002, RAL 6011, RAL 6013, RAL 6018 and RAL 1000
- 15 Vertical steel fins 820mm height, powder coated in various tones of green: RAL 6004, RAL 6017, RAL 6021, RAL 6013, RAL 6011, RAL 6012, RAL 5018 and RAL 1000
- 16 Composite cladding panels (RAL 1015 Olive)
- 17 Powder coated aluminium rainscreen solid slabs (RAL 7042)
- 18 Warehouse access ramp with powder coating (RAL 7006 Grey/Beige)
- 19 Car park steel fencing and gates
- 20 Warehouse canopy (RAL 7006 Grey/Beige)
- 21 Warehouse canopy aluminium: BS14C39 (Dark Green)
- 22 Backpackers - Light Grey aggregate on surface
- 23 Render - RAL 7006 (Grey/Beige) screen to roof east area - RAL 7047
- 24 Long Lams Landscaped Light Brown, textured finish, with some random light and dark Lams Landscaping
- 25 Long Lams Landscaped Screen Upper Section: Timber fixed to masonry structure wall to terrace joint side
- 26 Long Lams Landscaped Screen Lower Section: raised parking area
- 27 Amenity Area Screen clad in timber
- 28 Amenity Area Screen clad in timber
- 29 Powder coated metal panels (RAL 7047)
- 30 Aluminium handclipping
- 31 Blindscreen cladding panels (RAL 7042)
- 32 ATMs

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

REVISION	DATE	BY	CHKD

**darnton**  
egs  
BUILT ENVIRONMENT CONSULTANCY  
LONDON BRISTOL MANCHESTER

34, Colindale Avenue, London NW9 1NS  
Tel: 020 8854 1234 Fax: 020 8854 1235  
www.darnton.com

Client: **Optimisation Developments Ltd / Birch Hall Developments Ltd**  
Project: **Hingston Circus**

Proposed Main North Elevation  
Scale: 1:200 @ A1  
Date: April 2012  
Drawing No: 8523-PP1-144

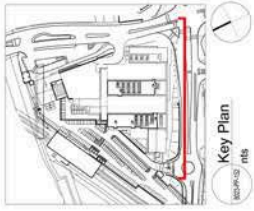
DESIGNED BY	PROJECT	DATE



Optimisation Developments Ltd  
140, Colindale Avenue, London NW9 1NS  
Tel: 020 8854 1234 Fax: 020 8854 1235  
www.optimisation.com







Key Plan  
ntb



1 Proposed Coloured Main South Elevation  
1:200 @ A1



KEY:

- 1 Render Light Grey - code: 37207 (R11)
- 2 Aluminium cladding panels (RAL 7008 Grey/Brown)
- 3 Aluminium clad composite windows / doors (RAL 7012)
- 4 Aluminium framed glazing / glazing panels (for the storey glazing/doors)
- 5 Pressed metal rainscreen (RAL 7031)
- 6 Sliding RAL 6011 aluminium cladding / coping (RAL 7031)
- 7 Powder coated steel balcony, handrails & balustrading (RAL 7042)
- 8 Powder coated steel handrail & balustrading (RAL 7042)
- 9 Powder coated steel canopy with glazed walls (RAL 7031)
- 10 Powder coated steel staircase (RAL 7031)
- 11 Signage Zone - subject to separate application
- 12 Openings to car park secured with steel mesh
- 13 Pedestrian entry / exit to car park secured with steel roller shutter
- 14 opaque cell panel with vertical aluminium cladding panels coated aluminium in varying tones of green: RAL 6024, RAL 6025, RAL 6026, RAL 6027, RAL 6028, RAL 6011, RAL 8013, RAL 5018 and RAL 1020
- 15 Vertical steel fins 1250mm high x 450mm deep - powder coated in varying tones of green: RAL 6021, RAL 6022, and RAL 6011, RAL 6015, RAL 5018 and RAL 1020
- 16 Composite cladding panels (RAL 1015 Clipped)
- 17 Vertical aluminium cladding panels with vertical sliding solar shades (RAL 7042)
- 18 Access steps with powder coated steel handrail & balustrading (RAL 7031)
- 19 Car park steel fencing and bollards
- 20 'Picture Frame' to Freestand Way - powder coated aluminium BS 14237 (Dark Green)
- 21 15mm Brickwork - Light Grey, rough finish, with small rectangular openings
- 22 Render - RAL 7006 grey/brown
- 23 Powder coated aluminium screen to roof plant area - Light Green
- 24 Long Lines Landscaped Screen Finish: Brickwork - Light Green, textured finish, dark grey of discoloration
- 25 Long Lines Landscaped Screen Finish: Brickwork - Light Green, textured finish, dark grey of discoloration
- 26 Timber deck to balcony structure wall to service yard side
- 28 Long Lines Landscaped Screen - New seating and raised planting area
- 27 Anodized Aluminium Anodized Aluminium Screen clad in Anodized Aluminium
- 29 Powder coated metal panels (RAL 7042)
- 30 Aluminium handrailing (RAL 7042)
- 31 A1/A6

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DATE	REVISION	BY	CHKD
15/03/2024	1	NTB	NTB

**darnton egs**  
BUILT ENVIRONMENT CONSULTANCY  
LEEDS LONDON BRISTOL MANCHESTER

34, Cleburne Drive, Leeds LS10 1JL  
Tel: 0113 275 1111 Fax: 0113 275 1112  
www.darnton-egs.com

Optimisation Developments Ltd /  
Brook Hill Developments Ltd  
Hillsborough Road  
Hillsborough, Co. Down  
BT26 1AN

Proposed Coloured Main South Elevation

NO.	DATE	BY	CHKD	REVISION
1	15/03/2024	NTB	NTB	1





- KEY:
- 1 Render (Light Grey - code: T207 / 6 C1)
  - 2 Concrete canopy (RAL 7006 Grey/Brown)
  - 3 Aluminium clad composite windows / doors (RAL 7012)
  - 4 Aluminium framed glazing / doors (RAL 7012) with aluminium cladding (for the open glazing/doors)
  - 5 Pressed metal raincoat cladding (RAL 6011)
  - 6 Aluminium cladding / coating (RAL 7031)
  - 7 Powder coated steel balcony, handrail & balustrading (RAL 7006)
  - 8 Powder coated steel handrail & balustrading (RAL 7042)
  - 9 Powder coated steel canopy with ground rails (RAL 7031)
  - 10 Powder coated steel staircase
  - 11 Signage Zone - subject to separate application
  - 12 Openings to car park, secured with steel grating
  - 13 Pedestrian entry (red) to car park secured with steel roller shutter
  - 14 Onque left panel with vertical aluminium cladding, powder coated aluminium in varying tones of green: RAL 6024, RAL 6011, RAL 6013, RAL 6014, RAL 6015, RAL 6016, RAL 6017, RAL 6018 and RAL 1000
  - 15 Vertical steel fins 8250mm high x 450mm deep - powder coated in varying tones of green: RAL 6024, RAL 6011, RAL 6013, RAL 6022 and RAL 6027
  - 16 Composite cladding panels (RAL 7006)
  - 17 Powder coated aluminium vertical sliding solar shades (RAL 7042)
  - 18 Vertical access ramp with powder coated steel handrail & balustrading (RAL 7031)
  - 19 Car park steel fencing and gate
  - 20 Picture Frame to Freeze/land Way - powder coated aluminium: BS1478 (Dark Green)
  - 21 Paint: Brickwork - Light Grey, rough finish, with small rough areas
  - 22 Render - RAL 7006 (grey/brown)
  - 23 Powder coated aluminium screen to roof plant area - aluminium cladding (RAL 7042)
  - 24 Long Lane Landscaped Screen (RAL 7042)
  - 25 Screen (RAL 7042) with aluminium handrail and dark areas of discoloration
  - 26 Long Lane Landscaped structural wall to service yard
  - 27 Long Lane Landscaped Screen - New seating and raised planting area
  - 28 Amenity Area Screen clad in aluminium cladding (RAL 7042)
  - 29 Powder coated metal panels (RAL 7042)
  - 30 Aluminium handclipping
  - 31 Raincoat cladding panels (RAL 7042)
  - 32 ATM

1 South Elevation Detail  
RIBA/2017 1:50 @ A1

2 South Elevation Detail  
RIBA/2017 1:50 @ A1



NO.	REVISION	DATE	BY	CHKD
1	Issue for approval	15/03/2017	MB	JS
2	Issue for approval	15/03/2017	MB	JS
3	Issue for approval	15/03/2017	MB	JS
4	Issue for approval	15/03/2017	MB	JS
5	Issue for approval	15/03/2017	MB	JS
6	Issue for approval	15/03/2017	MB	JS
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30	Issue for approval	15/03/2017	MB	JS
31	Issue for approval	15/03/2017	MB	JS
32	Issue for approval	15/03/2017	MB	JS

**darnton**  
egs  
BUILT ENVIRONMENT CONSULTANCY  
LEEDS LONDON BRISTOL WARWICK

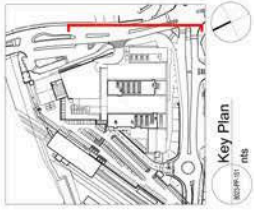
CLIENT	Optimisation Developments Ltd / Bribe Hill Developments Ltd
PROJECT	Hilgates Circus
DATE	15/03/2017
DRAWN	MB
CHECKED	JS
SCALE	1:50 @ A1
PROJECT NUMBER	8003-PP-181
REVISION	0

Proposed South Elevation Details

RIBA 1:50 @ A1

DATE: April 2012  
DRAWN: MB  
CHECKED: JS  
SCALE: 1:50 @ A1  
PROJECT NUMBER: 8003-PP-181  
REVISION: 0

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Key Plan  
1:2500 @ A1



1 Proposed Coloured Main East Elevation

1:200 @ A1

KEY:

- 1) Render (Light Grey - code: 37207 70 C1)
- 2) Terracotta rainscreen panels (RAL 7006 Grey/Beige)
- 3) Aluminium clad windows (RAL 7032)
- 4) Aluminium framed glazing / doors RAL 7012 & BS14C39 (for the above glazing/doors) rainscreen
- 5) Aluminium handrail / coping (RAL 7031)
- 6) Aluminium handrail / coping, handrail & balustrading (RAL 7042)
- 7) Powder coated steel handrail & balustrading (RAL 7042)
- 8) Powder coated steel handrail & balustrading (RAL 7042)
- 9) Powder coated steel handrail with glass infill (RAL 7031)
- 10) Powder coated steel staircase (RAL 7031)
- 11) Signage Zone - subject to planning approval
- 12) Cladding to car park secured with steel mesh panels
- 13) Pedestrian entry / exit to car park secured with steel roller
- 14) Cheque roll panel with vertical solar shading fins - powder coated aluminium in varying shades (RAL 6017, RAL 6021, RAL 6002, RAL 6011, RAL 6013, RAL 5016 and RAL 1020)
- 15) Vertical steel fins 625mm high x 40mm deep - powder coated aluminium in varying shades (RAL 6002 and RAL 6017)
- 16) Composite cladding panels (RAL 1015 Off/iv)
- 17) Powder coated aluminium rainscreen panels (RAL 7042)
- 18) Warehouse access ramp with powder coated steel handrail & balustrading (RAL 7042)
- 19) Car park steel fencing and gates
- 20) Picture Frame to Faceted aluminium: BS14C39 (Dark Green)
- 21) High Gloss, Light Grey, matt finish, with an aggregate on surface
- 22) Render - RAL 7006 (Grey/Beige)
- 23) Powder coated aluminium rainscreen panels (RAL 7047)
- 24) Long Lines Landscaped Edge - Long Lines Landscaped Edge with some random light and dark areas of discoloration. Light brown, handrail finish, with some random light and dark areas of discoloration. Screen Upper Section.
- 25) Timber fixed to masonry structure wall to service yard side.
- 26) Long Lines Landscaped Screen - New seating and screen (RAL 7042)
- 27) Anarchy Area Screen clad in timber
- 28) Anarchy Area Screen clad in aluminium hand/looping (RAL 7047)
- 29) Aluminium hand/looping (RAL 7042)
- 30) Aluminium hand/looping (RAL 7042)
- 31) ATMs

NO.	REVISION	DATE	BY	CHKD BY
1	ISSUED FOR PERMIT	15/03/2017	MB	MB
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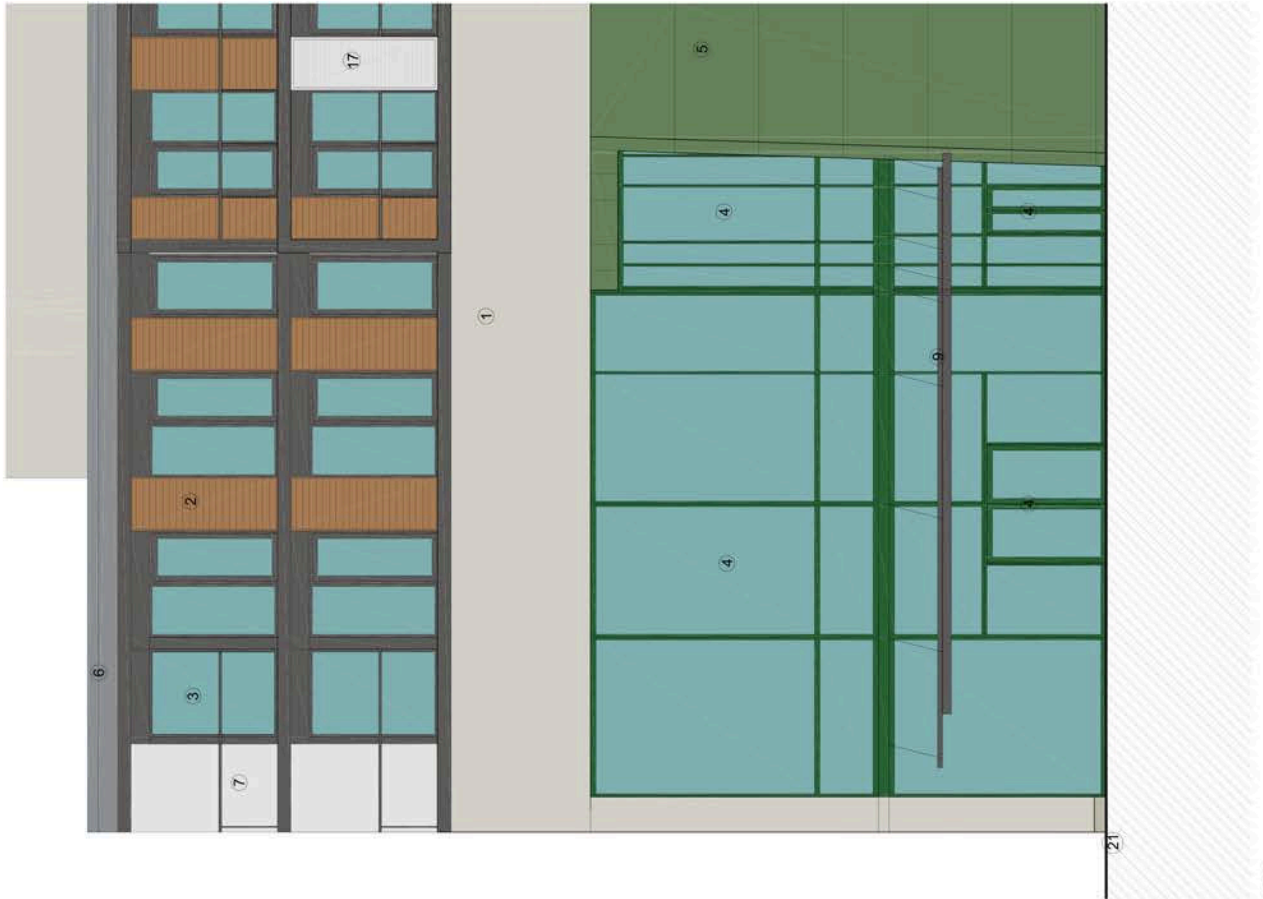
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Hilgerton Circus

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31	REVISION			





1 East Elevation Detail  
1:50 @ A1



Key Elevation  
1:50 @ A1

- KEY:**
- 1) Render Light Grey - color 37207 70 C1
  - 2) Terracotta rainscreen panels (RAL 7008 Grey/Brown)
  - 3) Aluminium clad panels (RAL 7012)
  - 4) Aluminium framed glazing / doors RAL 7012 & BS14C39 (for the slanted glazing/doors)
  - 5) Powder coated aluminium cladding RAL 8011 (RAL 7031)
  - 6) Aluminium handrail / coping (RAL 7042)
  - 7) Powder coated steel balcony handrail & balustrading (RAL 7042)
  - 8) Powder coated steel handrail & balustrading (RAL 7042) with powder paint (RAL 7031)
  - 9) Powder coated steel staircase (RAL 7031)
  - 10) Signage Zone - subject to park secured with steel mesh panels
  - 11) Pedestrian entry / exit to car park secured with steel color
  - 12) Change to car park secured with steel mesh panels
  - 13) Pedestrian entry / exit to car park secured with steel color
  - 14) Change side panel with vertical solar shading fins - powder coated aluminium in varying colors RAL 8017, RAL 8021, RAL 8002, RAL 8011, RAL 8013, RAL 5018 and RAL 1020
  - 15) Vertical steel fins 8250mm high x 40mm deep - powder green: RAL 6024, RAL 6017, RAL 6021, RAL 6011, RAL 5018 and RAL 1020
  - 16) Composite cladding panels (RAL 1015 Cliffr7)
  - 17) Powder coated aluminium window shading solar shades (RAL 7042)
  - 18) Warehouse access ramp with powder coated steel handrail & balustrading (RAL 7042)
  - 19) Car park steel fencing and gates
  - 20) Picture Frame to Frazzeland Green
  - 21) Finish Brickwork - Light Grey aggregate on surface
  - 22) Render - RAL 7006 (Grey/Brown)
  - 23) Powder coated aluminium handrail / coping paint (RAL 7042)
  - 24) Long Lines Landscaped Green - Light Brown, backed finish, with some random light and dark areas of discoloration
  - 25) Timber floor to masonry structure wall to service yard side
  - 26) Long Lines Landscaped Screen - New seating and Amenity Area Screen clad in timber (RAL 7047)
  - 27) Amenity Area Screen clad in timber (RAL 7047)
  - 28) Amenity Area Screen clad in timber (RAL 7042)
  - 29) Aluminium handrail/coping (RAL 7042)
  - 30) Cladding panels (RAL 7042)
  - 31) ATMs

1:50 @ A1  
Scale 1:50

DATE	BY	REVISION

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CLIENT  
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Bliss Hall Developments Ltd  
Hingston Circus

PROJECT  
Proposed East Elevation Detail

SCALE  
1:50 @ A1

DATE  
April 2012

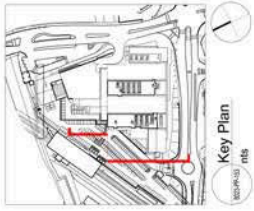
DESIGNER  
JCB

PROJECT  
JCB

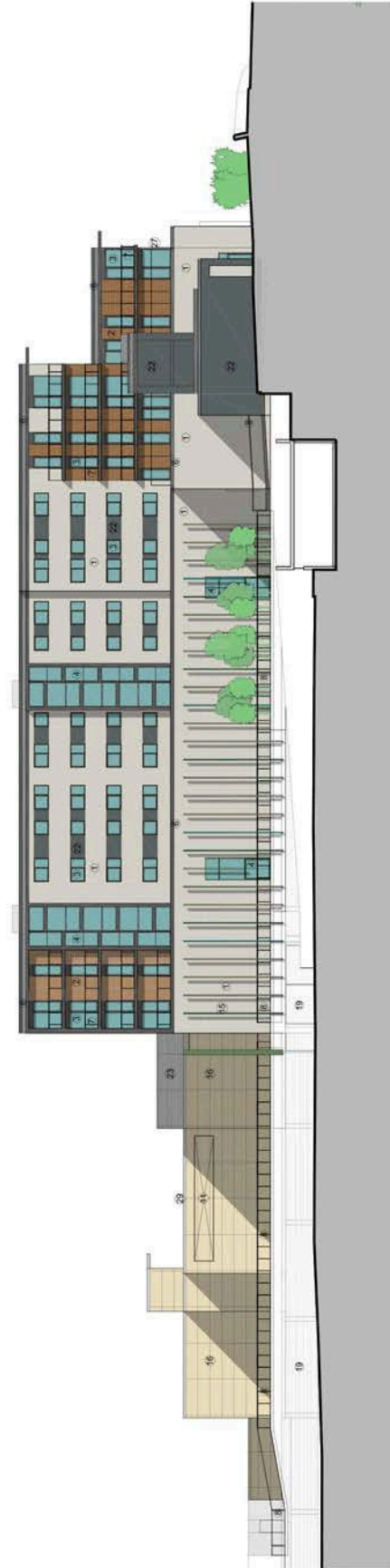
SCALE  
1:50 @ A1







Key Plan  
1:2500 @ A1



1 Proposed Coloured Main West Elevation  
1:200 @ A1

- KEY:**
- 1 Render (Light Grey - code: 37207 70 C1)
  - 2 Terracotta rainscreen panels (RAL 7008 Grey/Brown)
  - 3 Aluminium clad (RAL 7002)
  - 4 Aluminium framed glazing / doors RAL 7012 & BS14C39 (for fire screens glazing) aluminium cladding RAL 6011 (RAL 7031)
  - 5 Aluminium handrail / coping (RAL 7031)
  - 6 Powder coated steel balcony handrail & balustrading (RAL 7042)
  - 7 Powder coated steel handrail & balustrading (RAL 7042)
  - 8 Powder coated steel handrail with glass infill (RAL 7031)
  - 9 Powder coated steel staircase (RAL 7031)
  - 10 Signage Zone - subject to planning approval. Changing to car park secured with steel mesh panels
  - 11 Pedestrian entry / exit to car park secured with steel color
  - 12 Composite cladding panels (RAL 1015 Offrey)
  - 13 Powder coated aluminium rainscreen (RAL 7042)
  - 14 Warehouse access ramp with powder coated steel handrail & gates
  - 15 Picture Frame to Faceland aluminium (BS14C39) (Dark Green)
  - 16 High Back - Light Grey aggregate on surface
  - 17 Render - RAL 7006 (Grey/Brown) RAL 7047
  - 18 Long Lams Landscaped timber (RAL 7047)
  - 19 Long Lams Landscaped timber with some random light and dark areas of discoloration. Screen Upper Section: Timber head to masonry structure wall to service yard side.
  - 20 Long Lams Landscaped Screen - New seating and timber
  - 21 Anarchy Area Screen clad in timber
  - 22 Anarchy Area Screen clad in timber
  - 23 Aluminium handrail coping (RAL 7042)
  - 24 Vertical steel fins 8250mm high x 40mm deep - powder green: RAL 6024, RAL 6017, RAL 6002 and RAL 5018 and RAL 1020

- 25 Composite cladding panels (RAL 1015 Offrey)
- 26 Powder coated aluminium rainscreen (RAL 7042)
- 27 Warehouse access ramp with powder coated steel handrail & gates
- 28 Picture Frame to Faceland aluminium (BS14C39) (Dark Green)
- 29 High Back - Light Grey aggregate on surface
- 30 Render - RAL 7006 (Grey/Brown) RAL 7047
- 31 Long Lams Landscaped timber (RAL 7047)
- 32 Long Lams Landscaped timber with some random light and dark areas of discoloration. Screen Upper Section: Timber head to masonry structure wall to service yard side.
- 33 Long Lams Landscaped Screen - New seating and timber
- 34 Anarchy Area Screen clad in timber
- 35 Anarchy Area Screen clad in timber
- 36 Aluminium handrail coping (RAL 7042)
- 37 Vertical steel fins 8250mm high x 40mm deep - powder green: RAL 6024, RAL 6017, RAL 6002 and RAL 5018 and RAL 1020



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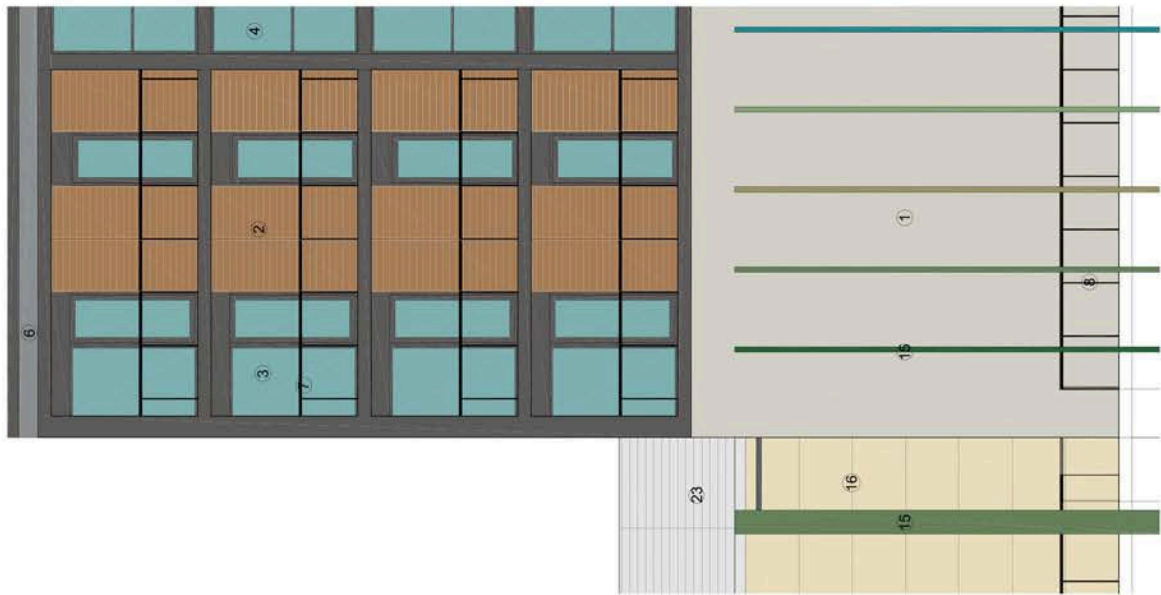
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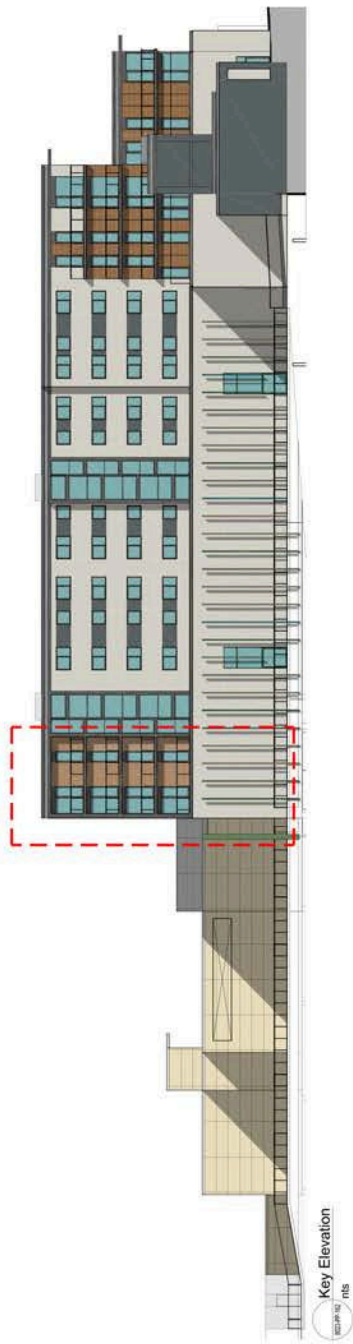
Optimisation Developments Ltd /  
Brite Hall Developments Ltd  
Hilgerton Circus  
Proposed Coloured Main West Elevation

DATE: 1.10.20 @ A1  
DRAWN: JG  
CHECKED: JG  
DATE: 10.04.2012  
PROJECT: 8003-P1-153  
JOB: 0

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1 West Elevation Detail  
Scale: 1:50 @ A1



Key Elevation  
Scale: 1:50

KEY:

- 1 Render Light Grey - color 3202 (70 C1)
- 2 Terracotta rainscreen panels (RAL 7005 Grey/Brown)
- 3 Aluminium clad composite door (RAL 7017)
- 4 Aluminium framed glazing / doors RAL 7012 & BS14C29 (for the above glazing) aluminium clad screen cladding RAL 6011
- 5 Aluminium handrail / coping (RAL 7031)
- 6 Aluminium handrail / coping (RAL 7031)
- 7 Powder coated steel balcony handrail & balustrading (RAL 7042)
- 8 Powder coated steel handrail & balustrading (RAL 7042)
- 9 Powder coated steel handrail & balustrading (RAL 7031)
- 10 Powder coated steel staircase (RAL 7031)
- 11 Signage Zone - subject to design approval (RAL 7031)
- 12 Changing car park secured with steel mesh panels
- 13 Pedestrian entry / exit to car park secured with steel roller
- 14 Concrete wall panel with vertical solar shading fins - powder coated aluminium in varying colors: RAL 6012, RAL 6021, RAL 6002, RAL 6011, RAL 6013, RAL 5018 and RAL 1000
- 15 Vertical steel fins 8250mm high x 450mm deep - powder green: RAL 6024, RAL 6017, RAL 6021, RAL 6002 and RAL 6013 (RAL 6017, RAL 5018 and RAL 1000)
- 16 Composite cladding panels (RAL 1015 Offrey)
- 17 Powder coated aluminium vertical sliding solar shades (RAL 7005 Grey/Brown)
- 18 Warehouse access ramp with powder coated steel handrail & cladding (RAL 7031)
- 19 Car park lighting and signs
- 20 'Picture Frame' to Freestland (RAL 7031)
- 21 Paint: Brickwork - Light Grey, aluminium: BS14C29 (Dark Green)
- 22 Render - RAL 7006 (grey/brown) aggregate on surface
- 23 Powder coated aluminium (RAL 7047)
- 24 Long Lines Landscaped (Long Lines Landscaping) Light Green background finish with some random light and dark areas of discoloration. Long Lines Landscaping Screen Upper Section: Timber head to masonry structure wall to service yard
- 25 Long Lines Landscaped Screen - New seating and Assembly Area Screen clad in timber
- 26 Assembly Area Screen clad in timber
- 27 Aluminium handrail panels (RAL 7047)
- 28 Aluminium handrail coping (RAL 7042)
- 29 Aluminium handrail coping (RAL 7042)
- 30 Aluminium cladding panels (RAL 7042)
- 31 ATMs

0 1.25 2.5 Metres 1:50  
Scale: 1:50

NO.	REVISION	DATE	BY	CHECKED	SCALE
1	ISSUED FOR TENDER	15/04/2023	MB	JG	1:50 @ A1

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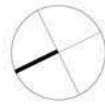
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Drawings intended for Planning application as follows: (A) (07/02/13)  
 - Windows sizes and locations modified

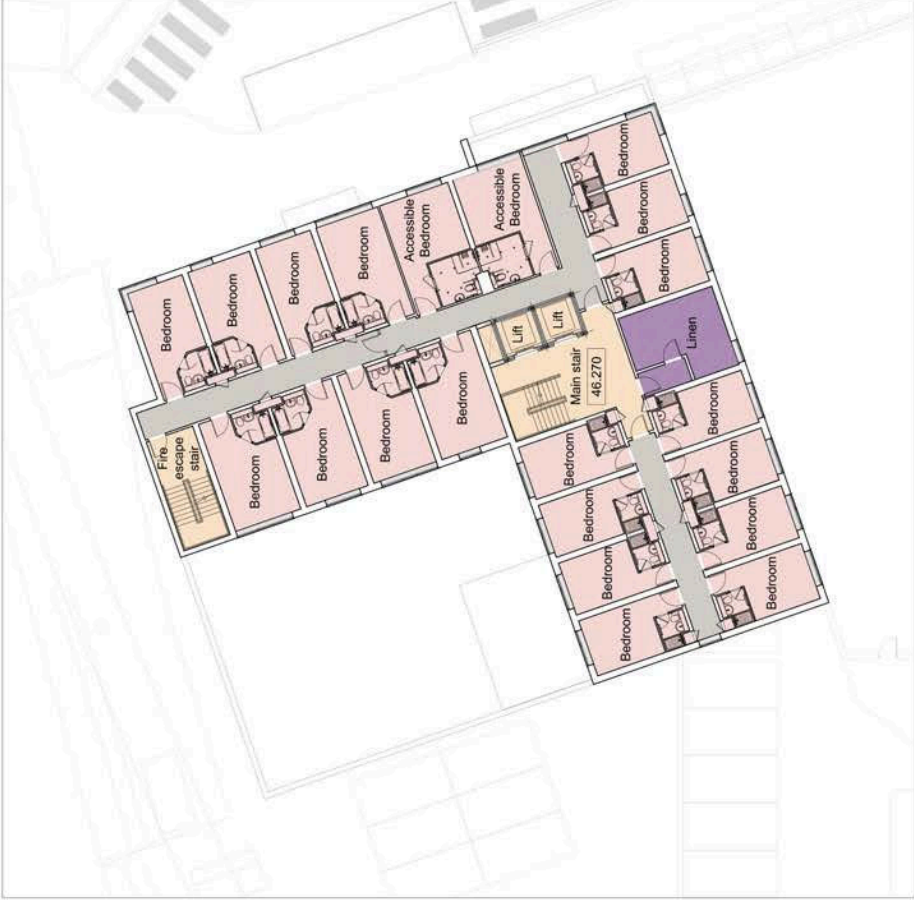
REV/NOTE	DATE	BY	CHK

DRAWING STATUS	BUILDING REGS	TENDER	CONSTRUCTION	AS BUILT
SKETCH				
PRELIMINARY				
APPROVAL				
PLANNING				

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<b>CLIENT</b>	Optimisation Developments Ltd / Brisle Hall Developments Ltd.
<b>PROJECT</b>	Hillingdon Circus Proposed Hotel First & Second Floor Plans
<b>DRAWING</b>	Proposed Hotel First & Second Floor Plans
<b>SCALE</b>	1:200 @ A2
<b>DATE</b>	April 2012
<b>DRAWN</b>	JS
<b>CHECKED</b>	MB
<b>DRAWING NUMBER</b>	8023-PP-112
<b>REVISION</b>	A

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**2 Proposed Hotel Second Floor Plan**  
 8023-PP-112 1:200 @ A2



**1 Proposed Hotel First Floor Plan**  
 8023-PP-112 1:200 @ A2

KEY



Extent of bowers (brown) roof

NOTE

Layout of bowers roofs, plant, solar thermal and photovoltaic panels are indicative only.



D. Drawings issued for Planning submission as follows: MB DS 08/08/13  
 - Addition of raised table at service yard entrance

C. Road works on Block C shown. MB DS 14/05/13

B. Drawing revised for Planning submission as follows: MB DS 28/02/13  
 - Addition of solar thermal panels to roof of Block C  
 - Addition of solar thermal panels to roof of Block C

A. Drawing revised for Planning submission as follows: MB DS 07/02/13  
 - Block C modified. The wings of site along the road frontage of Block one reconfigured as a single rectangular shape.

REV/NOTE

NO	DATE	BY	CHK	DATE

DRAWING STATUS

SKETCH	BUILDING REGS
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APPROVAL	CONSTRUCTION
PLANNING	AS BUILT

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CLIENT  
 Optimisation Developments Ltd /  
 Brice Hall Developments Ltd.

PROJECT  
 Hillington Circus

DRAWING  
 Proposed Residential & Hotel Roof Plan

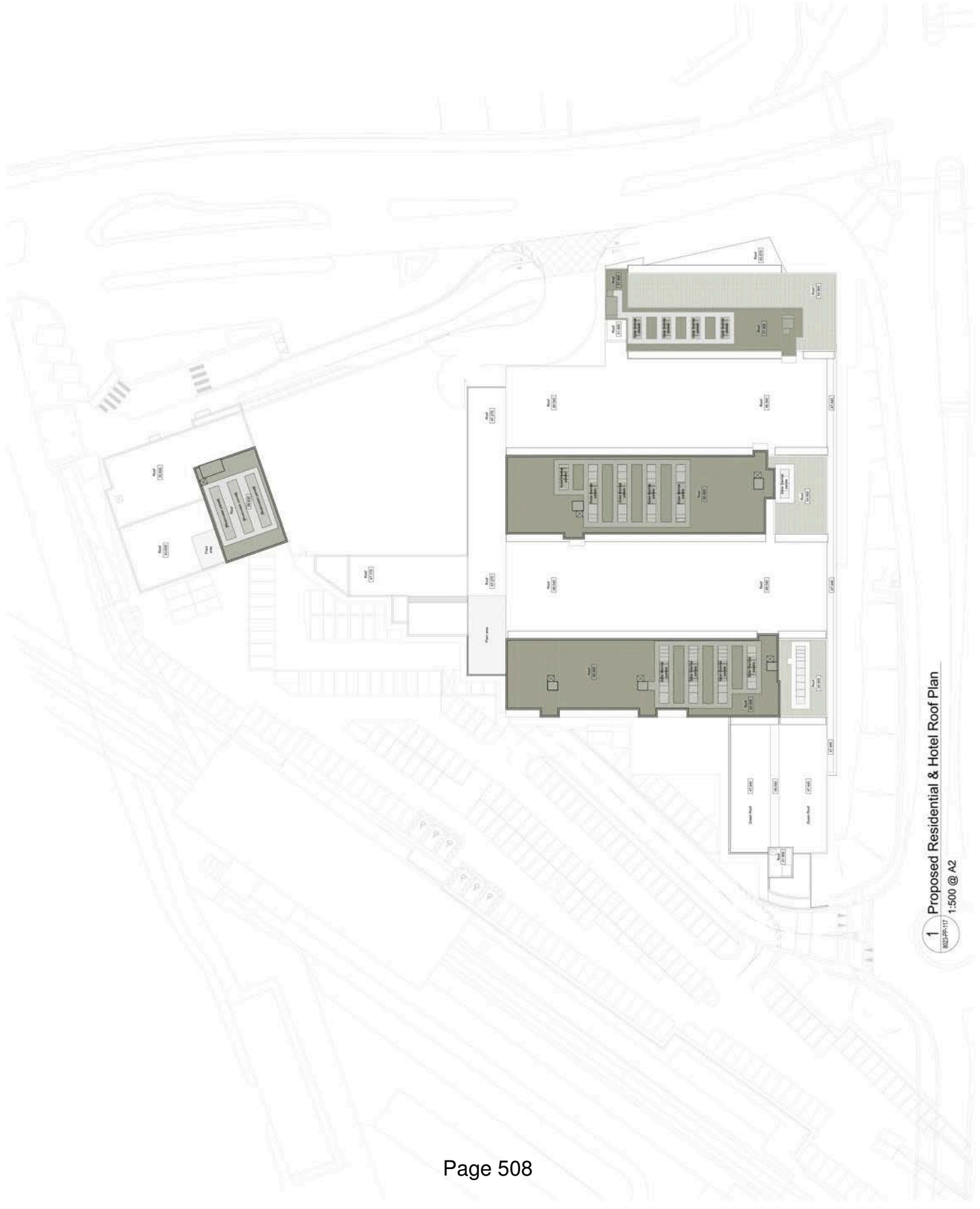
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DATE	DRAWN	CHECKED
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DRAWING NUMBER  
 8023-PP-117

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1 Proposed Residential & Hotel Roof Plan  
 8023-PP-117 1:500 @ A2

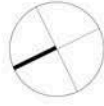
**Key**



Wheelchair  
Accessible Housing  
Units outlined in red



Affordable Housing  
Units identified by  
yellow 'dot' in flat



REV	NOTE	DATE
C	Drawing revised for Planning submission as follows: 1. Removal of wheelchair accessible units from the site. 2. Removal of wheelchair accessible units from the site. 3. Removal of wheelchair accessible units from the site.	08.08.13
B	Drawing revised for Planning submission as follows: 1. Removal of wheelchair accessible units from the site. 2. Removal of wheelchair accessible units from the site. 3. Removal of wheelchair accessible units from the site.	28.02.13
A	Drawing revised for Planning submission as follows: 1. Removal of wheelchair accessible units from the site. 2. Removal of wheelchair accessible units from the site. 3. Removal of wheelchair accessible units from the site.	07.02.13

DRAWING STATUS	DATE
SKETCH	BUILDING REGS
PRELIMINARY	TENDER
APPROVAL	CONSTRUCTION
PLANNING	AS BUILT

**darnton**  
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BUILT ENVIRONMENT CONSULTANCY  
LEEDS LONDON BRISTOL WARWICK

CLIENT  
Optimisation Developments Ltd /  
Bride Hall Developments Ltd.  
PROJECT  
Hillingdon Circus  
DRAWING  
Proposed Residential First Floor &  
Hotel Fourth Floor Plan  
SCALE  
1:500 @ A2

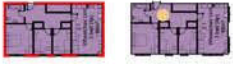
DATE	DRAWN	CHECKED
April 2012	JS	MB
DRAWING NUMBER	8023-PP-114	
SCALE	1:500 @ A2	

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**1** Proposed Residential First Floor & Hotel Fourth Floor Plan  
8023PP114  
1:500 @ A2

**Key**



Wheelchair Accessible Housing Units outlined in red

Affordable Housing Units identified by yellow 'dot' in flat



C	Drawing revised for Planning resubmission as follows: MB 125 '08 08 13		
B	Drawing revised for Planning resubmission as follows: MB 125 '08 02 13		
A	Drawing revised for Planning resubmission as follows: MB 125 '07 02 13		
<p>1. Block C modified: Two wings of flats along the side of the building were removed and replaced as a single rectangular wing. Highways of Block C and B. Highways of Block C and B. Affordable housing units and affordable housing units.</p>			
REV/NOTE	DR	CHK	DATE

DRAWING STATUS	BUILDING REGS
SKETCH	TENDER
PRELIMINARY	CONSTRUCTION
APPROVAL	AS BUILT
PLANNING	

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LEEDS LONDON BRISTOL WARWICK

London Office: 15, Chichester Road, PO1 1JL, UK  
T: 0207 689 1434 E: 0207 689 1414 www.darntonegs.com

CLIENT  
Optimisation Developments Ltd. /  
Bride Hall Developments Ltd.  
PROJECT  
Hillingdon Circus

DRAWING  
Proposed Residential Second Floor &  
Hotel Fifth Floor Plan  
SCALE  
1:500 @ A2

DATE	DRAWN	CHECKED
April 2012	JS	MB
DRAWING NUMBER	REVISION	
8023-PP-115	C	

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**1** Proposed Residential Second Floor & Hotel Roof Plan  
8023PP115 1:500 @ A2

**NOTE**

Layout of bowtense roofs, plant, solar thermal and photovoltaic panels are indicative only.

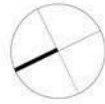
**Key**



Wheelchair Accessible Housing Units outlined in red



Affordable Housing Units identified by yellow 'dot' in flat



REV	NOTE	DATE
C	Drawings revised for Planning submission as follows: - Wheelchair accessible units at service yard entrance. - Additional wheelchair accessible units at service yard entrance.	08/08/13
B	Drawings revised for Planning submission as follows: - Additional wheelchair accessible units at service yard entrance. - Additional wheelchair accessible units at service yard entrance.	28/02/13
A	Drawings revised for Planning submission as follows: - Additional wheelchair accessible units at service yard entrance. - Additional wheelchair accessible units at service yard entrance.	07/02/13

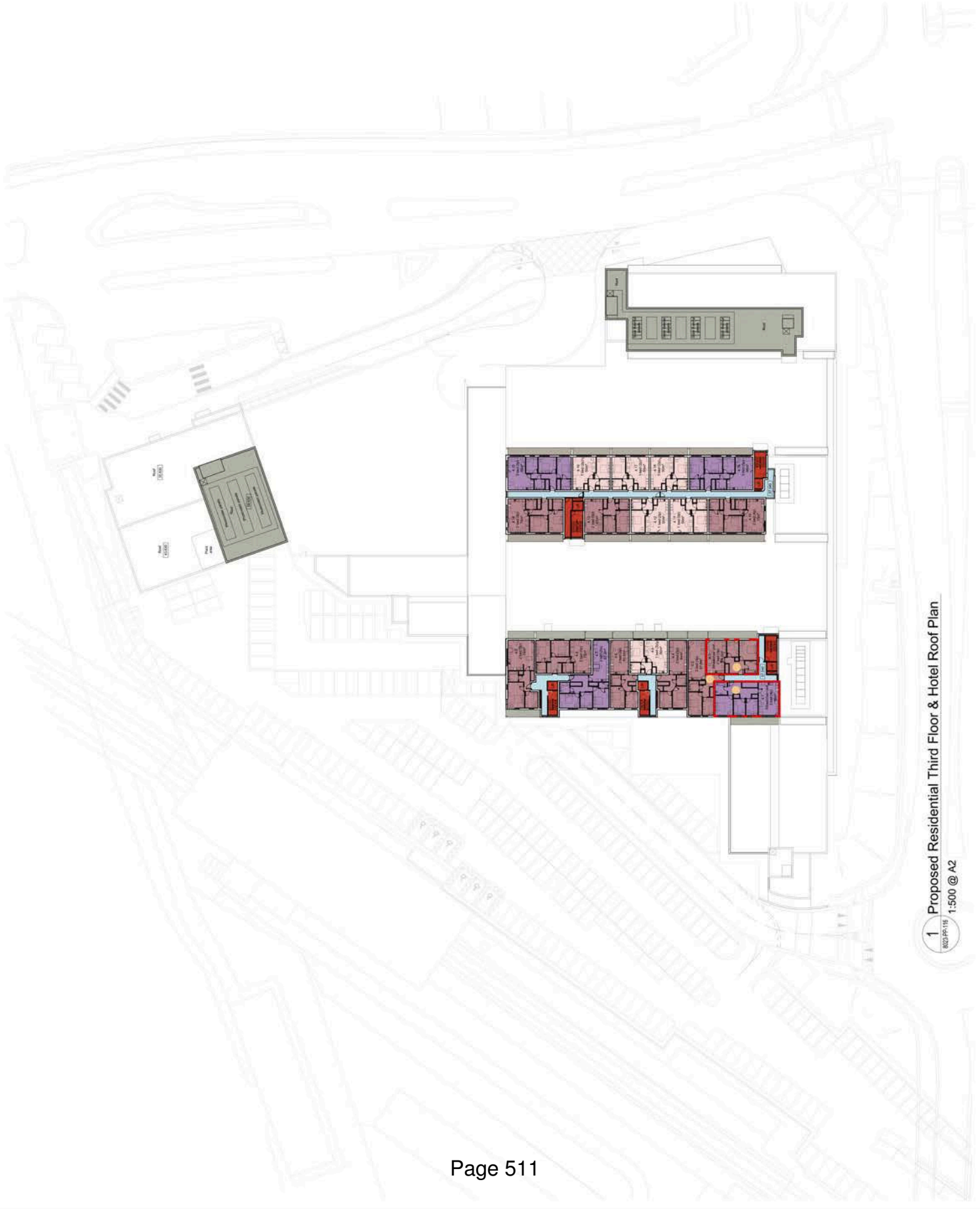
DRAWING STATUS	DATE
SKETCH	BUILDING REGS
PRELIMINARY	TENDER
APPROVAL	CONSTRUCTION
PLANNING	AS BUILT
[ ]	

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LEEDS LONDON BRISTOL WARWICK  
London Office: 0207 689 1414 www.darntonegs.com

CLIENT Optimisation Developments Ltd / Bribe Hall Developments Ltd.	
PROJECT Proposed Residential Third Floor & Hotel Roof Plan	
SCALE 1:500 @ A2	
DATE	CHECKED
April 2012	JS MB
DRAWING NUMBER	REVISION
8023-PP-116	C



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**1** Proposed Residential Third Floor & Hotel Roof Plan  
8023-PP-116 1:500 @ A2

**Key**



Wheelchair Accessible Housing Units outlined in red



Affordable Housing Units identified by yellow 'dot' in flat



4 2 0 Meters 10 15 20  
Scale 1:500



REV	NOTE	NO	DATE
D	Drawings issued for Planning recommendation as follows: - LB in affordable core and the podium adjacent to it. - LB in affordable core and the podium adjacent to it. - LB in affordable core and the podium adjacent to it. - LB in affordable core and the podium adjacent to it.	MB DS	11.09.13
C	Drawings reviewed for Planning recommendation as follows: - LB in affordable core and the podium adjacent to it. - LB in affordable core and the podium adjacent to it. - LB in affordable core and the podium adjacent to it. - LB in affordable core and the podium adjacent to it.	MB DS	08.08.13
B	Drawings reviewed for Planning recommendation as follows: - LB in affordable core and the podium adjacent to it. - LB in affordable core and the podium adjacent to it. - LB in affordable core and the podium adjacent to it. - LB in affordable core and the podium adjacent to it.	MB DS	28.02.13
A	Drawings reviewed for Planning recommendation as follows: - LB in affordable core and the podium adjacent to it. - LB in affordable core and the podium adjacent to it. - LB in affordable core and the podium adjacent to it. - LB in affordable core and the podium adjacent to it.	MB DS	07.02.13

DRAWING STATUS	DATE
BRECH	BUILDING REGS
PRELIMINARY	TENDER
APPROVAL	CONSTRUCTION
PLANNING	AS BUILT

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**CLIENT**  
Optimisation Developments Ltd /  
Bride Hall Developments Ltd.

**PROJECT**  
Hillingdon Circus  
Proposed Residential Podium Floor &  
Hotel Third Floor Plan

**SCALE**  
1:500 @ A2

DATE	DRAWN	CHECKED
April 2012	JS	MB

**DRAWING NUMBER**  
8023-PP-113

**REVISION**  
D

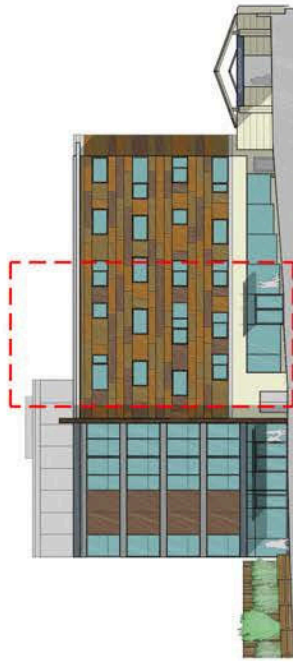
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FOR CONSTRUCTION  
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**1** Proposed Residential Podium Floor & Hotel Third Floor Plan  
8023-PP-113 1:500 @ A2



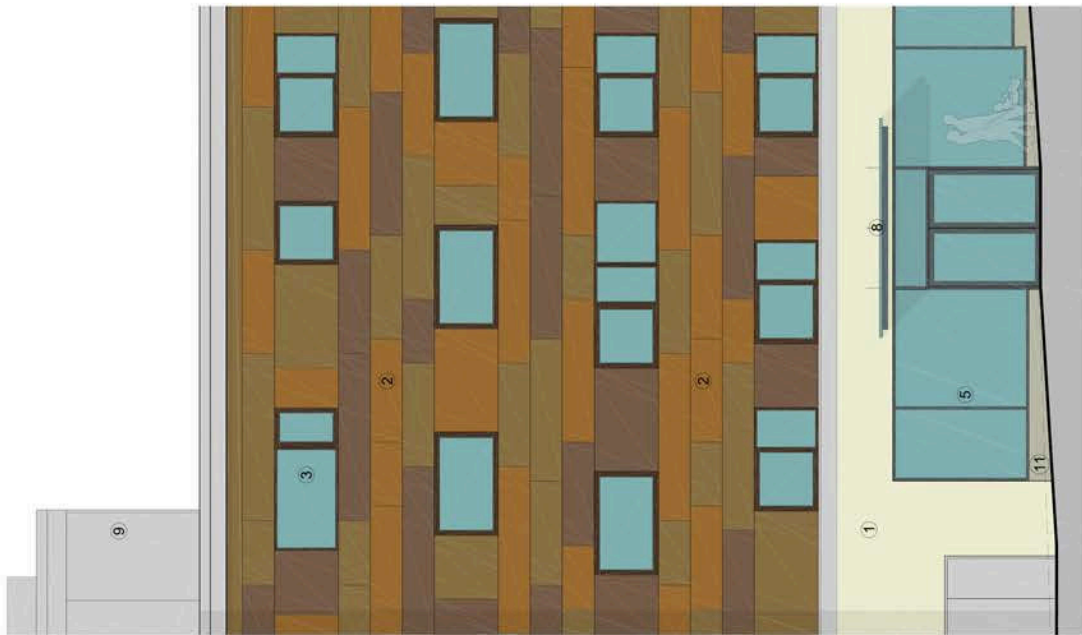






Key Elevation  
1:50 @ A1

- Material Key:**
- 1) Render - Light Grey (code: 3707 26 C1)
  - 2) Timber - Light Grey (code: 3707 26 C1)
  - 3) Windows to public areas -RAL 7012 powder coated
  - 4) Windows to private areas -RAL 8029 (dark blue)
  - 5) Glass - Clear
  - 6) Windows to public areas -RAL 7012 powder coated
  - 7) Windows to private areas -RAL 8029 (dark blue)
  - 8) Powder coated aluminium fenestration -RAL 7012 powder coated
  - 9) Powder coated aluminium fenestration -RAL 8029 (dark blue)
  - 10) Powder coated aluminium fenestration -RAL 7012 powder coated
  - 11) Powder coated aluminium fenestration -RAL 8029 (dark blue)
  - 12) Powder coated aluminium fenestration -RAL 7012 powder coated
  - 13) Powder coated aluminium fenestration -RAL 8029 (dark blue)
  - 14) Powder coated aluminium fenestration -RAL 7012 powder coated
  - 15) Powder coated aluminium fenestration -RAL 8029 (dark blue)
  - 16) Powder coated aluminium fenestration -RAL 7012 powder coated
  - 17) Powder coated aluminium fenestration -RAL 8029 (dark blue)
  - 18) Powder coated aluminium fenestration -RAL 7012 powder coated
  - 19) Powder coated aluminium fenestration -RAL 8029 (dark blue)
  - 20) Powder coated aluminium fenestration -RAL 7012 powder coated
  - 21) Powder coated aluminium fenestration -RAL 8029 (dark blue)
  - 22) Powder coated aluminium fenestration -RAL 7012 powder coated
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  - 28) Powder coated aluminium fenestration -RAL 7012 powder coated
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  - 30) Powder coated aluminium fenestration -RAL 7012 powder coated
  - 31) Powder coated aluminium fenestration -RAL 8029 (dark blue)
  - 32) Powder coated aluminium fenestration -RAL 7012 powder coated
  - 33) Powder coated aluminium fenestration -RAL 8029 (dark blue)
  - 34) Powder coated aluminium fenestration -RAL 7012 powder coated
  - 35) Powder coated aluminium fenestration -RAL 8029 (dark blue)



1 East Elevation Detail  
1:50 @ A1



REVISIONS	
NO.	DESCRIPTION
1	Issue for approval
2	Issue for approval
3	Issue for approval
4	Issue for approval
5	Issue for approval
6	Issue for approval
7	Issue for approval
8	Issue for approval
9	Issue for approval
10	Issue for approval
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19	Issue for approval
20	Issue for approval

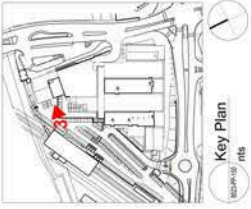
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LEEDS LONDON BRISTOL MANCHESTER

CLIENT	Optimisation Developments Ltd / Bloor Hill Developments Ltd
PROJECT	Bloor Hill Hillingdon Court
DATE	April 2012
DESIGNER	JG
PROJECT NO.	8023-PP-103
PROJECT NAME	PROPOSED HOTEL ELEVATION DETAIL
SCALE	1:50 @ A1
DATE	April 2012
DESIGNER	JG
PROJECT NO.	8023-PP-103
PROJECT NAME	PROPOSED HOTEL ELEVATION DETAIL



REGISTERED BUILDING PROFESSIONAL  
REGISTERED ARCHITECT  
REGISTERED ARCHITECTURAL TECHNOLOGIST  
REGISTERED CIVIL ENGINEER  
REGISTERED ELECTRICAL ENGINEER  
REGISTERED ENVIRONMENTAL ENGINEER  
REGISTERED GEOTECHNICAL ENGINEER  
REGISTERED MECHANICAL ENGINEER  
REGISTERED PLANNING EXPERT  
REGISTERED STRUCTURAL ENGINEER  
REGISTERED SURVEYOR  
REGISTERED TOWN AND COUNTRY PLANNING EXPERT  
REGISTERED TRANSPORT ENGINEER  
REGISTERED WATER ENGINEER  
REGISTERED WASTE ENGINEER  
REGISTERED WEATHERING ENGINEER  
REGISTERED WIND ENGINEER  
REGISTERED WOODWORKING ENGINEER  
REGISTERED YACHT ENGINEER





Key Plan  
nr3

- Material Key:**
- 1) Insener - Light Grey (code: 7207) RAL C1
  - 2) Insener - Light Grey (code: 7207) RAL C1
  - 3) 6000 8071 8025 (3 tones of bronze) - aluminium cladding - RAL
  - 4) 6000 8071 8025 (3 tones of bronze) - aluminium cladding - RAL
  - 5) 6000 8071 8025 (3 tones of bronze) - aluminium cladding - RAL
  - 6) 6000 8071 8025 (3 tones of bronze) - aluminium cladding - RAL
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  - 22) 6000 8071 8025 (3 tones of bronze) - aluminium cladding - RAL
  - 23) 6000 8071 8025 (3 tones of bronze) - aluminium cladding - RAL
  - 24) 6000 8071 8025 (3 tones of bronze) - aluminium cladding - RAL
  - 25) 6000 8071 8025 (3 tones of bronze) - aluminium cladding - RAL



**Material Key:**

Material	Reference
1	6000 8071 8025 (3 tones of bronze)
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3	6000 8071 8025 (3 tones of bronze)
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LEEDS LONDON BRISTOL MANCHESTER

**CLIENT**  
Optimisation Developments Ltd /  
Briar Hill Developments Ltd  
Hiltingdon Court

**PROJECT**  
Proposed Hotel  
Rear (West) Elevation  
nr3

**DATE**  
April 2012

**DESIGNER**  
J.S.

**PROJECT NUMBER**  
8023-PPA-100 (1)

**REVISION**  
A

**SCALE**  
1:100 @ A1

**DATE**  
April 2012

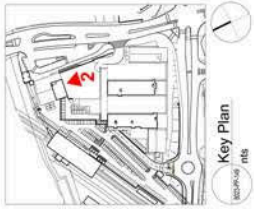
**DESIGNER**  
J.S.

**PROJECT NUMBER**  
8023-PPA-100 (1)

**REVISION**  
A



3 Rear (West) Elevation  
nr3  
1:100 @ A1



- Material Key:**
1. Powder coated aluminium cladding (RAL 7011)
  2. Powder coated aluminium cladding (RAL 7011)
  3. RAL 7011 (RAL 7011) cladding
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2 - Side (South) Elevation  
1:100 @ A1

**MATERIALS**

NO.	DESCRIPTION	QUANTITY	UNIT
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**darnton**  
egs  
BUILT ENVIRONMENT CONSULTANCY  
LEEDS LONDON BRISTOL MANCHESTER

**CLIENT**  
Oximisation Developments Ltd /  
Briar Hill Developments Ltd

**PROJECT**  
Proposed Hotel  
Site (South) Elevation  
1:100 @ A1

**DATE**  
April 2012

**DESIGNED BY**  
J.S.

**CHECKED BY**  
M.S.

**APPROVED BY**  
J.S.

**PROJECT NUMBER**  
BDD-PP-148 (J)

**PROJECT LOCATION**  
B

**PROJECT ADDRESS**  
148, BRISTOL ROAD, BRISTOL, AVON, GL1 2JL

**PROJECT CONTACT**  
148, BRISTOL ROAD, BRISTOL, AVON, GL1 2JL

**PROJECT PHONE**  
0117 925 1234

**PROJECT FAX**  
0117 925 1234

**PROJECT EMAIL**  
info@darnton.co.uk

**PROJECT WEBSITE**  
www.darnton.co.uk

**PROJECT REFERENCE**  
BDD-PP-148 (J)

**PROJECT DRAWING NUMBER**  
BDD-PP-148 (J)

**PROJECT DRAWING TITLE**  
2 - Side (South) Elevation

**PROJECT DRAWING SCALE**  
1:100 @ A1

**PROJECT DRAWING DATE**  
April 2012

**PROJECT DRAWING BY**  
J.S.

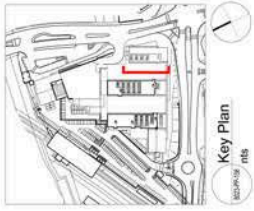
**PROJECT DRAWING CHECKED BY**  
M.S.

**PROJECT DRAWING APPROVED BY**  
J.S.

**PROJECT DRAWING REVISIONS**

NO.	DESCRIPTION	DATE
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Key Plan  
250000  
mbs



1 Proposed Block A West Elevation  
1:100 @ A1

- KEY:
- 1) Render (Light Grey - code: 37207 R6 C1)
  - 2) Terracotta rainscreen panels (RAL 7046 Grey/Brown)
  - 3) Aluminium framed glass / windows / doors (RAL 7012)
  - 4) Aluminium framed glass / doors (RAL 7012)
  - 5) Powder coated steel infill panels (RAL 7042)
  - 6) Aluminium handrail / coping (RAL 7031)
  - 7) Powder coated steel balcony frame & balustrading (RAL 7042)
  - 8) Powder coated steel handrail & balustrading (RAL 7042)
  - 9) Powder coated steel canopy (RAL 7042)
  - 10) Powder coated steel infill doors (RAL 7042)
  - 11) Powder coated steel balcony frame (RAL 7042)
  - 12) Aluminium framed doors (RAL 7042)
  - 13) Amenity area screen clad in timber
  - 14) Amenity area screen clad in timber (RAL 7047)

0 1 2 3 4 5  
Scale 1:100

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NAME	ROLE	DATE
DAVID DAVIES	MANAGING DIRECTOR	20/04/2017
DAVID DAVIES	MANAGING DIRECTOR	20/04/2017
DAVID DAVIES	MANAGING DIRECTOR	20/04/2017

**darntonegs**  
BUILT ENVIRONMENT CONSULTANCY  
LEEDS LONDON BRISTOL MANCHESTER

34, Cleckheaton Drive, Leeds LS19 7RQ, UK  
Tel: +44 (0)113 277 1881 Fax: +44 (0)113 277 1882

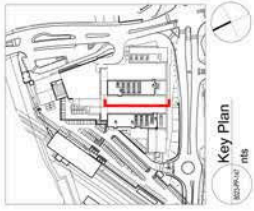
Client:  
Optimisation Developments Ltd /  
Bribe Hall Developments Ltd  
Hilgerton Court

Project:  
Proposed Coloured Block A West Elevation

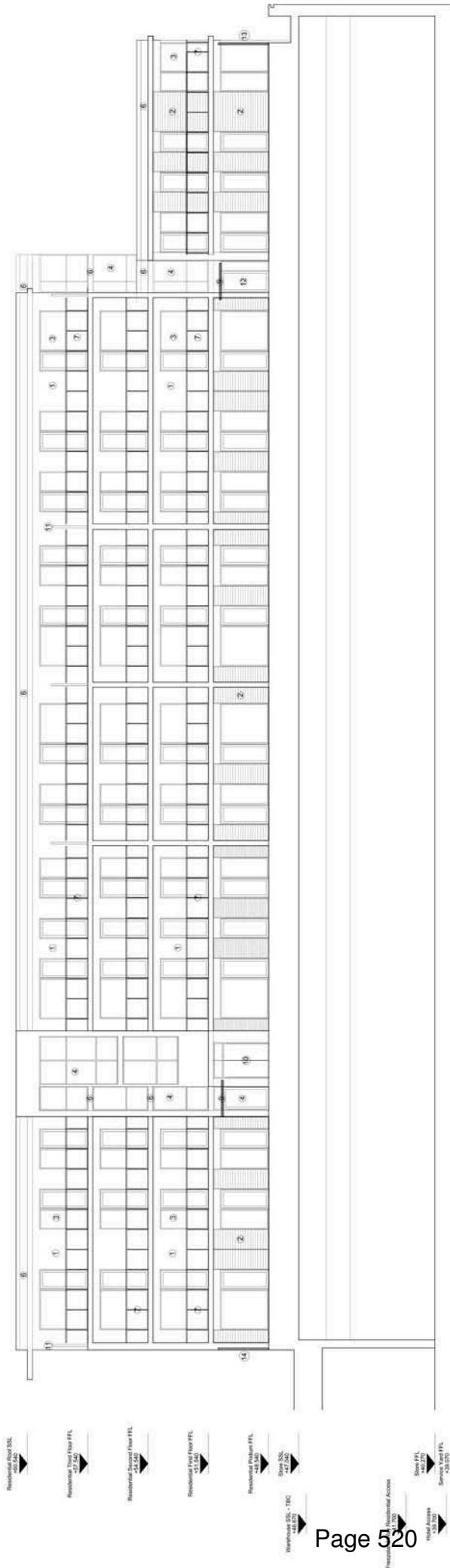
SCALE	1:100 @ A1
DATE	20/04/2017
DESIGNER	JD
DRAWN	JD
CHECKED	JD
DATE	20/04/2017
PROJECT NO.	2017-001
REVISION	A



- Residential Block A SCL  
41/15/2017
- Residential Tower Core PFL  
41/15/2017
- Residential Ground Floor PFL  
41/15/2017
- Residential First Floor PFL  
41/15/2017
- Residential Second Floor PFL  
41/15/2017
- Brine SCL  
41/15/2017
- Manpower SCL - TBC  
41/15/2017
- Proposed West Residential Access  
41/15/2017
- Site A PFL  
41/15/2017
- Initial Access  
41/15/2017
- Site A PFL  
41/15/2017



Key Plan  
B20000  
nbs



1 Proposed Block B West Elevation  
1:100 @ A1

- KEY:
- 1) Render (Light Grey - code: 37207 R6 C1)
  - 2) Terracotta rainscreen panels (RAL 7046 Grey/Brown)
  - 3) Aluminium framed windows / doors (RAL 7012)
  - 4) Aluminium framed glazing / doors (RAL 7012)
  - 5) Powder coated steel infill panels (RAL 7042)
  - 6) Aluminium handrail / coping (RAL 7031)
  - 7) Powder coated steel balcony frames & balustrading (RAL 7042)
  - 8) Powder coated steel handrail & balustrading (RAL 7042)
  - 9) Powder coated steel canopy (RAL 7042)
  - 10) Powder coated steel infill doors (RAL 7042)
  - 11) Powder coated steel balcony cover (RAL 7042)
  - 12) Aluminium framed doors (RAL 7042)
  - 13) Amenity area screen clad in timber
  - 14) Amenity area screen clad in timber (RAL 7047)



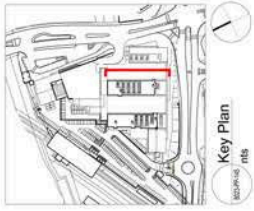
MARKING SYSTEM	
PROJECT	B20000
DATE	18/01/2017
SCALE	AS SHOWN

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BUILT ENVIRONMENT CONSULTANCY  
LEEDS LONDON BRISTOL MANCHESTER

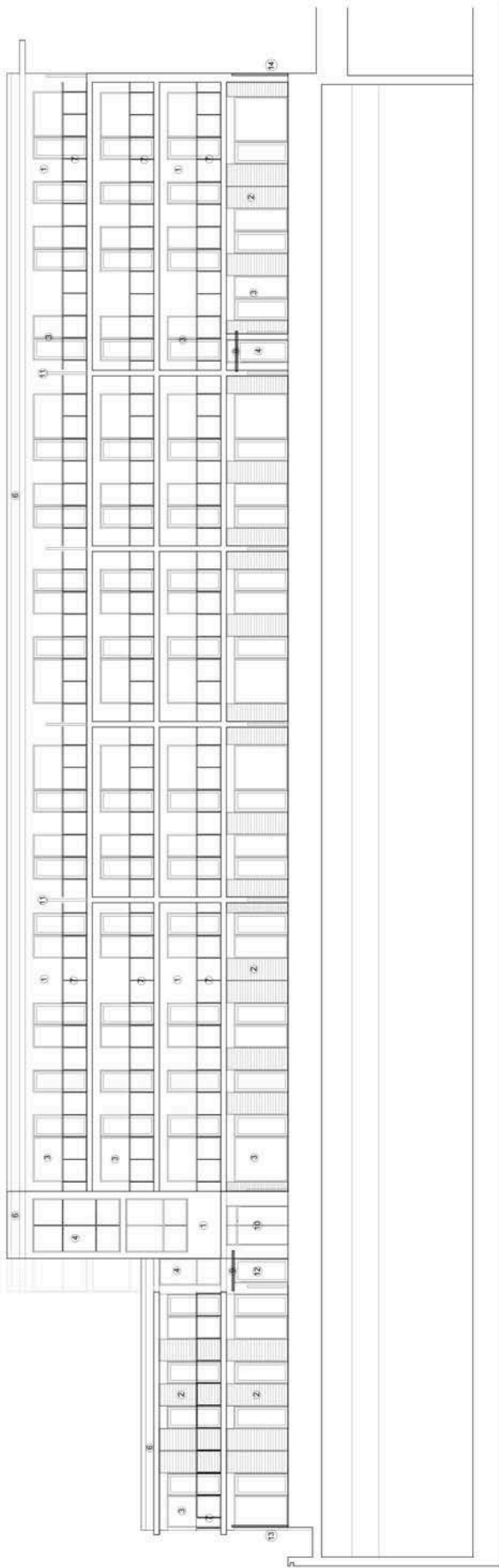
34, Clarendon Street, Leeds LS2 9PL  
Tel: 0113 275 1100 Fax: 0113 275 1101  
www.darnton.co.uk

CLIENT	
Optimisation Developments Ltd / Brite Hall Developments Ltd	
Hilgerton Circus	
Proposed Block B West Elevation	
SCALE	1:100 @ A1
DATE	DRAWN APR 2012 MS
DESIGNED BY	JS
DESIGNED BY	PERSON
REVISION NUMBER	A





Key Plan  
B2020001  
nbs



1 Proposed Block B East Elevation  
1:100 @ A1

KEY:

- 1) Render (Light Grey - code: 37207 R6 C1)
- 2) Terracotta rainscreen panels (RAL 7046 Grey/Brown)
- 3) Aluminium framed glass windows / doors (RAL 7012)
- 4) Aluminium framed glazing / doors (RAL 7012)
- 5) Powder coated steel infill panels (RAL 7042)
- 6) Aluminium handrail / coping (RAL 7031)
- 7) Powder coated steel balcony, handrail & balustrading (RAL 7042)
- 8) Powder coated steel handrail & balustrading (RAL 7042)
- 9) Powder coated steel canopy (RAL 7042)
- 10) Powder coated steel infill doors (RAL 7042)
- 11) Powder coated steel balcony door (RAL 7042)
- 12) Aluminium framed doors (RAL 7042)
- 13) Amenity area screen clad in timber
- 14) Amenity area screen clad in timber (RAL 7047)

1. This drawing is for the Proposed Block B East Elevation. It is not to be used for any other purpose without the written consent of darnton egs.

DATE	BY	REVISION
15/04/2012	JS	1

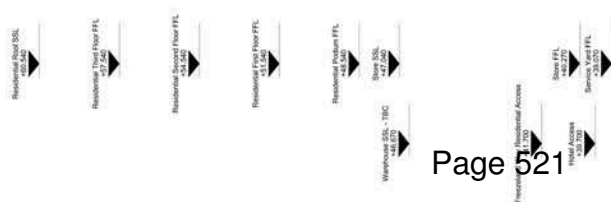
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LEEDS LONDON BRISTOL MANCHESTER

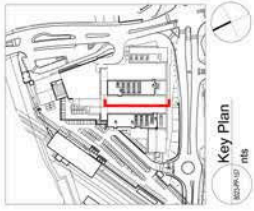
14, Colton Road, Leeds LS10 5JL  
Tel: 0113 275 1100 Fax: 0113 275 1101  
www.darnton-egs.com

Client: Optimisation Developments Ltd /  
Bison Hall Developments Ltd  
Project: Bison Hall  
Location: Hingston Court

Proposed Block B East Elevation  
Scale: 1:100 @ A1  
Date: April 2012  
Drawing Number: B2020001-110

Drawn by: JS  
Checked by: JS  
Approved by: A





- Residential Block B S&L 445.500
- Residential First Floor FFL 447.500
- Residential Second Floor FFL 449.500
- Residential Third Floor FFL 451.500
- Residential Fourth Floor FFL 453.500
- Residential Fifth Floor FFL 455.500
- Residential Sixth Floor FFL 457.500
- Roof S&L 460.000
- Wardens Office - 1B/C 444.000
- Residential Access 445.000
- Residential Access 446.000
- Residential Access 447.000
- Roof S&L 448.000
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1 Proposed Block B West Elevation  
1:100 @ A1

- KEY:
- 1 Render (Light Grey - code: 37207 R6 C1)
  - 2 Terracotta rainscreen panels (RAL 7046 Grey/Brown)
  - 3 Aluminium framed glazing / windows / doors (RAL 7012)
  - 4 Aluminium framed glazing / doors (RAL 7012)
  - 5 Powder coated steel infill panels (RAL 7042)
  - 6 Aluminium handrail / coping (RAL 7031)
  - 7 Powder coated steel balcony railing & balustrading (RAL 7042)
  - 8 Powder coated steel handrail & balustrading (RAL 7042)
  - 9 Powder coated steel canopy (RAL 7042)
  - 10 Powder coated steel infill doors (RAL 7042)
  - 11 Powder coated steel balcony door (RAL 7042)
  - 12 Aluminium framed doors (RAL 7042)
  - 13 Amenity area screen clad in timber
  - 14 Amenity area screen clad in aluminium clad infill panels (RAL 7047)



Project: Proposed Block B, Riverside, Northampton, Northamptonshire, NN1 6JF, NN1 6JL, NN1 6JN, NN1 6JP, NN1 6JQ, NN1 6JR, NN1 6JS, NN1 6JT, NN1 6JU, NN1 6JW, NN1 6JX, NN1 6JY, NN1 6JZ, NN1 6KA, NN1 6KB, NN1 6KC, NN1 6KD, NN1 6KE, NN1 6KF, NN1 6KG, NN1 6KH, NN1 6KJ, NN1 6KK, NN1 6KL, NN1 6KM, NN1 6KN, NN1 6KO, NN1 6KP, NN1 6KQ, NN1 6KR, NN1 6KS, NN1 6KT, NN1 6KU, NN1 6KW, NN1 6KX, NN1 6KY, NN1 6KZ, NN1 6LA, NN1 6LB, NN1 6LC, NN1 6LD, NN1 6LE, NN1 6LF, NN1 6LG, NN1 6LH, NN1 6LJ, NN1 6LK, NN1 6LL, NN1 6LM, NN1 6LN, NN1 6LO, NN1 6LP, NN1 6LQ, NN1 6LR, NN1 6LS, NN1 6LT, NN1 6LU, NN1 6LW, NN1 6LX, NN1 6LY, NN1 6LZ, NN1 6MA, NN1 6MB, NN1 6MC, NN1 6MD, NN1 6ME, NN1 6MF, NN1 6MG, NN1 6MH, NN1 6MJ, NN1 6MK, NN1 6ML, NN1 6MM, NN1 6MN, NN1 6MO, NN1 6MP, NN1 6MQ, NN1 6MR, NN1 6MS, NN1 6MT, NN1 6MU, NN1 6MW, NN1 6MX, NN1 6MY, NN1 6MZ, NN1 6NA, NN1 6NB, NN1 6NC, NN1 6ND, NN1 6NE, NN1 6NF, NN1 6NG, NN1 6NH, NN1 6NJ, NN1 6NK, NN1 6NL, NN1 6NM, NN1 6NN, NN1 6NO, NN1 6NP, NN1 6NQ, NN1 6NR, NN1 6NS, NN1 6NT, NN1 6NU, NN1 6NW, NN1 6NX, NN1 6NY, NN1 6NZ, NN1 6OA, NN1 6OB, NN1 6OC, NN1 6OD, NN1 6OE, NN1 6OF, NN1 6OG, NN1 6OH, NN1 6OJ, NN1 6OK, NN1 6OL, NN1 6OM, NN1 6ON, NN1 6OO, NN1 6OP, NN1 6OQ, NN1 6OR, NN1 6OS, NN1 6OT, NN1 6OU, NN1 6OW, NN1 6OX, NN1 6OY, NN1 6OZ, NN1 6PA, NN1 6PB, NN1 6PC, NN1 6PD, NN1 6PE, NN1 6PF, NN1 6PG, NN1 6PH, NN1 6PJ, NN1 6PK, NN1 6PL, NN1 6PM, NN1 6PN, NN1 6PO, NN1 6PP, NN1 6PQ, NN1 6PR, NN1 6PS, NN1 6PT, NN1 6PU, NN1 6PW, NN1 6PX, NN1 6PY, NN1 6PZ, NN1 6QA, NN1 6QB, NN1 6QC, NN1 6QD, NN1 6QE, NN1 6QF, NN1 6QG, NN1 6QH, NN1 6QJ, NN1 6QK, NN1 6QL, NN1 6QM, NN1 6QN, NN1 6QO, NN1 6QP, NN1 6QQ, NN1 6QR, NN1 6QS, NN1 6QT, NN1 6QU, NN1 6QW, NN1 6QX, NN1 6QY, NN1 6QZ, NN1 6RA, NN1 6RB, NN1 6RC, NN1 6RD, NN1 6RE, NN1 6RF, NN1 6RG, NN1 6RH, NN1 6RJ, NN1 6RK, NN1 6RL, NN1 6RM, NN1 6RN, NN1 6RO, NN1 6RP, NN1 6RQ, NN1 6RR, NN1 6RS, NN1 6RT, NN1 6RU, NN1 6RW, NN1 6RX, NN1 6RY, NN1 6RZ, NN1 6SA, NN1 6SB, NN1 6SC, NN1 6SD, NN1 6SE, NN1 6SF, NN1 6SG, NN1 6SH, NN1 6SJ, NN1 6SK, NN1 6SL, NN1 6SM, NN1 6SN, NN1 6SO, NN1 6SP, NN1 6SQ, NN1 6SR, NN1 6SS, NN1 6ST, NN1 6SU, NN1 6SW, NN1 6SX, NN1 6SY, NN1 6SZ, NN1 6TA, NN1 6TB, NN1 6TC, NN1 6TD, NN1 6TE, NN1 6TF, NN1 6TG, NN1 6TH, NN1 6TJ, NN1 6TK, NN1 6TL, NN1 6TM, NN1 6TN, NN1 6TO, NN1 6TP, NN1 6TQ, NN1 6TR, NN1 6TS, NN1 6TT, NN1 6TU, NN1 6TW, NN1 6TX, NN1 6TY, NN1 6TZ, NN1 6UA, NN1 6UB, NN1 6UC, NN1 6UD, NN1 6UE, NN1 6UF, NN1 6UG, NN1 6UH, NN1 6UJ, NN1 6UK, NN1 6UL, NN1 6UM, NN1 6UN, NN1 6UO, NN1 6UP, NN1 6UQ, NN1 6UR, NN1 6US, NN1 6UT, NN1 6UU, NN1 6UW, NN1 6UX, NN1 6UY, NN1 6UZ, NN1 6VA, NN1 6VB, NN1 6VC, NN1 6VD, NN1 6VE, NN1 6VF, NN1 6VG, NN1 6VH, NN1 6VJ, NN1 6VK, NN1 6VL, NN1 6VM, NN1 6VN, NN1 6VO, NN1 6VP, NN1 6VQ, NN1 6VR, NN1 6VS, NN1 6VT, NN1 6VU, NN1 6VW, NN1 6VX, NN1 6VY, NN1 6VZ, NN1 6WA, NN1 6WB, NN1 6WC, NN1 6WD, NN1 6WE, NN1 6WF, NN1 6WG, NN1 6WH, NN1 6WJ, NN1 6WK, NN1 6WL, NN1 6WM, NN1 6WN, NN1 6WO, NN1 6WP, NN1 6WQ, NN1 6WR, NN1 6WS, NN1 6WT, NN1 6WU, NN1 6WW, NN1 6WX, NN1 6WY, NN1 6WZ, NN1 6XA, NN1 6XB, NN1 6XC, NN1 6XD, NN1 6XE, NN1 6XF, NN1 6XG, NN1 6XH, NN1 6XJ, NN1 6XK, NN1 6XL, NN1 6XM, NN1 6XN, NN1 6XO, NN1 6XP, NN1 6XQ, NN1 6XR, NN1 6XS, NN1 6XT, NN1 6XU, NN1 6XW, NN1 6XX, NN1 6XY, NN1 6XZ, NN1 6YA, NN1 6YB, NN1 6YC, NN1 6YD, NN1 6YE, NN1 6YF, NN1 6YG, NN1 6YH, NN1 6YJ, NN1 6YK, NN1 6YL, NN1 6YM, NN1 6YN, NN1 6YO, NN1 6YP, NN1 6YQ, NN1 6YR, NN1 6YS, NN1 6YT, NN1 6YU, NN1 6YW, NN1 6YX, NN1 6YY, NN1 6YZ, NN1 6ZA, NN1 6ZB, NN1 6ZC, NN1 6ZD, NN1 6ZE, NN1 6ZF, NN1 6ZG, NN1 6ZH, NN1 6ZJ, NN1 6ZK, NN1 6ZL, NN1 6ZM, NN1 6ZN, NN1 6ZO, NN1 6ZP, NN1 6ZQ, NN1 6ZR, NN1 6ZS, NN1 6ZT, NN1 6ZU, NN1 6ZW, NN1 6ZX, NN1 6ZY, NN1 6ZZ

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BUILT ENVIRONMENT CONSULTANCY  
LEEDS LONDON BRISTOL MANCHESTER

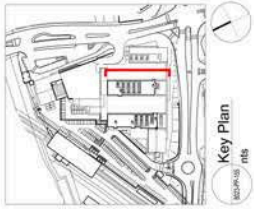
34, Clarendon Street, London, EC2A 4PU, UK  
Tel: +44 (0)20 7417 1100 Fax: +44 (0)20 7417 1101  
www.darnton.com

Client: Optimisation Developments Ltd /  
Briar Hill Developments Ltd  
Project: Proposed Coloured Block B West Elevation  
Location: Hingston Close

Scale: 1:100 @ A1  
Date: April 2012  
Drawing No: 2012-PP-157  
Revision: A







Key Plan  
02020100  
n18



1 Proposed Block B East Elevation  
02020100  
1:100 @ A1

- KEY:**
- 1) Render (Light Grey - code: 37207 76 C1)
  - 2) Terracotta rainscreen panels (RAL 7006 Grey/Brown)
  - 3) Aluminium framed glass windows / doors (RAL 7032)
  - 4) Aluminium framed glazing / doors (RAL 7032)
  - 5) Powder coated steel canopy doors (RAL 7042)
  - 6) Aluminium handrail / coping (RAL 7031)
  - 7) Powder coated steel balcony / balustrading (RAL 7042)
  - 8) Powder coated steel handrail & balustrading (RAL 7042)
  - 9) Powder coated steel canopy doors (RAL 7042)
  - 10) Powder coated steel infill doors (RAL 7042)
  - 11) Powder coated steel balcony door (RAL 7042)
  - 12) Aluminium framed doors (RAL 7042)
  - 13) Amenity area screen clad in timber
  - 14) Amenity area screen clad in timber (RAL 7047)



3. Technical specification for the proposed building is available on the project website at: [www.darntonegs.com](http://www.darntonegs.com)

MARKING	DESCRIPTION	STATUS
1	RENDER	APPROVED
2	TERACOTTA RAINSCREEN PANELS	APPROVED
3	ALUMINIUM FRAMED GLAZING	APPROVED
4	ALUMINIUM FRAMED GLAZING / DOORS	APPROVED
5	POWDER COATED STEEL CANOPY DOORS	APPROVED
6	ALUMINIUM HANDRAIL / COPING	APPROVED
7	POWDER COATED STEEL BALCONY / BALUSTADING	APPROVED
8	POWDER COATED STEEL HANDRAIL & BALUSTADING	APPROVED
9	POWDER COATED STEEL CANOPY DOORS	APPROVED
10	POWDER COATED STEEL INFILL DOORS	APPROVED
11	POWDER COATED STEEL BALCONY DOOR	APPROVED
12	ALUMINIUM FRAMED DOORS	APPROVED
13	AMENITY AREA SCREEN CLAD IN TIMBER	APPROVED
14	AMENITY AREA SCREEN CLAD IN TIMBER (RAL 7047)	APPROVED

**darntonegs**  
BUILT ENVIRONMENT CONSULTANCY  
LEEDS LONDON BRISTOL MANCHESTER

14, Colton Road, Leeds LS2 7PL  
Tel: 0113 275 1111 Fax: 0113 275 1112  
www.darntonegs.com

**CLIENT:**  
Optimisation Developments Ltd /  
Bronx Hall Developments Ltd  
Horseshoe Lane  
Horseshoe  
Horseshoe

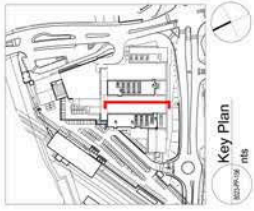
**PROJECT:**  
Proposed Coloured Block B East Elevation  
1:100 @ A1

**DATE:**  
April 2012

**DESIGNED BY:**  
J.S.

**PERIOD:**  
A





Key Plan  
 2023/09/18  
 nts



1 Proposed Block C East Elevation  
 Scale: 1:100 @ A1

- KEY:
- 1) Render (Light Grey - code: 37207 R6 C1)
  - 2) Terracotta rainscreen panels (RAL 7046 Grey/Brown)
  - 3) Aluminium framed glass windows / doors (RAL 7012)
  - 4) Aluminium framed glazing / doors (RAL 7012)
  - 5) Powder coated steel infill panels (RAL 7042)
  - 6) Aluminium handrail / coping (RAL 7031)
  - 7) Powder coated steel balcony frame & balustrading (RAL 7042)
  - 8) Powder coated steel handrail & balustrading (RAL 7042)
  - 9) Powder coated steel canopy (RAL 7042)
  - 10) Powder coated steel infill doors (RAL 7042)
  - 11) Powder coated steel balcony frame (RAL 7042)
  - 12) Aluminium framed doors (RAL 7042)
  - 13) Amenity area screen clad in timber
  - 14) Amenity area screen clad in powder coated infill panels (RAL 7047)

0 0.5 1 Metres 2 3  
 Scale: 1:100

Approved for construction by the Local Planning Authority on 18/09/2023. This approval is subject to the conditions of the planning permission and any other conditions imposed by the Local Planning Authority. The applicant is responsible for ensuring that the development complies with the conditions of the planning permission.

DATE	BY	REVISION
18/09/2023	JG	ISSUED FOR PERMIT
18/09/2023	JG	ISSUED FOR PERMIT
18/09/2023	JG	ISSUED FOR PERMIT

**darnton**  
 eggs  
 BUILT ENVIRONMENT CONSULTANCY  
 LEEDS LONDON BRISTOL MANCHESTER

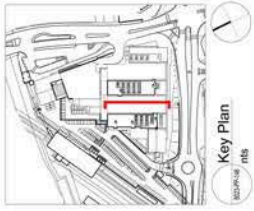
34, Clarendon Street, Leeds LS2 9PL  
 Tel: 0113 275 1111 Fax: 0113 275 1112  
 Email: info@darntoneggs.com

Client: Optimisation Developments Ltd /  
 Block Hall Developments Ltd  
 Location: Hingston Court

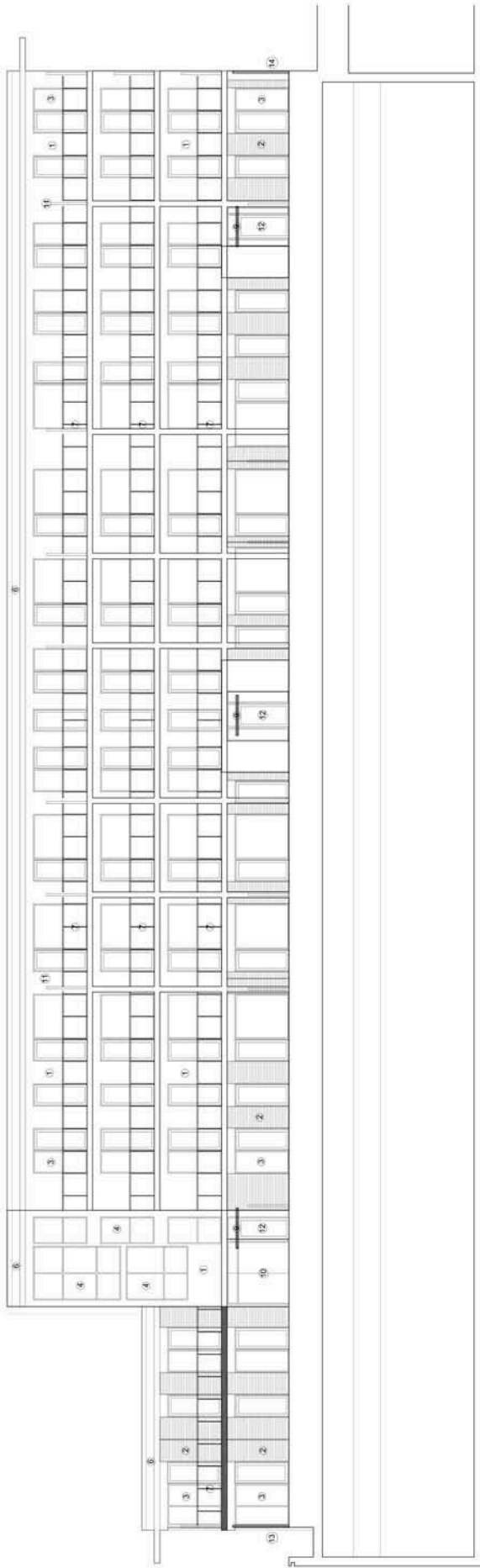
Project: Proposed Coloured Block C East Elevation  
 Scale: 1:100 @ A1

Date: April 2012  
 Drawn: JG  
 Checked: JG  
 Project No: 2012-PP-156  
 Revision: A





Key Plan  
B2000000  
nbs



1 Proposed Block C East Elevation  
Scale 1:100 @ A1

- KEY:
- 1 Render (Light Grey - code: 37207 R6 C1)
  - 2 Terracotta rainscreen panels (RAL 7046 Grey/Beige)
  - 3 Aluminium framed windows / doors (RAL 7012)
  - 4 Aluminium framed glazing / doors (RAL 7012)
  - 5 Powder coated steel canopy doors (RAL 7042)
  - 6 Aluminium handrail / coping (RAL 7031)
  - 7 Powder coated steel balcony frames & balustrading (RAL 7042)
  - 8 Powder coated steel handrail & balustrading (RAL 7042)
  - 9 Powder coated steel canopy doors (RAL 7042)
  - 10 Powder coated steel infill doors (RAL 7042)
  - 11 Powder coated steel balcony frames (RAL 7042)
  - 12 Aluminium framed doors (RAL 7042)
  - 13 Amenity area screen clad in timber
  - 14 Amenity area screen clad in timber (RAL 7047)

DATE	REVISION	BY	CHKD
15/03/2012	1	MB	JS
15/03/2012	2	MB	JS
15/03/2012	3	MB	JS
15/03/2012	4	MB	JS
15/03/2012	5	MB	JS
15/03/2012	6	MB	JS
15/03/2012	7	MB	JS
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15/03/2012	13	MB	JS
15/03/2012	14	MB	JS

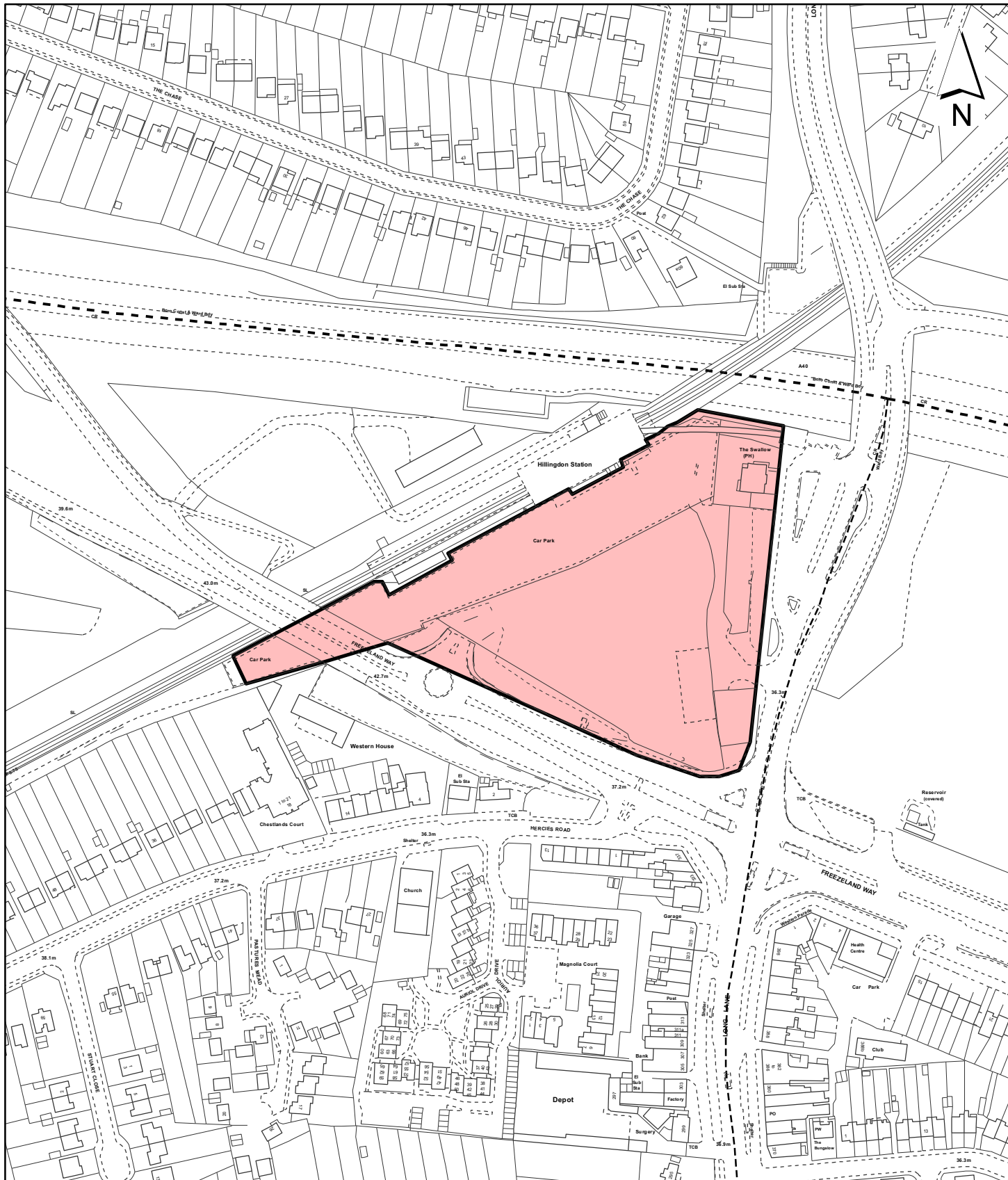
darnton  
egs  
BUILT ENVIRONMENT CONSULTANCY  
LEEDS LONDON BRISTOL MANCHESTER

Client: Optimisation Developments Ltd / Block Hall Developments Ltd  
Project: Proposed Block C East Elevation  
Hillington Campus


DATE	REVISION	BY	CHKD
15/03/2012	1	MB	JS
15/03/2012	2	MB	JS
15/03/2012	3	MB	JS
15/03/2012	4	MB	JS
15/03/2012	5	MB	JS
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15/03/2012	10	MB	JS
15/03/2012	11	MB	JS
15/03/2012	12	MB	JS
15/03/2012	13	MB	JS
15/03/2012	14	MB	JS



- Residential Bed 0SL  
448 000
- Residential First Floor PFL  
457 000
- Residential Second Floor PFL  
465 000
- Residential First Floor PFL  
457 000
- Residential Second Floor PFL  
465 000
- Store 0SL  
448 000
- Warehouse 0SL - 1B/C  
448 000
- Residential Access  
448 000
- Store 0SL  
448 000
- Warehouse 0SL  
448 000
- Store 0SL  
448 000
- Warehouse 0SL  
448 000



**Notes**

 Site boundary

For identification purposes only.  
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 Unless the Act provides a relevant exception to copyright.

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Site Address

**Land adjacent to Hillingdon Station  
 and Swallow Inn, Long Lane  
 Hillingdon**

Planning Application Ref:  
**3049/APP/2012/1352**

Planning Committee  
**Major Applications**

Scale  
**1:2,500**

Date  
**September 2013**

**LONDON BOROUGH  
 OF HILLINGDON  
 Residents Services**

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



**HILLINGDON**  
 LONDON

## Report of the Head of Planning, Sport and Green Spaces

**Address** NORTHWOOD SCHOOL POTTER STREET NORTHWOOD

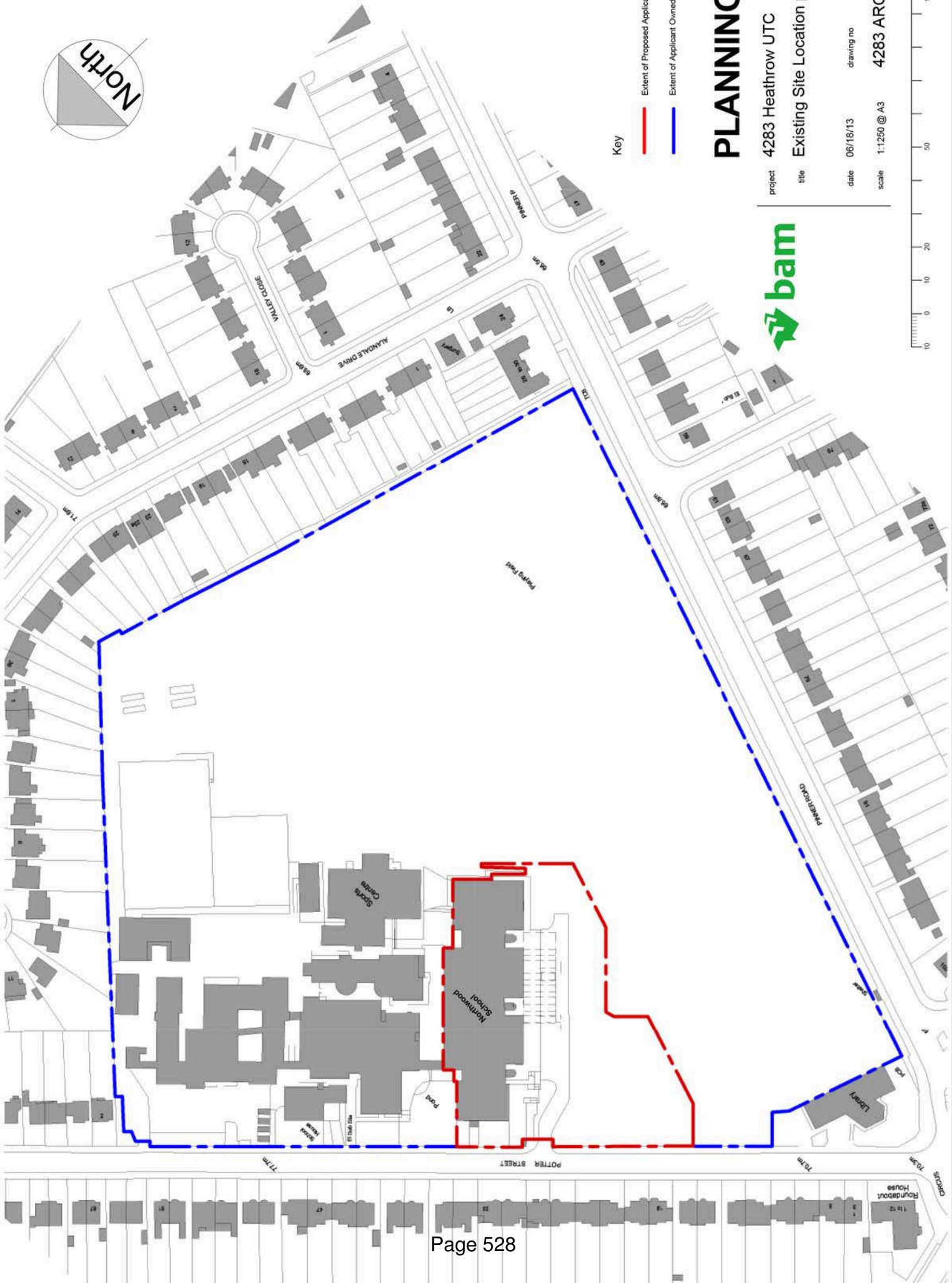
**Development:** Demolition of existing 2-3 storey teaching block; construction of new 3-storey University Technical College (UTC); car parking; landscaping; retention of existing pedestrian and vehicular access; and ancillary development.

### RECONSULTATION FOLLOWING SUBMISSION OF ADDITIONAL INFORMATION;

Letter from Agent dated 7 August 2013; Letter of Commitment from Principal dated 3 August 2013; Response to Highways Comments on Transport Assessment dated 8 August 2013; Response to TfL Comments dated 8 August 2013; Response to Additional Highways Comments dated 14 August 2013; Construction Project Plan (July 2013); Response to Energy, Sustainability and Ecology Observations dated 16 August 2013; revised Landscape Layout (13409-TLP-PA01 Rev A); Tree Survey and Arboricultural Implications Assessment Rev A August 2013; Revised Parking Analysis Rev B; and Parkin Beat Survey Area (2961\_015\_SK04 Rev P01)

**LBH Ref Nos:** 12850/APP/2013/1810

<b>Date Plans Received:</b>	01/07/2013	<b>Date(s) of Amendment(s):</b>	08/08/2013
<b>Date Application Valid:</b>	09/07/2013		15/08/2013
			01/07/2013
			09/07/2013
			30/08/2013



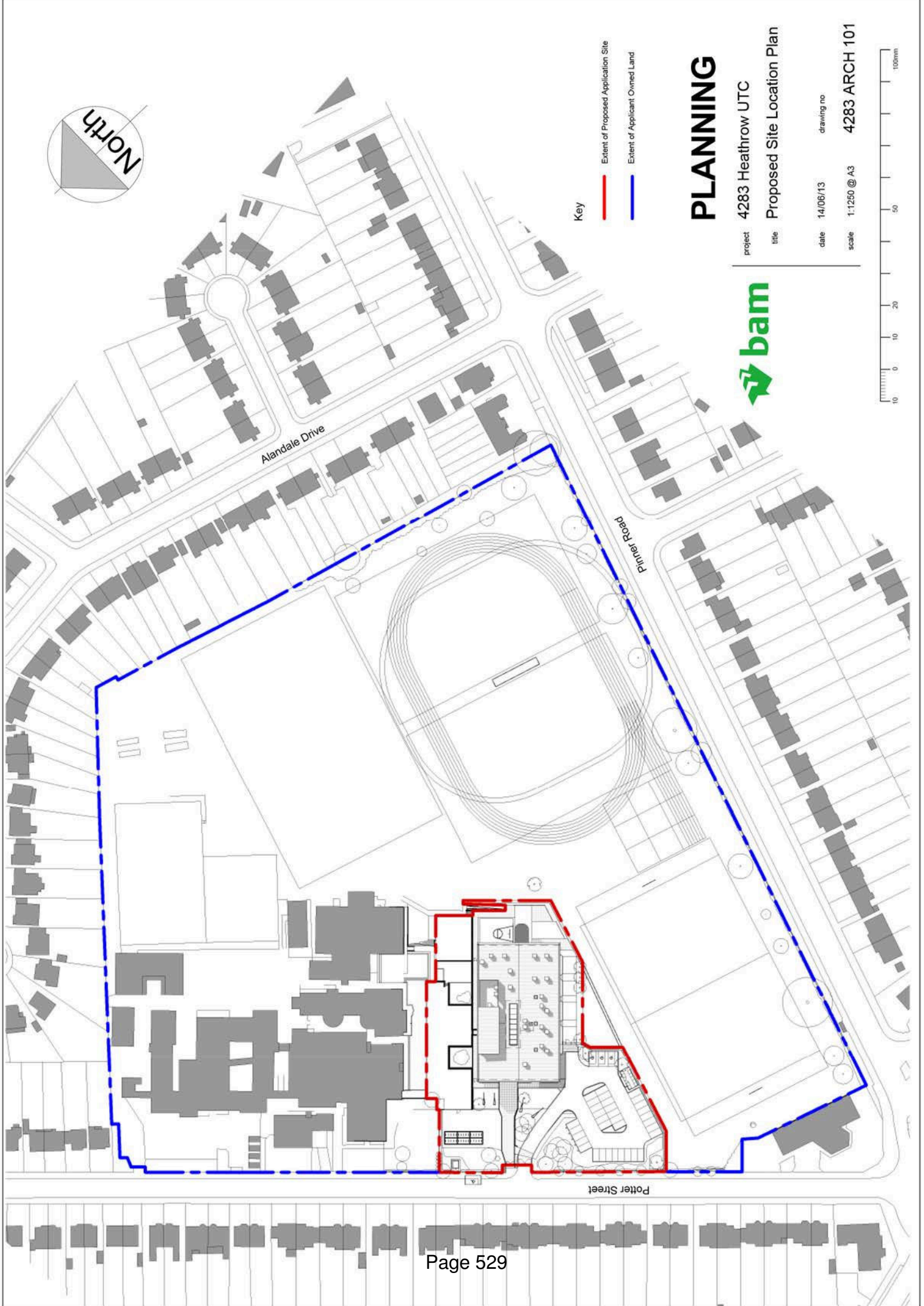
Key  
 — Extent of Proposed Application Site  
 — Extent of Applicant Owned Land

# PLANNING



project 4283 Heathrow UTC  
 title Existing Site Location plan  
 date 06/18/13 drawing no  
 scale 1:1250 @ A3 4283 ARCH 100



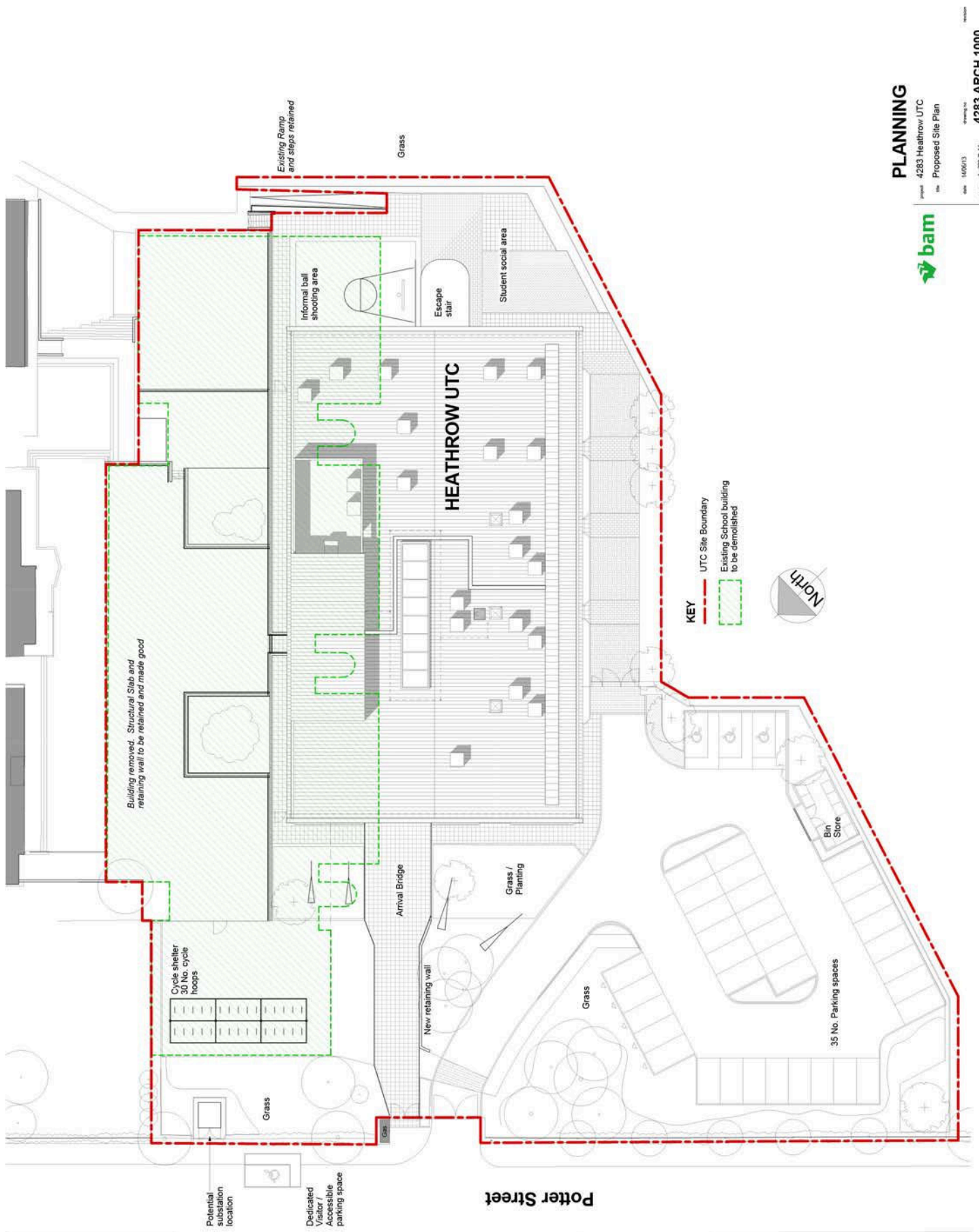


Key  
— Extent of Proposed Application Site  
— Extent of Applicant Owned Land

# PLANNING

project 4283 Heathrow UTC  
title Proposed Site Location Plan  
date 14/06/13 drawing no  
scale 1:1250 @ A3 4283 ARCH 101







Notes:



No. 9 Sheldon Way, City Harbour, London E14 6SL  
 Tel: 020 7005 0050 Fax: 020 7005 0051  
 E-mail: enquiries@alandale.com Web: alandale.com

7	Drawing amended	04.09.13
6	Drawing amended	02.09.13
5	Gate relocated	29.08.13
4	Drawing to scale	27.08.13
3	Parking barn suspension added	21.08.13
2	Site layout amended	13.08.13
1	Site gate relocated	25.07.13
Rev	Amendments	Date

FOR TENDER

Project: Heathrow UTC

Drawing: Site Set Up - Demolition Phase

Drawing No: A2330-102

Sheet Drawing: 103

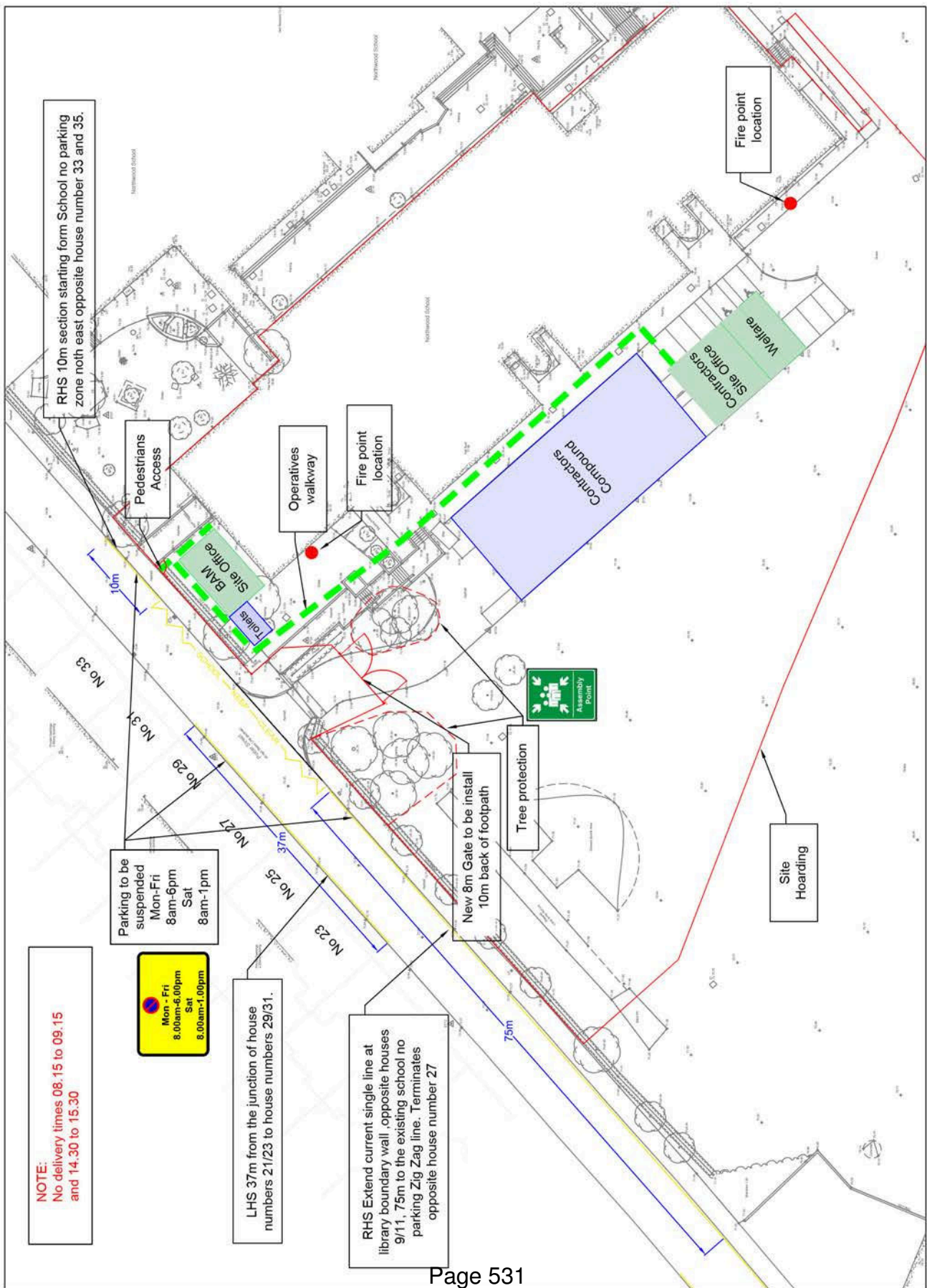
Drawn By: MS

Checked By: MS

Scale: 1:500 @ A3

Date: 08/07/2013

Revised: 7



RHS 10m section starting from School no parking zone north east opposite house number 33 and 35.

**NOTE:**  
 No delivery times 08:15 to 09:15 and 14:30 to 15:30

Parking to be suspended  
 Mon-Fri 8am-6pm  
 Sat 8am-1pm

Mon - Fri 8.00am-6.00pm  
 Sat 8.00am-1.00pm

LHS 37m from the junction of house numbers 21/23 to house numbers 29/31.

RHS Extend current single line at library boundary wall, opposite houses 9/11. 75m to the existing school no parking Zig Zag line. Terminates opposite house number 27

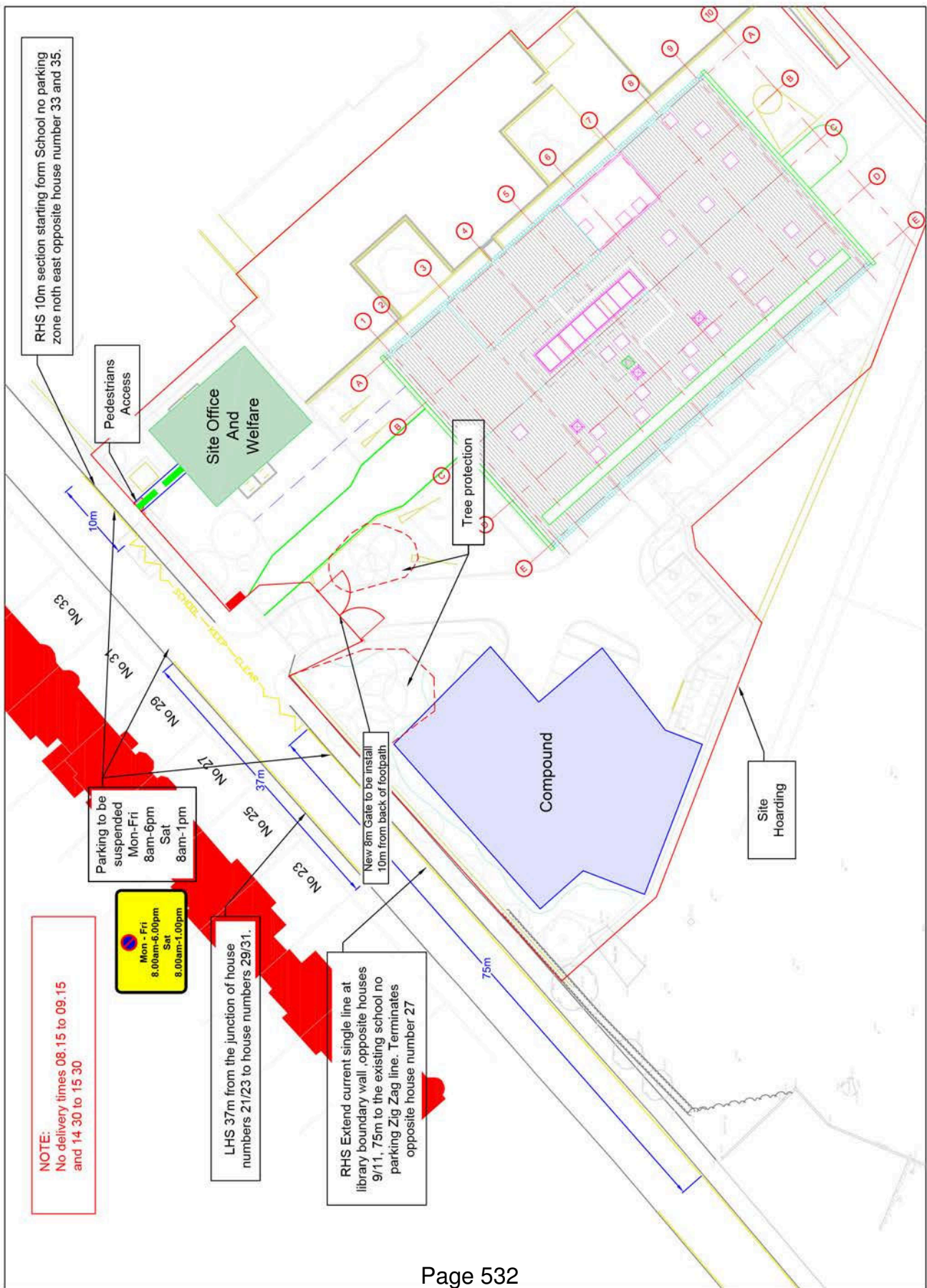
Notes:



No. 9 Station Way, City Harbour, London E14 9GL  
 Tel: 020 7000 0000 Fax: 020 7000 0001  
 E-mail: enquiries@alandale.com Web: alandale.com

6	Drawing amended	04.09.13
5	Drawing amended	02.09.13
4	Color recorded	26.08.13
3	Demolition team	27.08.13
2	Site gate relocated	21.08.13
1	Site gate relocated	25.07.13
Rev	Amendments	Date

FOR TENDER	
Project	Heathrow UTC
Drawing No.	Site Set Up - Construction Phase
Sheet Drawing	A2330-103
Drawn By	MS
Checked By	MS
Scale	1:500 @ A3
Date	08/07/2013
Revised	6



RHS 10m section starting from School no parking zone north east opposite house number 33 and 35.

Pedestrians Access

Site Office And Welfare

Tree protection

Compound

Site Hoarding

Parking to be suspended  
 Mon-Fri 8am-6pm  
 Sat 8am-1pm

Mon - Fri  
 8.00am-6.00pm  
 Sat  
 8.00am-1.00pm

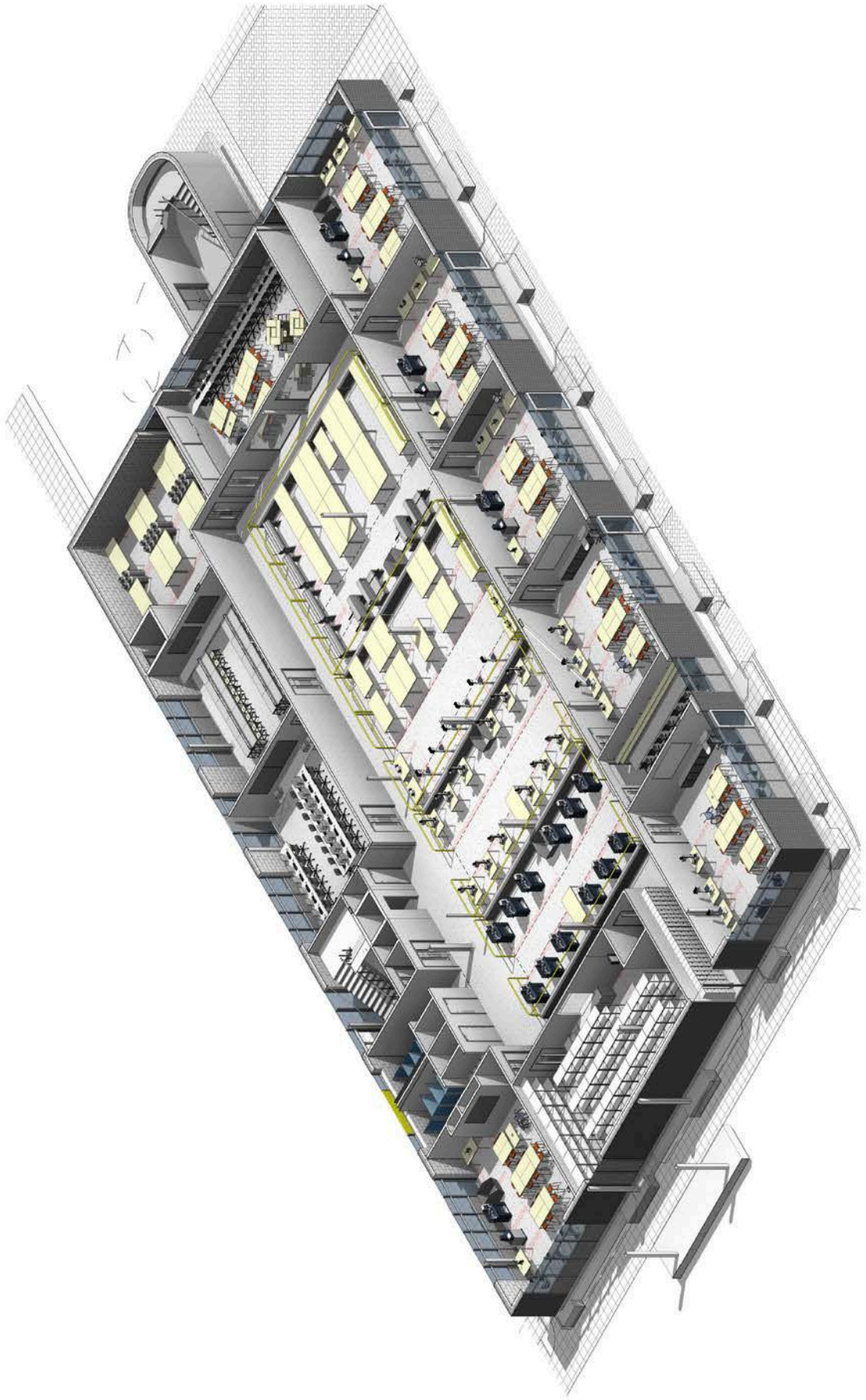
NOTE:  
 No delivery times 08.15 to 09.15 and 14.30 to 15.30

LHS 37m from the junction of house numbers 21/23 to house numbers 29/31.

RHS Extend current single line at library boundary wall, opposite houses 9/11, 75m to the existing school no parking Zig Zag line. Terminates opposite house number 27

New 8m Gate to be installed 10m from back of footpath





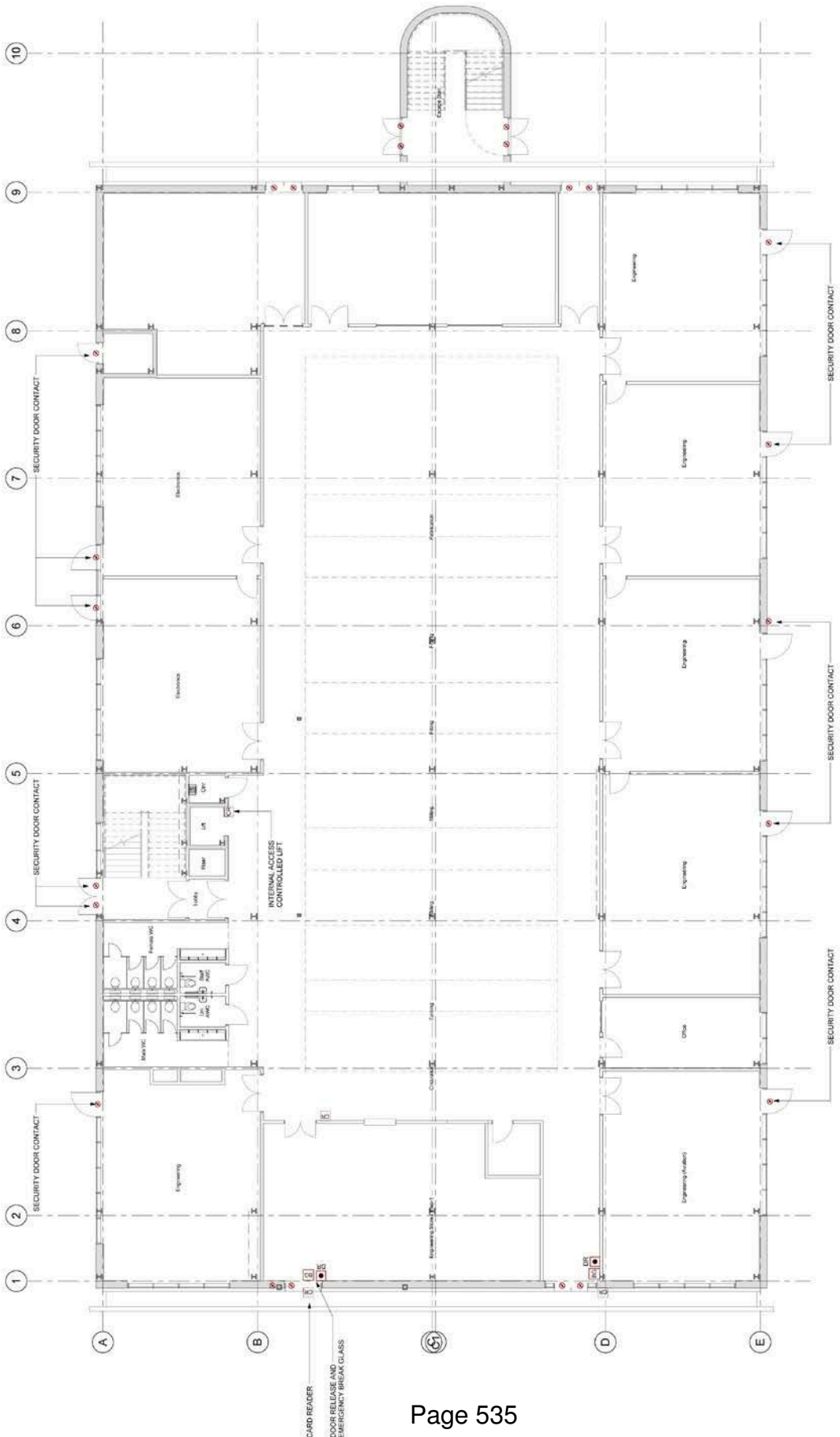
LOWER GROUND FLOOR - AXONOMETRIC VIEW



**PLANNING**

Project - 4283 Heathrow UTC  
Title - Lower Ground Floor Isometric

Scale: 0/0/0/1/3  
Date: 01/11  
Drawing No: 4283 ARCH 1006  
Revision: 01/11  
0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100



**LEGEND**

-  CARD READER ACCESS
-  DOOR RELEASE BUTTON
-  CARD SYSTEM EMERGENCY BREAK GLASS UNIT
-  DOOR / WINDOW ELECTRICAL CONTACT

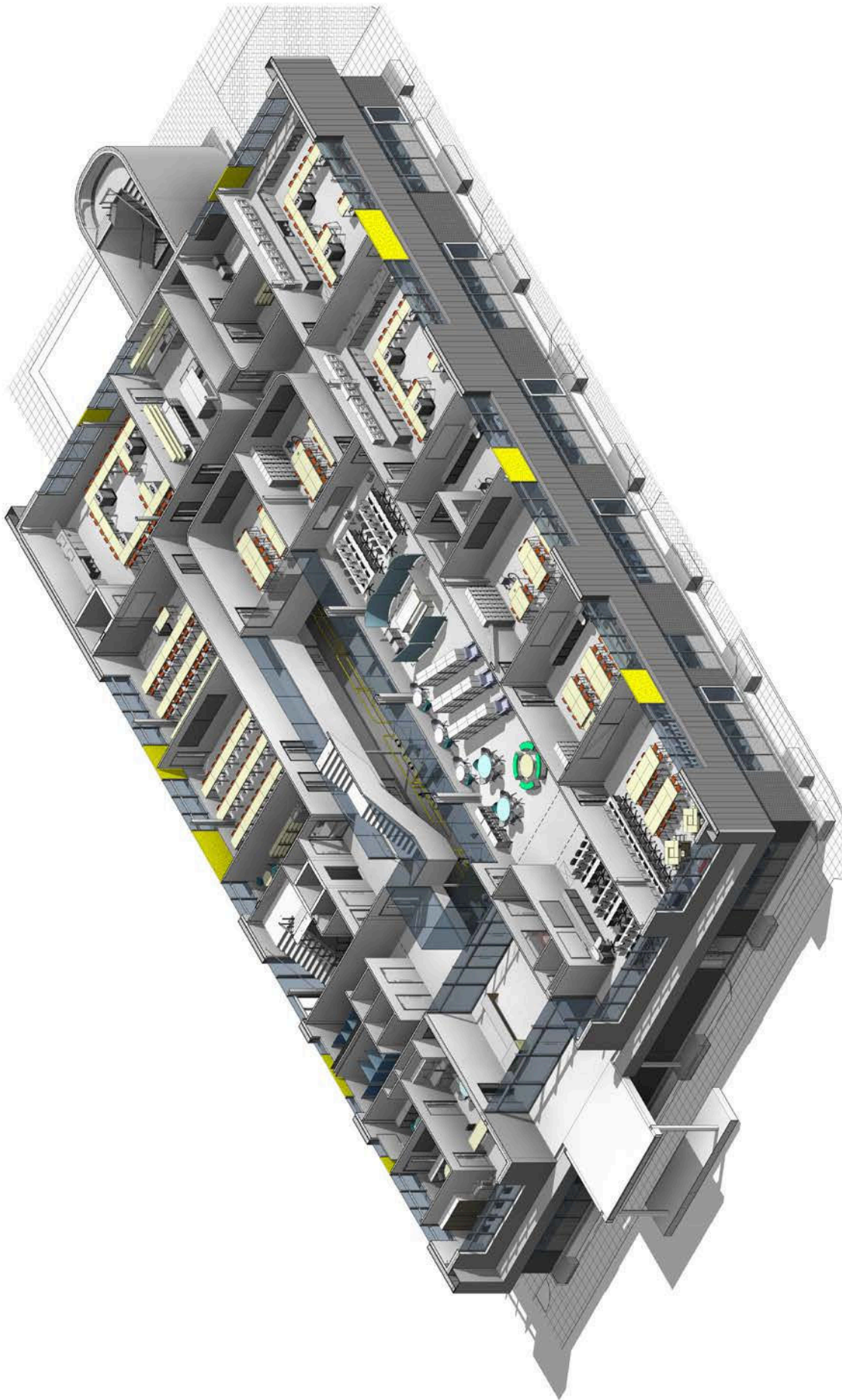
CARD READER  
DOOR RELEASE AND  
EMERGENCY BREAK GLASS

**PLANNING**

Project - 4283 Heathrow UTC  
 Title - Lower Ground Floor Security Layout  
 Date - May 2018  
 Scale - 1:100 @ A1  
 Drawing No - 4283 SERV SKE07





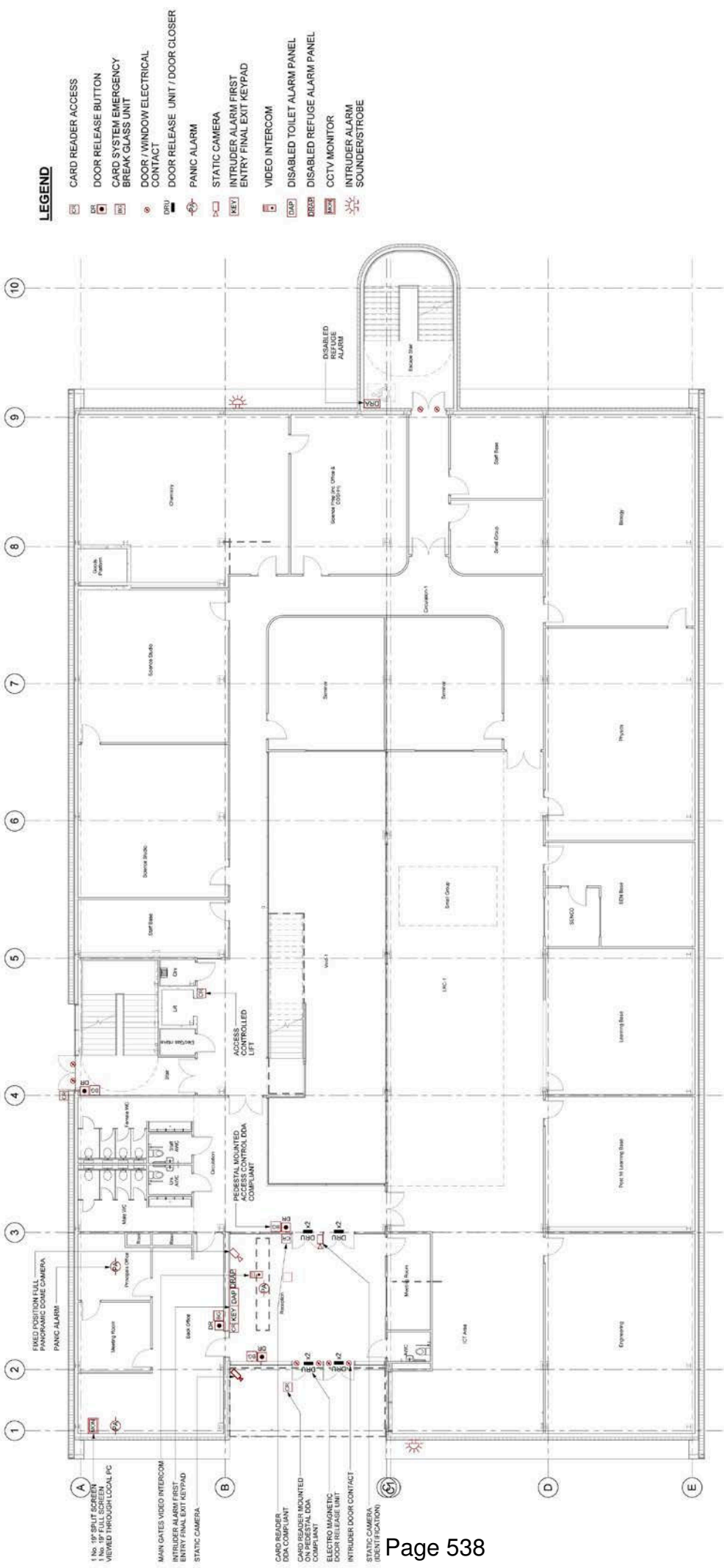


**GROUND FLOOR - AXONOMETRIC VIEW**

**PLANNING**  
Project - 4283 Heathrow UTC  
Title - Ground Floor Isometric



Issue 06/06/13  
Scale @ A1  
Drawing No. 4283 ARCH 1007  
Revision  
06/06/13 09:51:33 AM  
100%



**LEGEND**

- CARD READER ACCESS
- DOOR RELEASE BUTTON
- CARD SYSTEM EMERGENCY BREAK GLASS UNIT
- DOOR / WINDOW ELECTRICAL CONTACT
- DOOR RELEASE UNIT / DOOR CLOSER
- PANIC ALARM
- STATIC CAMERA
- INTRUDER ALARM FIRST ENTRY FINAL EXIT KEYPAD
- VIDEO INTERCOM
- DISABLED TOILET ALARM PANEL
- DISABLED REFUGE ALARM PANEL
- CCTV MONITOR
- INTRUDER ALARM SOUNDER/STROBE

- 1 No 18" SPLIT SCREEN PANORAMIC DOME CAMERA VIEWED THROUGH LOCAL PC
- MAIN GATES VIDEO INTERCOM
- INTRUDER ALARM FIRST ENTRY FINAL EXIT KEYPAD
- STATIC CAMERA
- CARD READER
- DOOR RELEASE BUTTON
- DOOR / WINDOW ELECTRICAL CONTACT
- DOOR RELEASE UNIT
- INTRUDER ALARM (BUSIFICATION)
- STATIC CAMERA (BUSIFICATION)

**PLANNING**



Project - 4283 Heathrow UTC  
 Title - Ground Floor Security Layout  
 Date - May 2013  
 Scale - 1:100 @ A1  
 Drawing No - 4283 SERV SKE08







**FIRST FLOOR - GATHERING LEVEL**

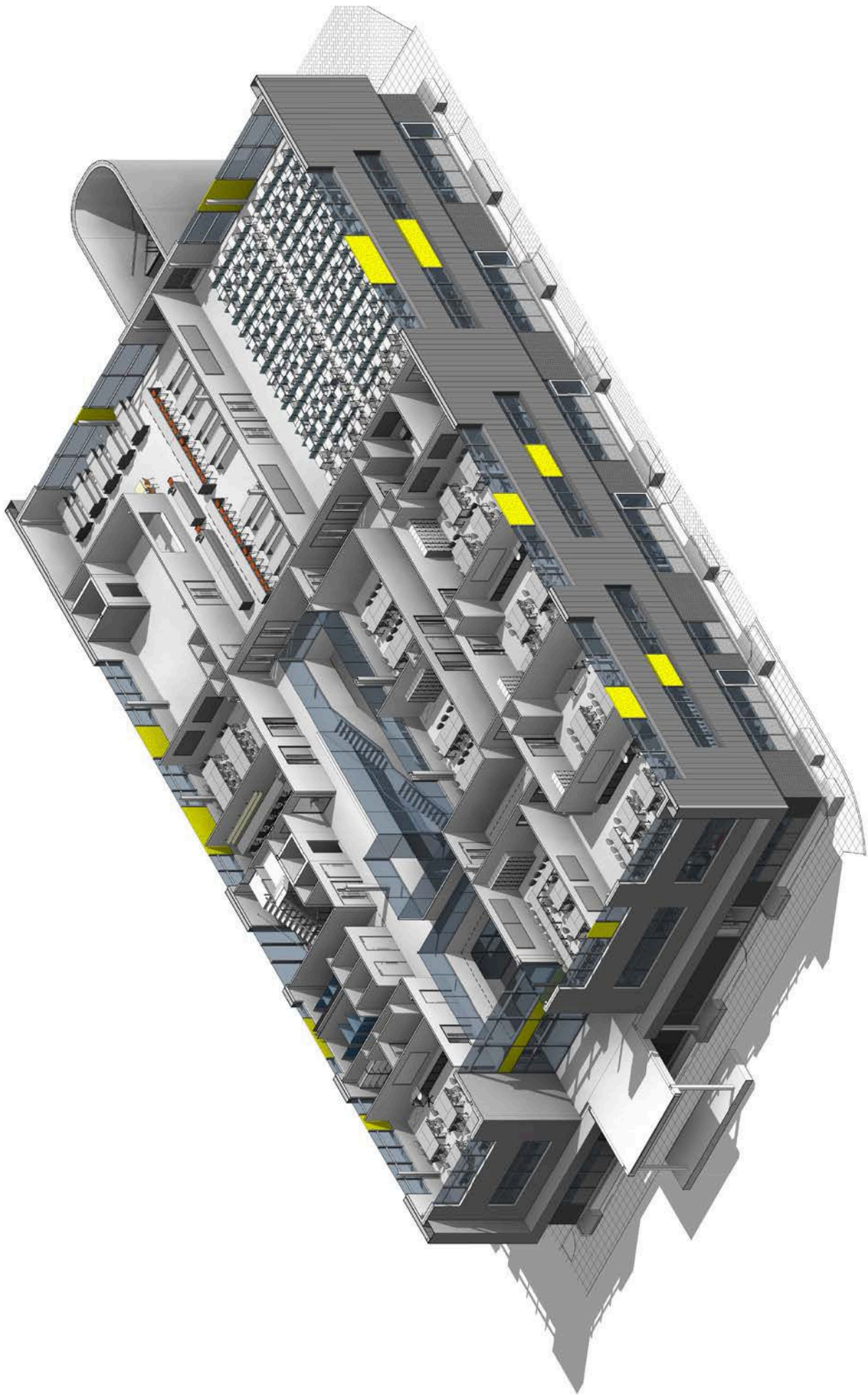
- Heavy Engineering Space
- General Learning
- Technical Spaces
- Hygiene Facilities & Kitchen
- Circulation
- SEN Centre
- Science Centre
- Administration & Management

**PLANNING**

Project - 4283 Heathrow UTC  
 Title - First Floor Plan



Issue 105513  
 Date: As indicated @ A1  
**4283 ARCH 1003**



FIRST FLOOR - AXONOMETRIC VIEW



**PLANNING**

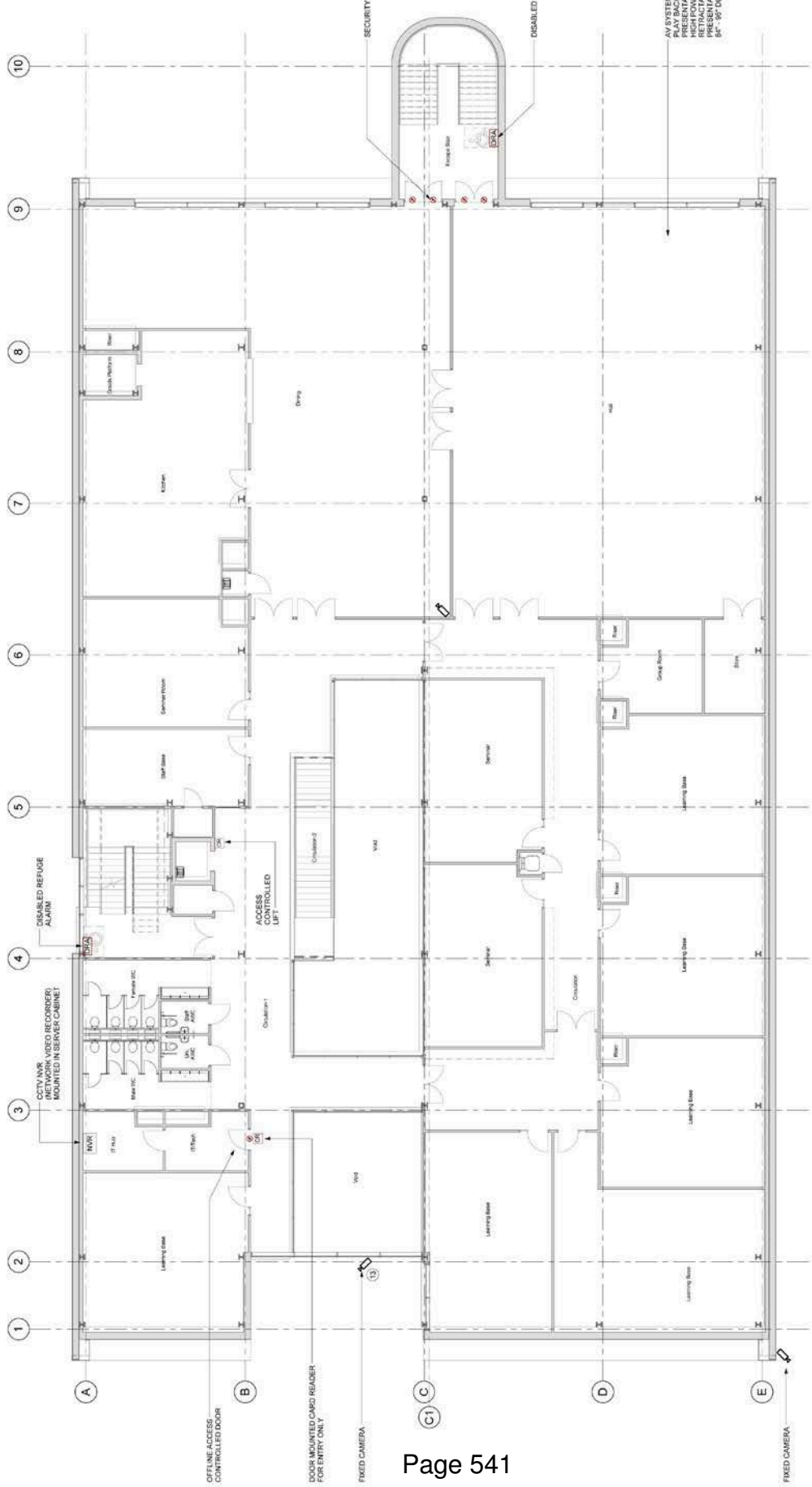
Project - 4283 Heathrow UTC  
Title - First Floor Isometric

Date - 06/06/13  
Scale - @ A1

Revision  
**4283 ARCH 1008**



- LEGEND**
- FIXED CAMERA
  - CARD ACCESS READER
  - DISABLED REFUGE ALARM
  - NETWORK VIDEO RECORDER
  - DOOR / WINDOW ELECTRICAL CONTACT



AV SYSTEM FOR SPEECH USED  
PLAY BACK MUSIC TO SUPPORT  
PLAYBACK OF RECORDINGS.  
HIGH POWER PROJECTOR AND  
RETRACTABLE SCREEN FOR  
PRESENTATION. 84\"/>

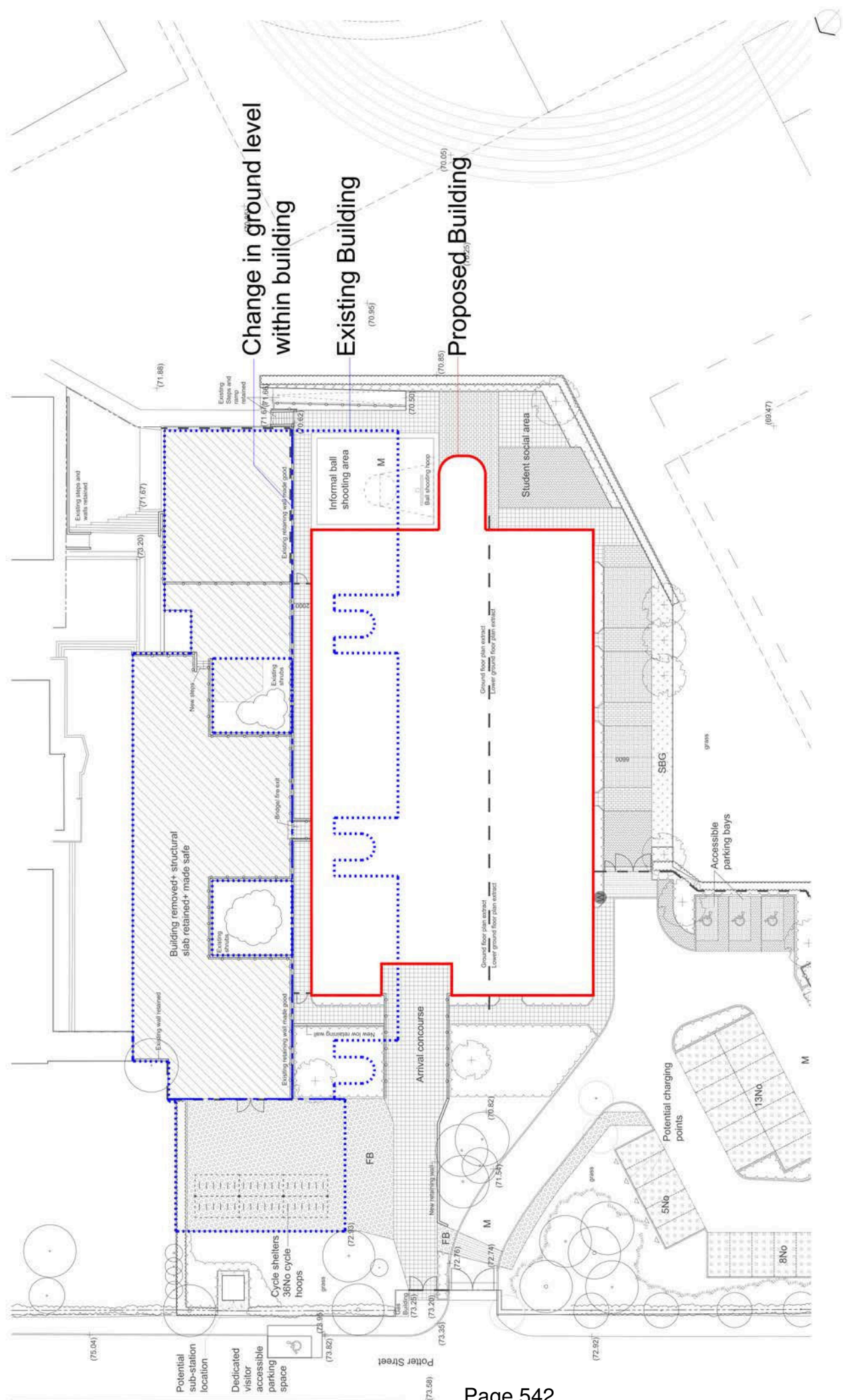
**PLANNING**



Project - 4283 Heathrow UTC  
Title - First Floor Security Layout

Issue - May 2013  
Scale - 1:100 @ A1  
Drawing No - 4283 SERV SKE009





Change in ground level within building

Existing Building (70.95)

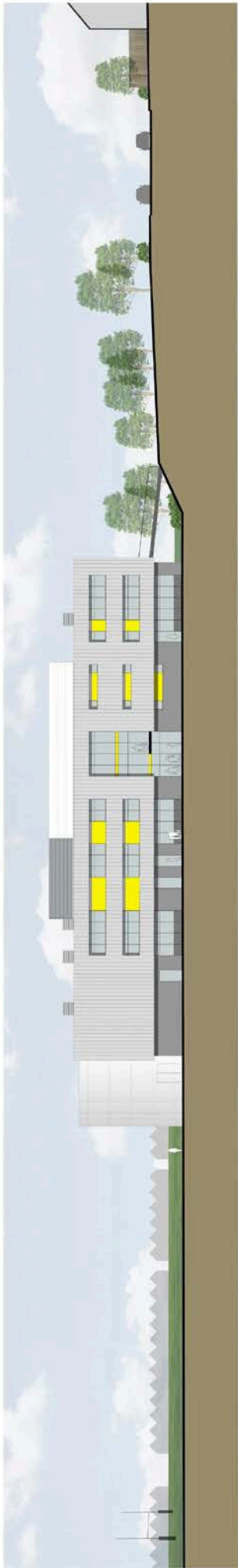
Proposed Building (70.05)

Project: UTC Heathrow  
 Dwg No: 13409-TLP-PA04  
 Title: EXISTING & PROPOSED BUILDINGS OVERLAY PLANNING  
 Status: 1:200@A1/ 1:400@A3  
 Scale: 20-06-2013

thelandscapepartnership



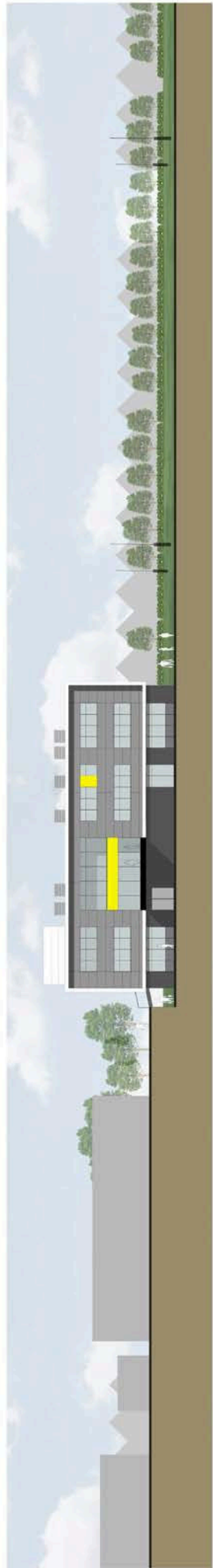
SOUTH ELEVATION



NORTH ELEVATION



EAST ELEVATION



WEST ELEVATION



Entrance bridge to Structural Engineers design

Asphic or similar standing seam roof with metal finish, laid to minimum 1.5 degree fall

Exposed panel form - composite decking panels, Kingspan or similar approved with standing seam roof

Louvered external plant area

Perforated ventilation louvre

External escape stair formed with perforated metal panelling

PPC aluminium verge finishing

Access bridge to Structural Engineers design

Water tank enclosure beneath entrance bridge

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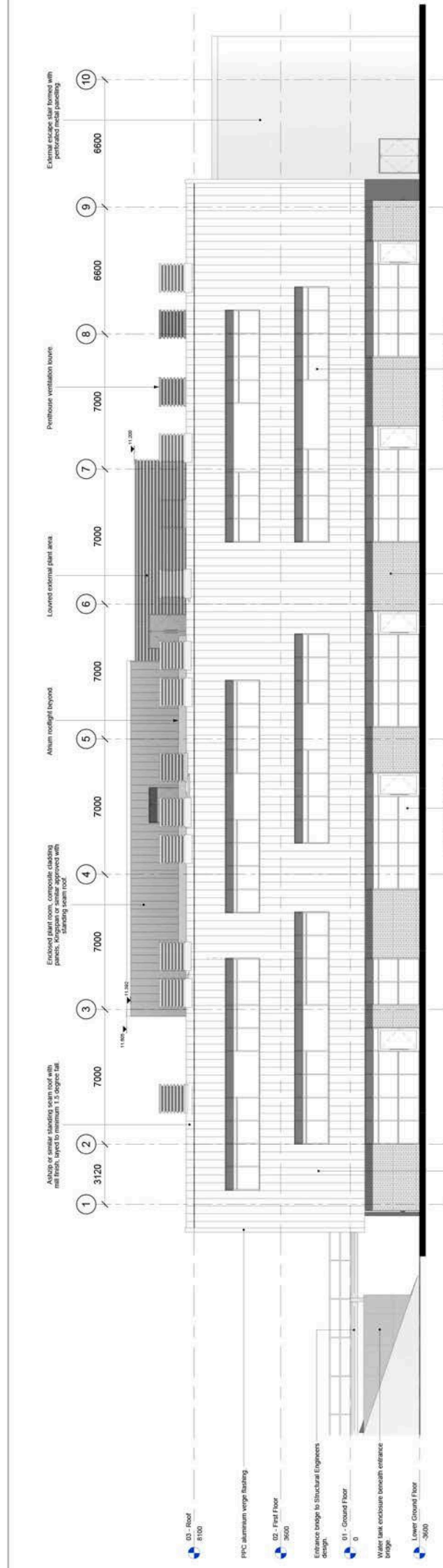
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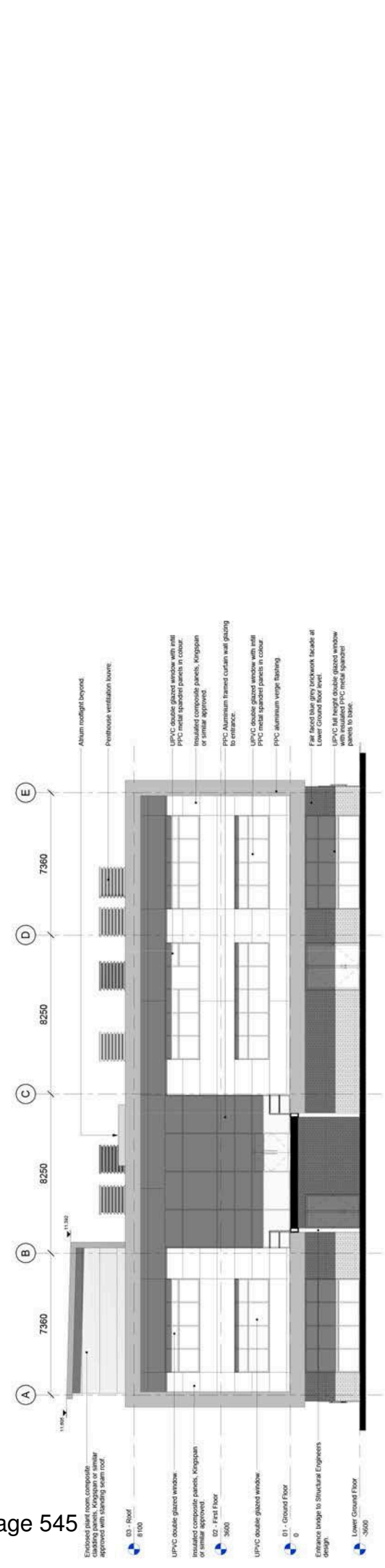
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**1** South Elevation  
1 : 100



**2** West Elevation  
1 : 100

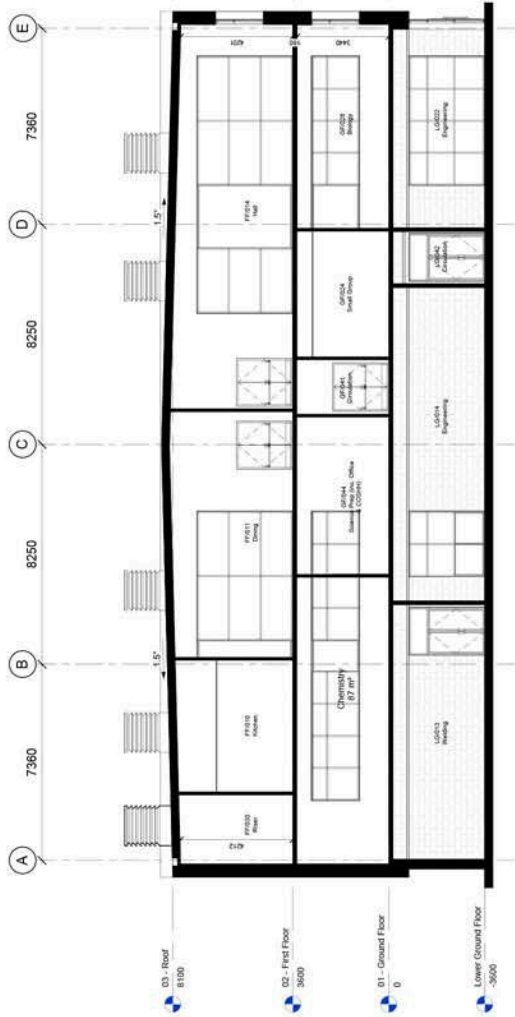


**PLANNING**

Project - 4283 Heathrow UTC  
Proposed Elevations - South & West.

Date: 05/11/13  
Scale: 1:100 @ A1  
Drawing No: 4283 ARCH 1101  
Revision

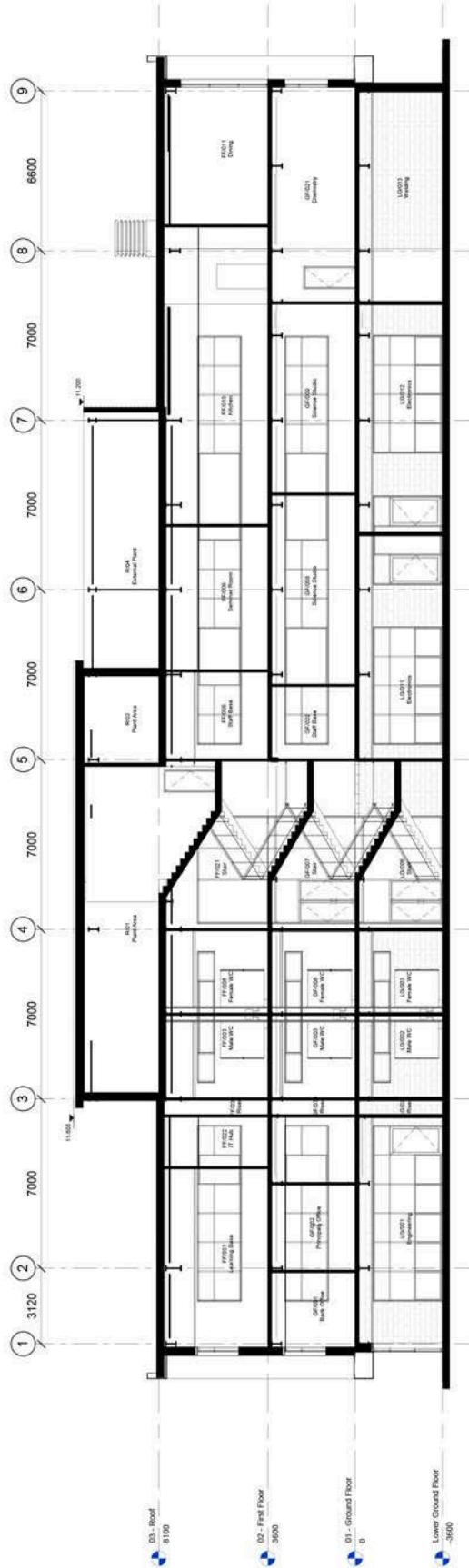




1 Section A  
1 : 100



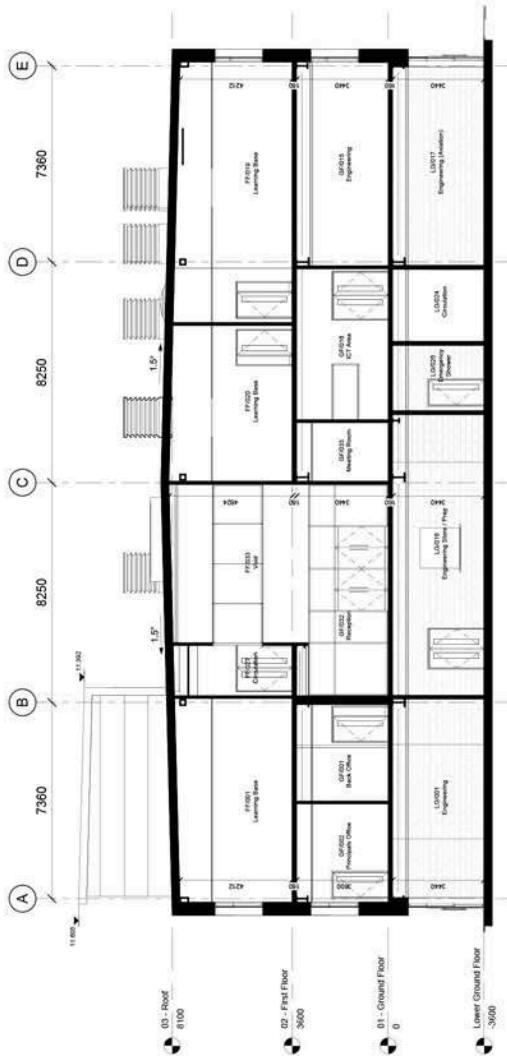
2 Section B  
1 : 100



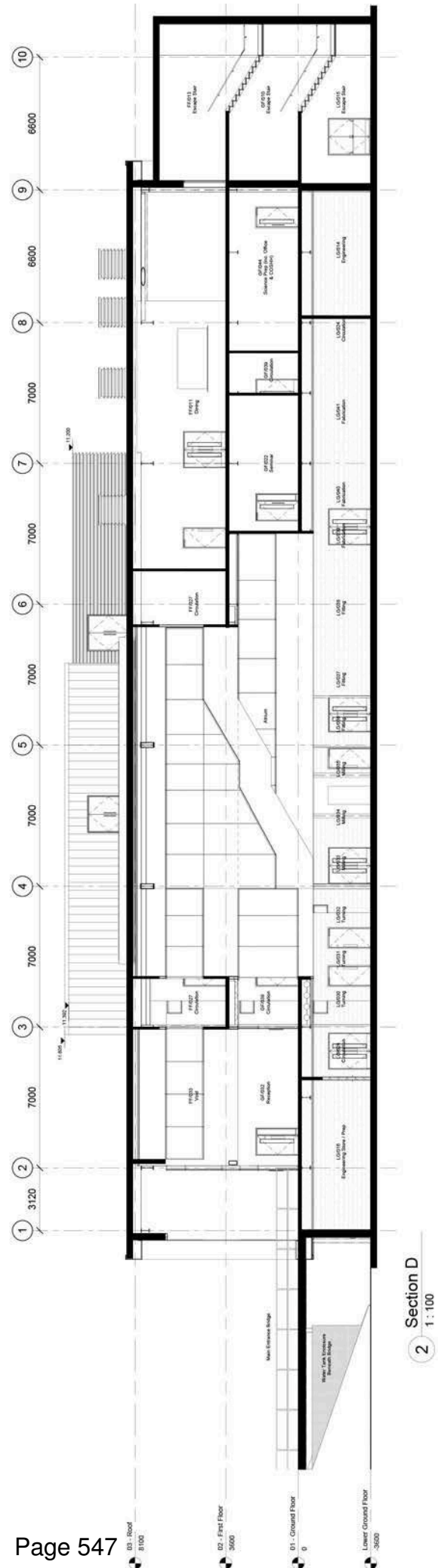
3 Section E  
1 : 100



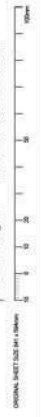


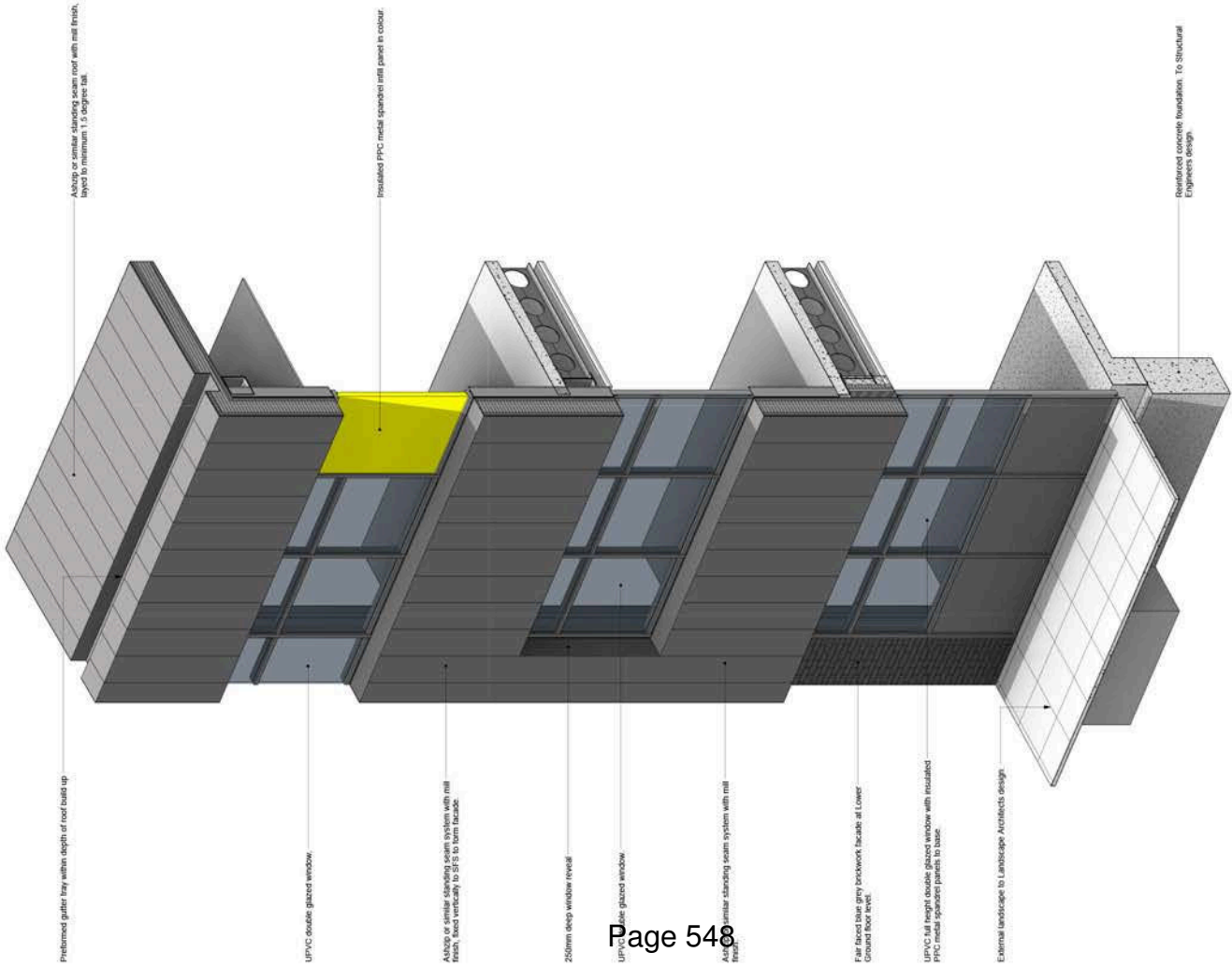


1 Section C  
1 : 100

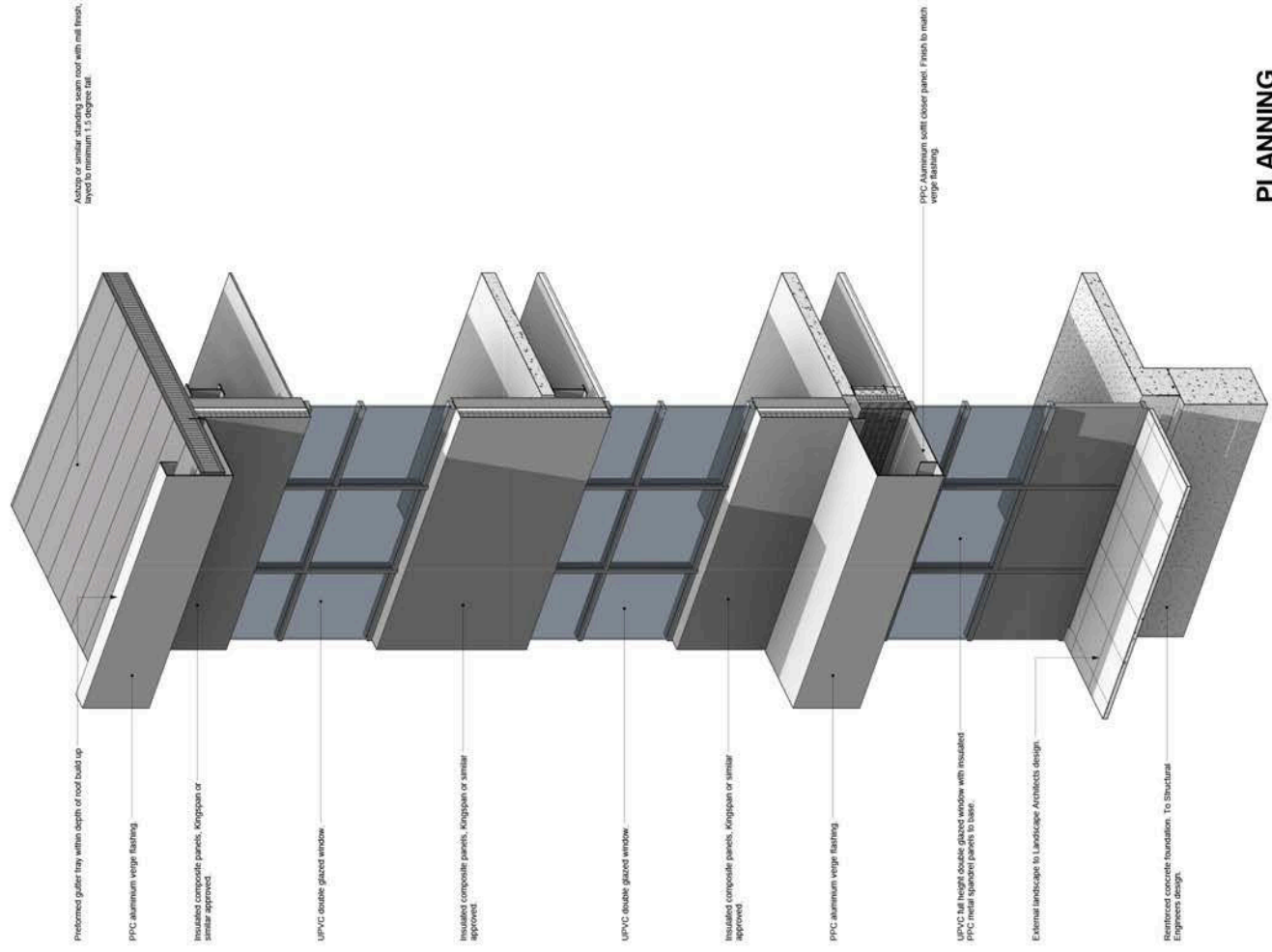


2 Section D  
1 : 100





1 Typical Long Elevation



2 Typical Short Elevation



PLANNING

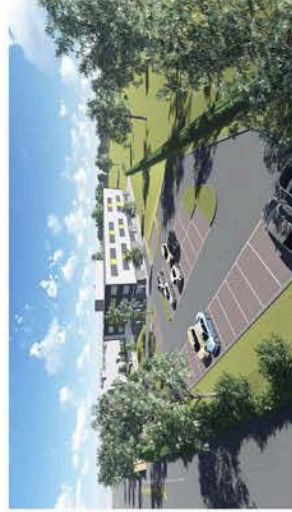
Project: 4283 Heathrow UTC  
 Title: Typical 3D Facade Sections

Date: 09/09/13

Scale: @ A1

Revision: 4283 ARCH 1251





\* Refer to Landscape drawings for latest landscape proposals

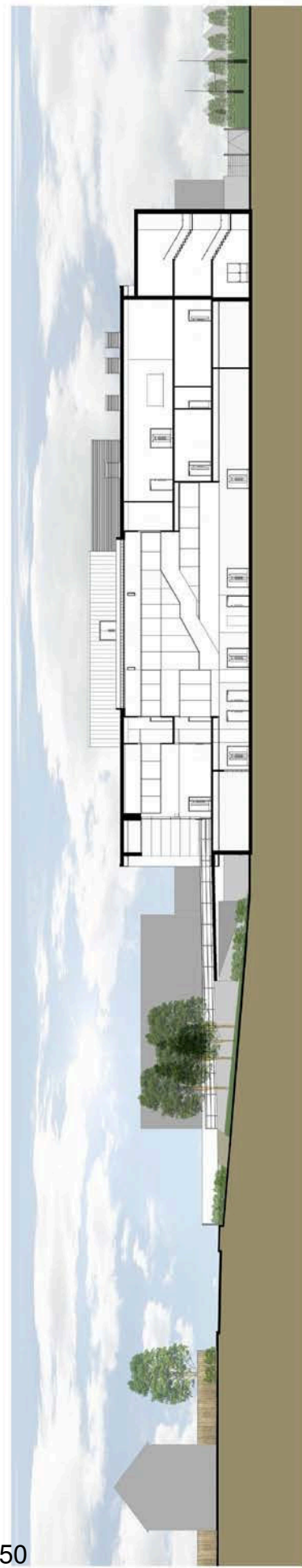
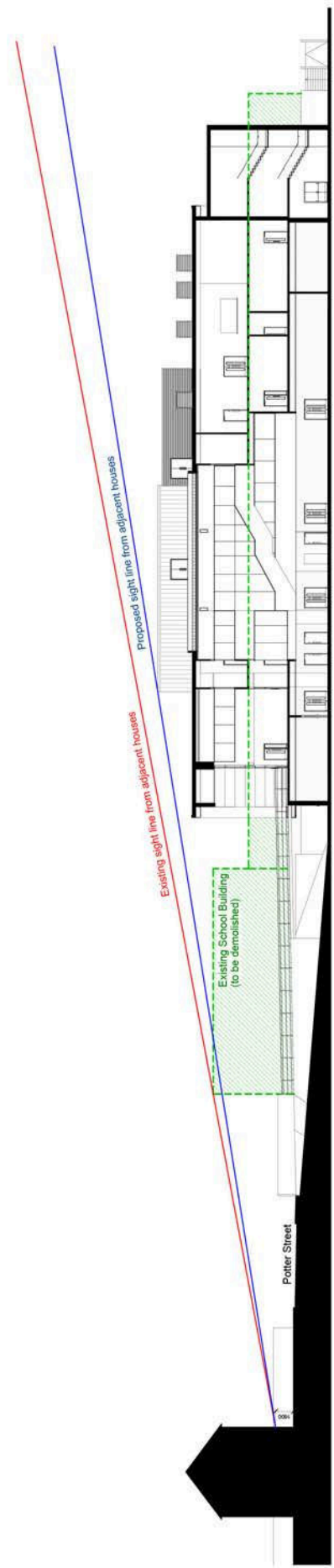
**PLANNING**

Project: 4283 Heathrow UTC  
 Title: Illustrative 3D Views



Date: 06/27/13  
 Scale: @ A1  
 Revision: 4283 ARCH 1106





**PLANNING**

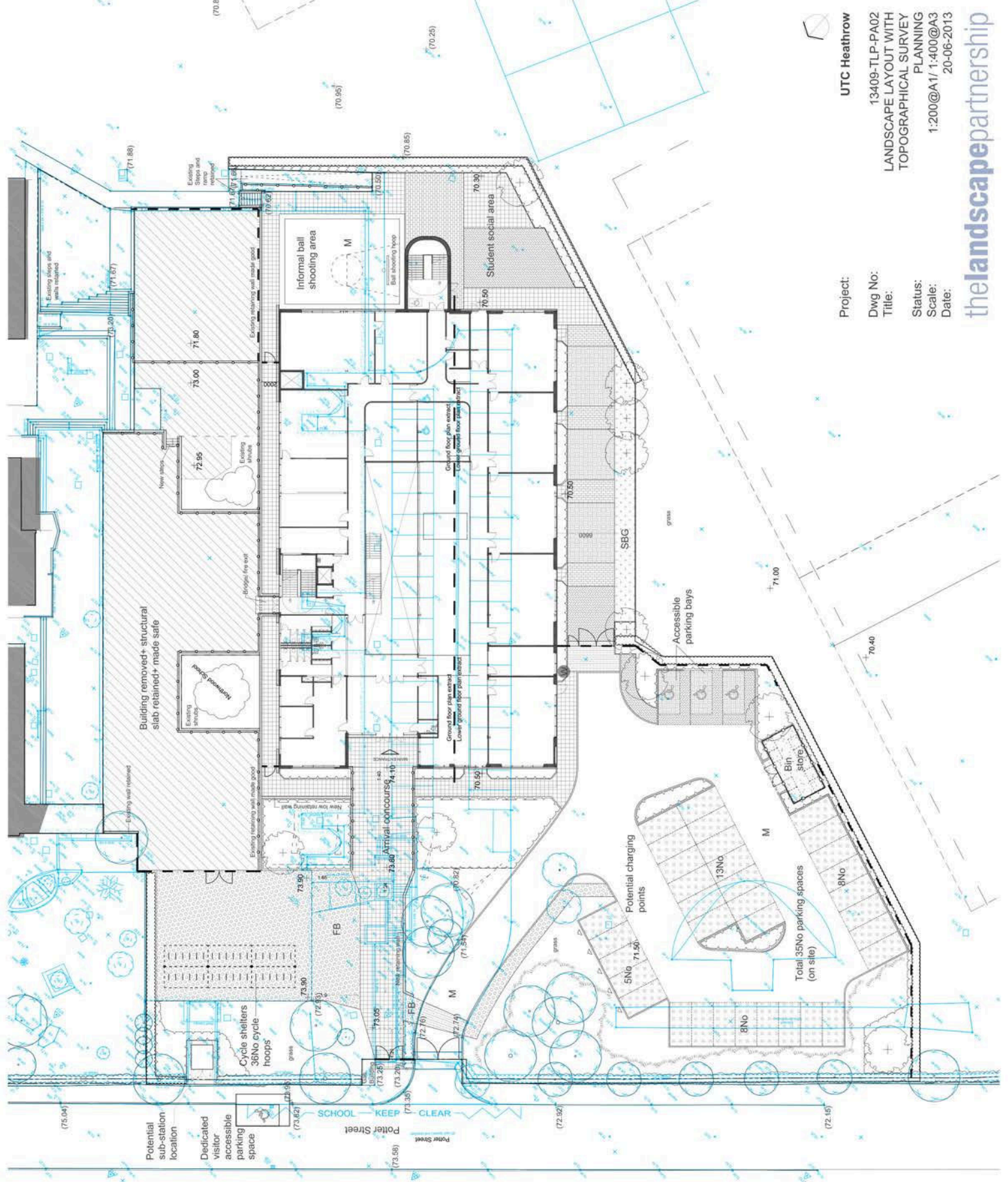
Project - 4283 Heathrow UTC  
 Title - Site context - Section A-A



Date: 06/2013  
 Scale: 1:200 @ A1

Revision  
**4283 ARCH 1210**





Project: UTC Heathrow  
 Dwg No: 13409-TLP-PA02  
 Title: LANDSCAPE LAYOUT WITH TOPOGRAPHICAL SURVEY  
 Status: PLANNING  
 Scale: 1:200@A1/1:400@A3  
 Date: 20-06-2013

thelandscapepartnership

- SOFTWORKS**
- Existing tree to be retained
  - Existing tree to be removed
  - Proposed tree
  - Proposed planting (ornamental)
  - Clipped hedge
  - Existing shrubs and hedge retained
  - Long grass

- Standard concrete paving slabs  
e.g. Menthah 'Starburst Pave' Natural, sack bonded
- PCC Block paving  
e.g. Menthah 'Kepler', various bonds and colours
- PCC Silt paving  
e.g. Menthah 'Tiger', various bonds and colours
- Blumen bonded gravel  
e.g. 'Tromper by Gies
- Porous retained grave-cellular plastic grid & pebbles  
e.g. 'Cotter' by Geosyntec
- Muscium
- Concrete
- Self Binding Gravel
- Hard surface - retained structural slab

- Cycle stands  
e.g. 'Shifter' stands by Brooks
- Cycle canopy  
e.g. 'Cambridge Shelter by Broop
- Retaining wall
- Proposed levels
- Existing levels retained
- Gradients (abs)
- Sloped (marks)

- Existing fence  
to be made good where required
- 1.8m high new fence  
weathered, plastic coated, colour green or black TBC
- 1.5m high ft & miss timber fence  
weathered
- 0.9m high safety fence  
weathered, plastic coated, colour green or black TBC
- Watering point

NOTE:  
 Blue colour indicates topographical survey information.



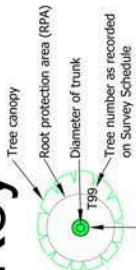
<b>SOFTWORKS</b>	Existing tree to be retained	Existing tree to be removed	Proposed tree	Proposed planting (ornamental)	Proposed clipped hedge	Existing shrubs and hedges retained	Long grass	Log pile (habitat)
<b>HARDWORKS</b>	Stabilised concrete paving slabs e.g. Marmulac, Summit Impact, Nuanetsi, slabs bonded	PCC Block paving e.g. Marmulac, Keylock, various levels and colours	PCC Self-bonding e.g. Marmulac, Tigris, various bonds and colours	Blumen bonded gravel e.g. "Flower" by Coles	Porous retained gravel-cellular plastic grid & peabingle e.g. "Copal" by Greenhatch	Masadam	Concrete	Self Bonding Gravel
<b>FURNITURE</b>	Cycle stands e.g. "Shelter" stands by Brossa	Cycle canopy e.g. "Cambridge" Shelter by Brossa	Retaining wall	Proposed levels 0.00	Existing levels retained 0.00	Gradiantial falls 1:50	Sloped banks	FENCING
								Existing fence
								to be made good where required
								1.8m high new fence wetmesh, plastic coated, colour green or black TBC
								1.8m high hit & miss timber fence wood screen
								0.9m high safety fence barrier wetmesh, plastic coated, colour green or black TBC

Revision - More levels added, Green Wall added.  
Main gate set back 5m.

Project: UTC Heathrow  
Dwg No: 13409-TLP-PA01  
Title: LANDSCAPE LAYOUT  
Status: PLANNING  
Scale: 1:200@A1/ 1:400@A3  
Date: 20-06-2013

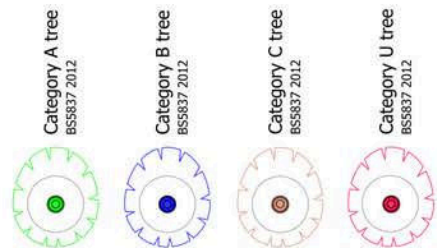
the<sup>landscape</sup>partnership

# Key



Coloured symbol indicating BS category as shown below

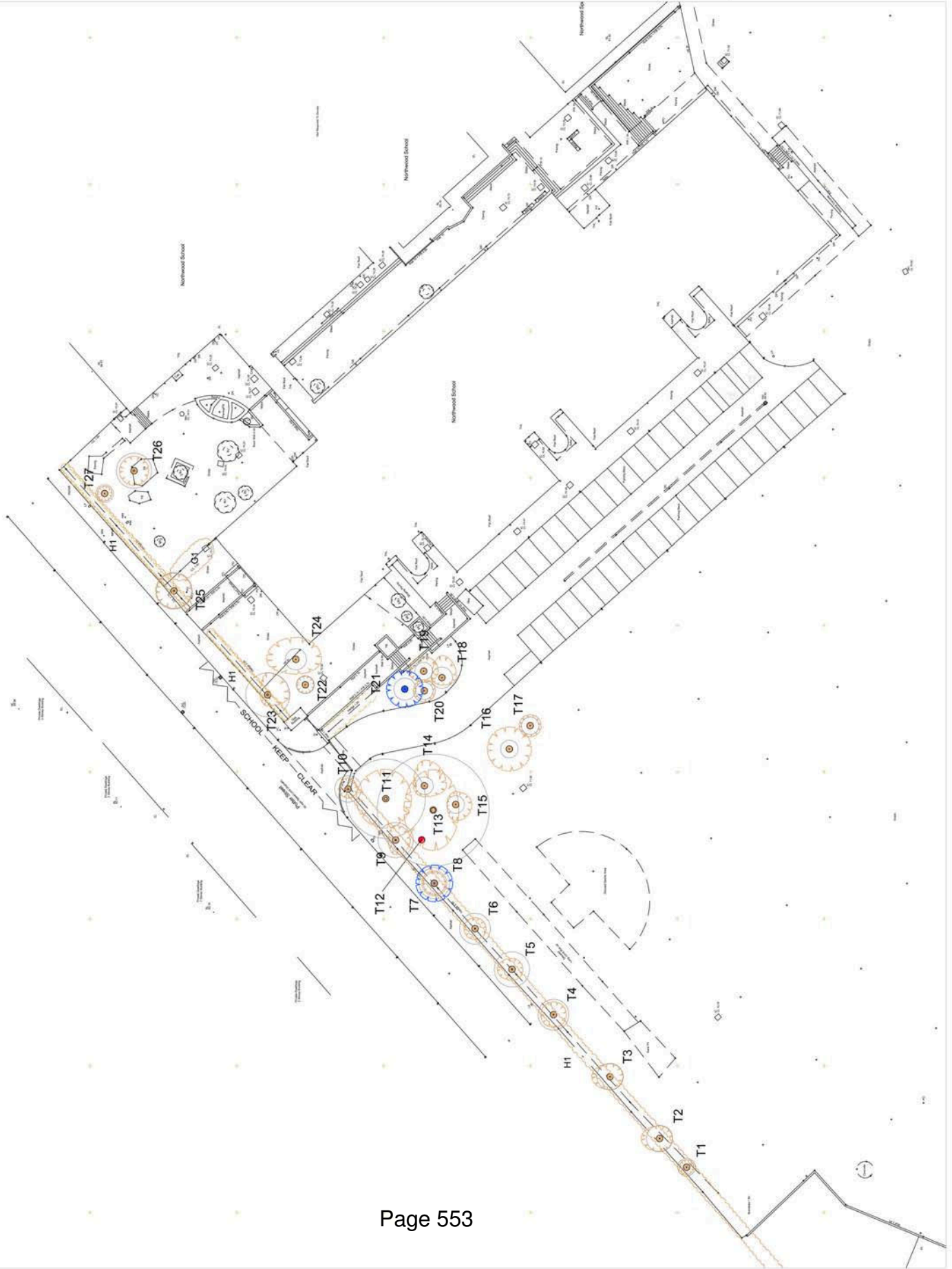
Note: Underlined tree number denotes tree located by eye. Locations should be checked on site and if necessary drawings amended.

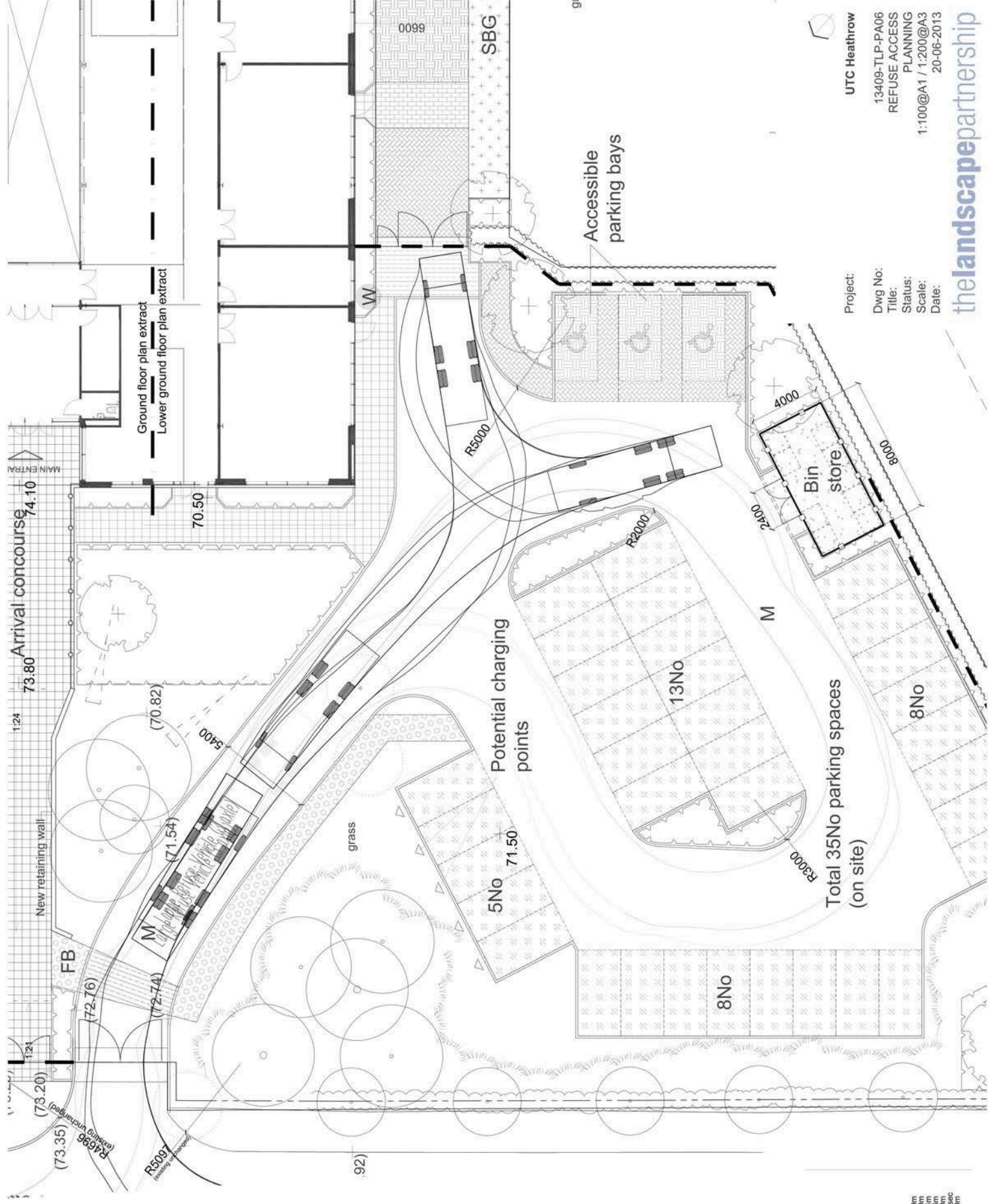


The above BS categories are judgements of quality and value based on the contribution each tree would be expected to make over a given period of time, categories A, B and C being high, moderate and low respectively. Category U represents trees that, in their current condition, are considered to be at risk of loss for reasons for which the definition of BS categories refer to notes accompanying schedule.

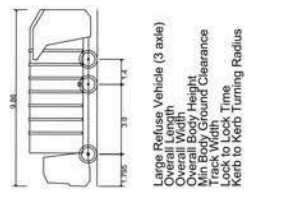


Client	1500000000
Project	Headrow UTC
Drawing	Tree Survey
Status	New
Date	24.06.13





- SOFTWORKS**
- Existing tree to be retained
  - Existing tree to be removed
  - Proposed tree
  - Proposed planting (ornamental)
  - Clipped hedge
  - Existing shrubs and hedge retained
  - Long grass
- Materials**
- Standard concrete paving slabs e.g. Marmulux Standard Proofer, Natural, sleek bonded
  - PCC Block paving e.g. Marmulux Kopyloc, various bonds and colours
  - PCC Self-casting e.g. Marmulux Tregula, various bonds and colours
  - Blumen bonded gravel e.g. Floratic by Colas
  - Porous retained gravel-cellular plastic grid & pebbles e.g. Solpa by Geosyntec
  - Macadam
  - Concrete
  - SBG Self Binding Gravel
  - Hot surface retained structural slab
- Levels and Gradients**
- Retaining wall
  - Proposed levels
  - Existing levels retained
  - Gradients/falls
  - Steeper banks
- Fences and Barriers**
- Existing fence to be made good where required
  - 1.8m high new fence wetland, plastic coated, colour green or black TBC
  - 1.8m high hit & miss timber fence
  - 0.3m high safety fence barrier wetland, plastic coated, colour green or black TBC
  - Watering point
- Other**
- Retaining wall
  - Proposed levels
  - Existing levels retained
  - Gradients/falls
  - Steeper banks



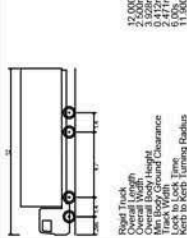
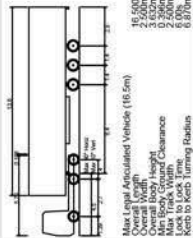
Project: UTC Heathrow  
 Dwg No: 13409-TLP-PA06  
 Title: REFUSE ACCESS PLANNING  
 Status: 1:100@A1 / 1:200@A3  
 Date: 20-06-2013

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Notes:



Clarification: Sweep Path Analysis drawings are produced within a controlled environment free from the obstructions and distractions found on site. As a result a recommended safety margin of at least 1 metre to each side of the vehicles' sweep path should be incorporated into any setting out drawings/designs etc.



No 8 Seaton Way, City Harbour, London E14 6QL  
Tel: 020 7005 0050 Fax: 020 7005 0051  
E-mail: enquiries@alandale.com Web: alandale.com

6	Drawings approved	08/07/13
5	Drawings prepared	08/06/13
4	Drawings issued	26/08/13
3	Drawings to scale	27/08/13
2	Site plan received	21/08/13
1	Site plan allocated	26/07/13
Rev	Amendment(s)	Date

FOR TENDER

Heathrow UTC

Sweep Path Analysis

A2330-104

Design Vehicle(s): 16.5m Articulated Lorry & Rigid Truck

Sheet Drawing

103

Drawn By: MS

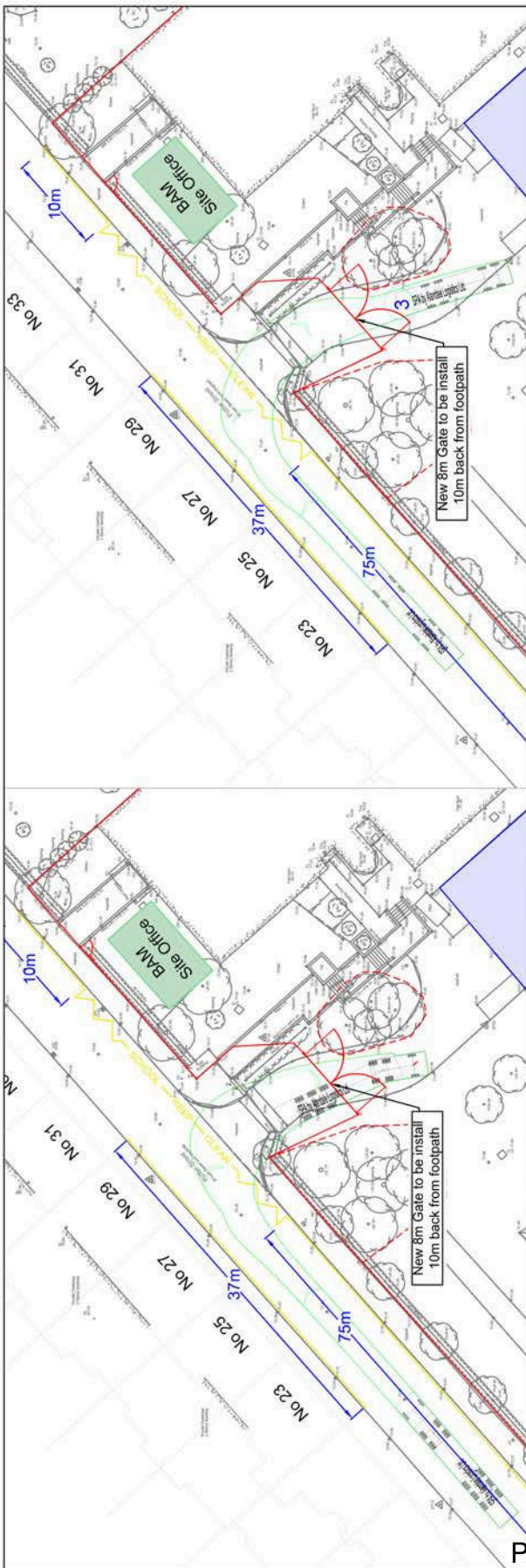
Checked By: MS

Scale: 1:500 @ A3

Sheet: 1

Date: 08/07/2013

Revised: 6



Notes: 16.5m Articulated vehicle turning right from Potter Street and accessing the site via 8m Gate.

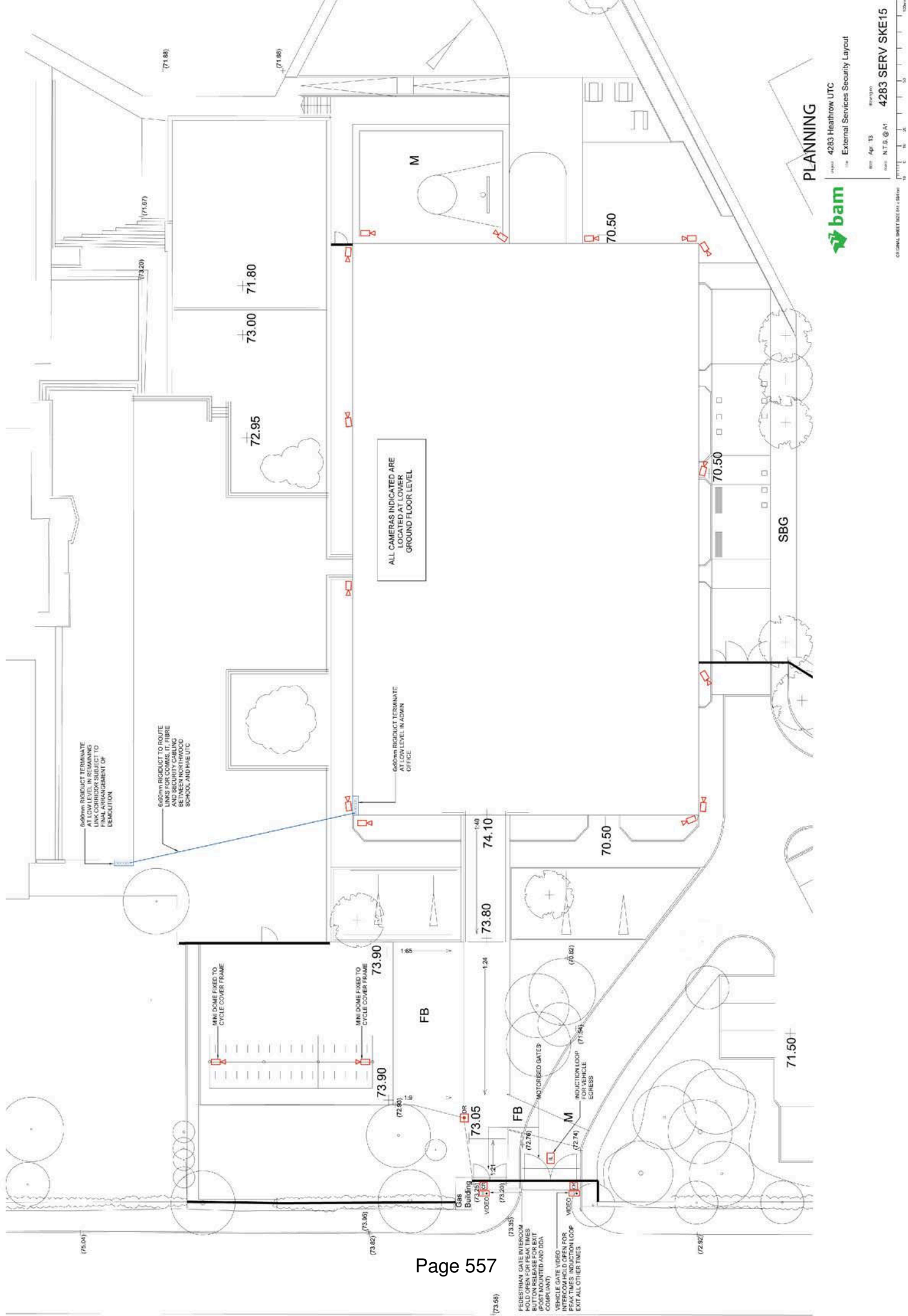


Notes: Rigid Truck turning left from the site into Potter Street.

Disclaimer: Logistics, Traffic Management and Sweep Path Analysis drawings are produced using the available information, within the design constraints of the utilised technology and Traffic Engineering knowledge. They are not Structural or Civil Engineering designs and should be reviewed by competent persons where required.

Notes: 16.5m Articulated Vehicle turning left from the site into Potter Street.

Vehicle Safety Disclaimer: Alandale Group of Companies has identified the risk from operations involving transport activities (these include the safety of cyclists and other vulnerable road users). Therefore, drivers must put in place procedures to mitigate these risks.



**PLANNING**

Project: 4283 Heathrow UTC  
 External Services Security Layout



Rev: Apr 13  
 Scale: N.T.S. @ A1  
 Drawing No: 4283 SERV SKET15



600mm RDUCT TO ROUTE FIBRE AND SECURITY CABLING BETWEEN NORTHWOOD SCHOOL AND H&M UTC

ALL CAMERAS INDICATED ARE LOCATED AT LOWER GROUND FLOOR LEVEL

600mm RDUCT TO TERMINATE AT LOW LEVEL IN ADMIN OFFICE

MIN. DOME EYES TO CYCLE COVER FRAME

MIN. DOME EYES TO CYCLE COVER FRAME

PEDESTRIAN GATE INTERROOM BUTTON RELEASE FOR EXIT COMPLAINT

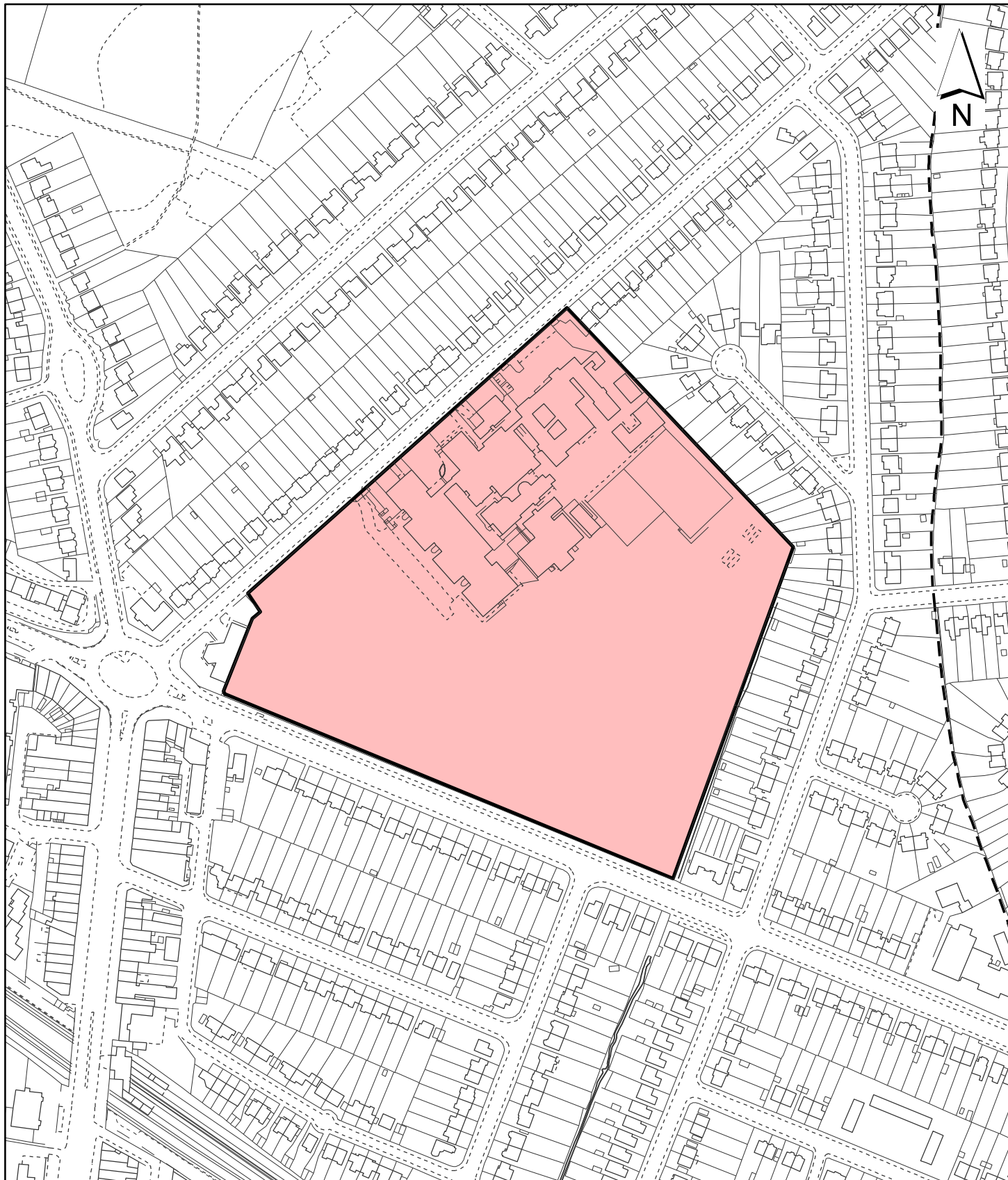
INTERCOMING WOULD OPEN FOR PEAK TIMES INDUCTION LOOP EXIT ALL OTHER TIMES




UTC Heathrow  
 13409-TLP-PA03  
 POTENTIAL SPORTS LAYOUT FOR THE  
 NORTHWOOD SCHOOL  
 Planning  
 1:500@A1/ 1:1000@A3  
 20-06-2013

Project:  
 Dwg No:  
 Title:  
 Status:  
 Scale:  
 Date:

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**Notes**

 Site boundary

For identification purposes only.

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Site Address

**Northwood School  
Potter Street  
Northwood**

Planning Application Ref:

**12850/APP/2013/1810**

Scale

**1:3,000**

Planning Committee

**Major Applications**

Date

**September  
2013**

**LONDON BOROUGH  
OF HILLINGDON  
Residents Services**

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



**HILLINGDON**  
LONDON

## Report of the Head of Planning, Sport and Green Spaces

**Address** ROYAL QUAY, COPPERMILL LOCK PARK LANE HAREFIELD

**Development:** Conversion and refurbishment of the Manor House to provide 4 x 2-bed flats, construction of 9 x 3-bed three-storey houses and 10 x 4-bed four-storey houses and a three-storey building comprising 6 x 2-bed flats, refurbishment of the Long Room for continued office use, together with associated car parking and landscaping.

**LBH Ref Nos:** 43159/APP/2013/1094

<b>Date Plans Received:</b>	30/04/2013	<b>Date(s) of Amendment(s):</b>	21/08/2013
<b>Date Application Valid:</b>	07/05/2013		07/05/2013
			24/09/2013

---

**Report of the Head of Planning, Sport and Green Spaces**

**Address** ROYAL QUAY, COPPERMILL LOCK PARK LANE HAREFIELD

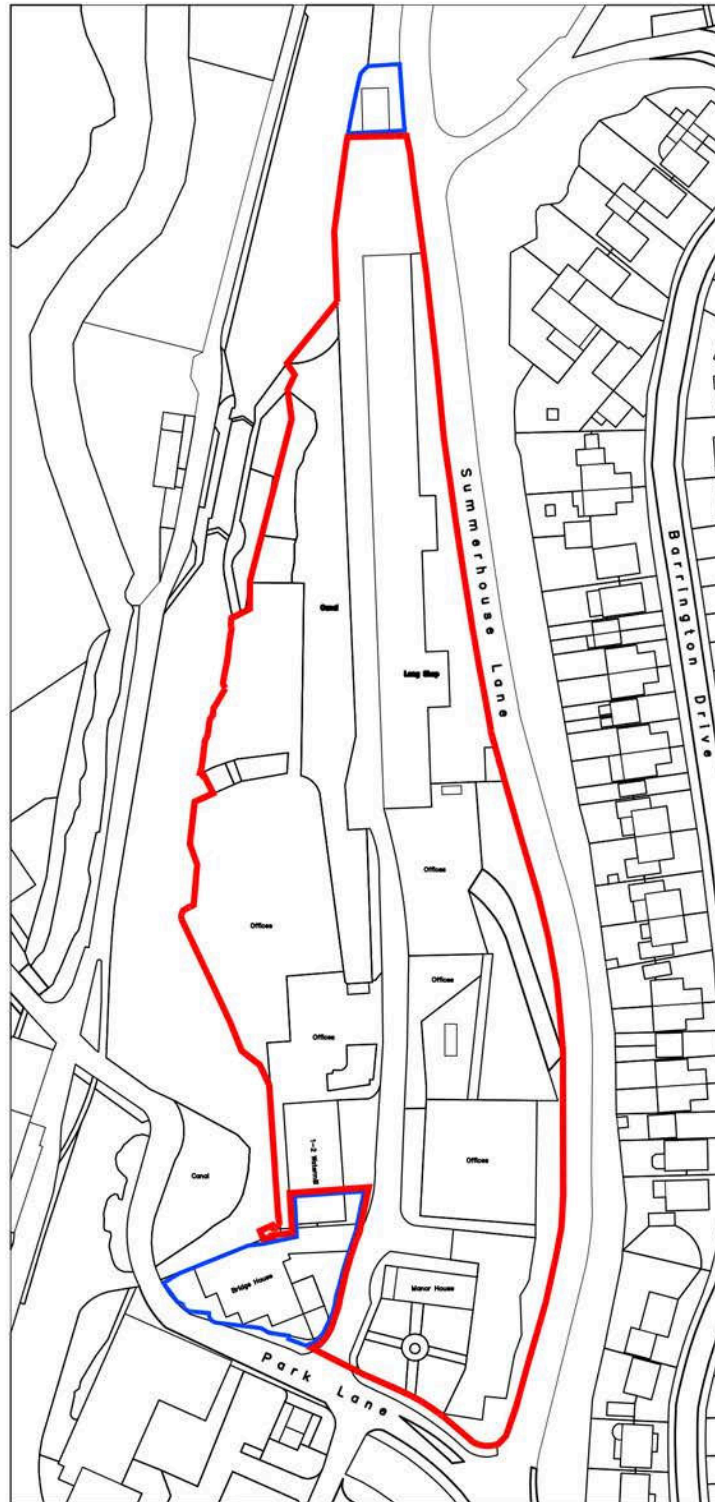
**Development:** Listed Building Consent for the conversion and refurbishment of the Manor House to provide 4 x 2-bed flats, together with associated car parking and landscaping works.

**LBH Ref Nos:** 43159/APP/2013/1095

**Date Plans Received:** 30/04/2013

**Date(s) of Amendment(s):** 21/08/2013

**Date Application Valid:** 07/05/2013



— NON-APPLICATION BOUNDARY  
— APPLICATION BOUNDARY



FLOOR	DATE	BY	FOR	AREA	AREA
PLANS 1-4	2011	MM	TT	12.72	12.72
	2012	MM	TT	12.72	12.72
	2013	MM	TT	12.72	12.72

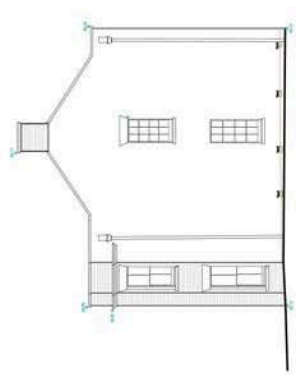
  

REV	DATE	BY	CHK	DATE	FOR
A	28.03.12	MM	TT	28.03.12	FOR COMMENTS
B	07.04.12	MM	TT	07.04.12	FOR COMMENTS
C	14.05.12	MM	TT	14.05.12	FOR COMMENTS
D	24.05.12	MM	TT	24.05.12	FOR COMMENTS
E	14.06.12	MM	TT	14.06.12	FOR COMMENTS
F	25.06.12	MM	TT	25.06.12	FOR COMMENTS
G	25.06.12	MM	TT	25.06.12	FOR COMMENTS
H	27.06.12	MM	TT	27.06.12	FOR COMMENTS

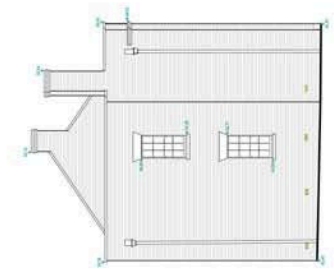
NOTE: ALL EXISTING WINDOWS TO BE REFURBISHED

**ASHILL HAREFIELD LIMITED**  
 ROYAL QUAY, HAREFIELD - PLOTS 1-4  
 MANOR HOUSE  
 PROPOSED PLANS

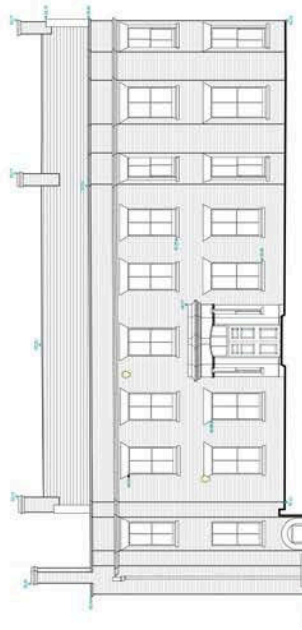
2008	A-3000	H
1:100 @ A1 - Plan	MARCH 2013	
1:200 @ A3 - Plan		
PLANNING		



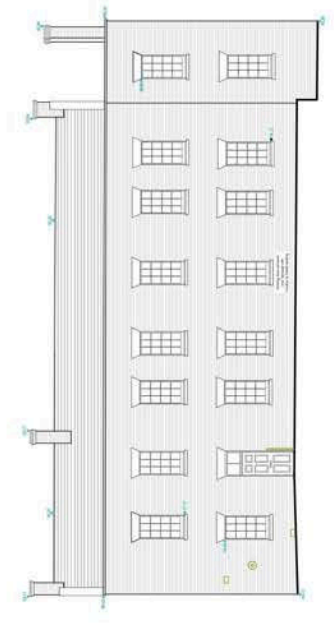
SIDE ELEVATION B



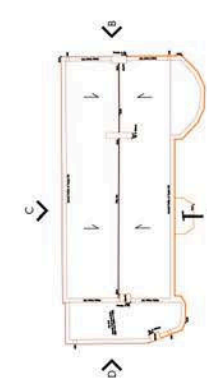
SIDE ELEVATION D



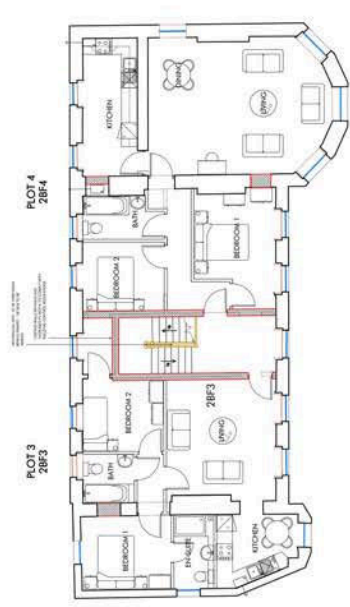
FRONT ELEVATION A



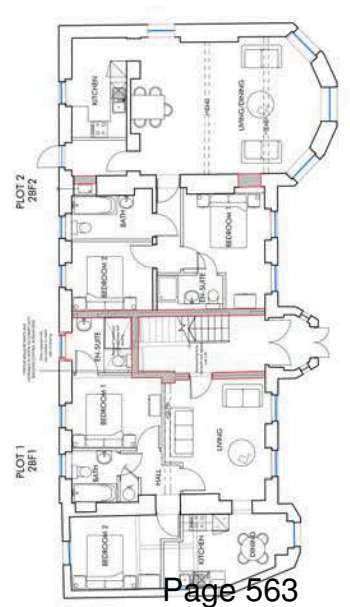
REAR ELEVATION C



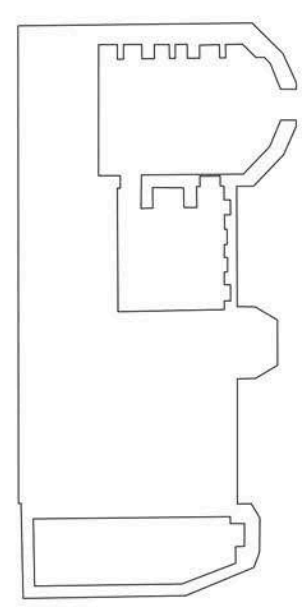
ROOF PLAN - 1:200



FIRST FLOOR



GROUND FLOOR

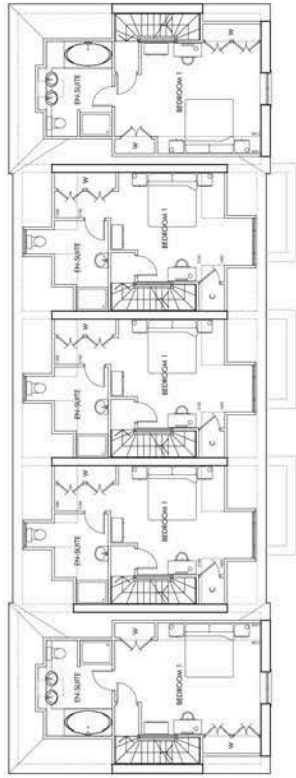


LOWER GROUND FLOOR

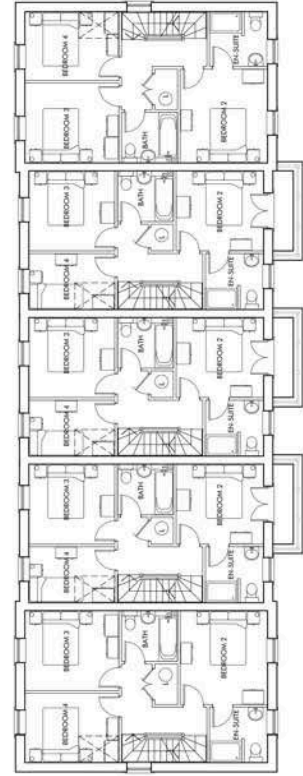


0m 10m 20m 30m 40m 50m  
Scale

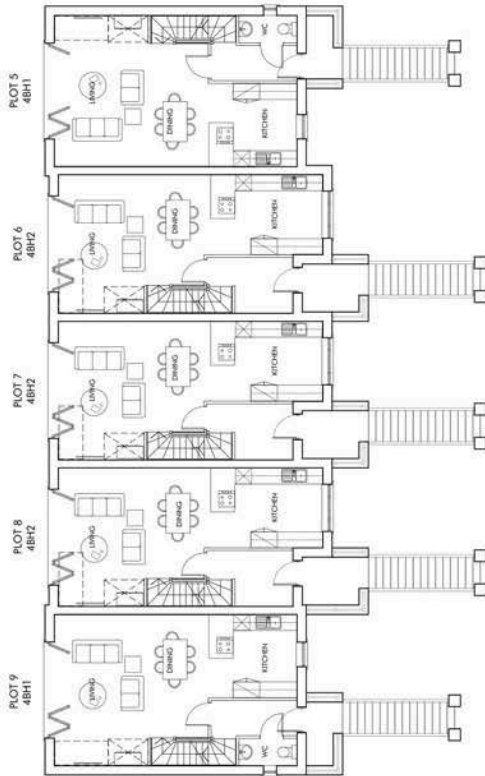




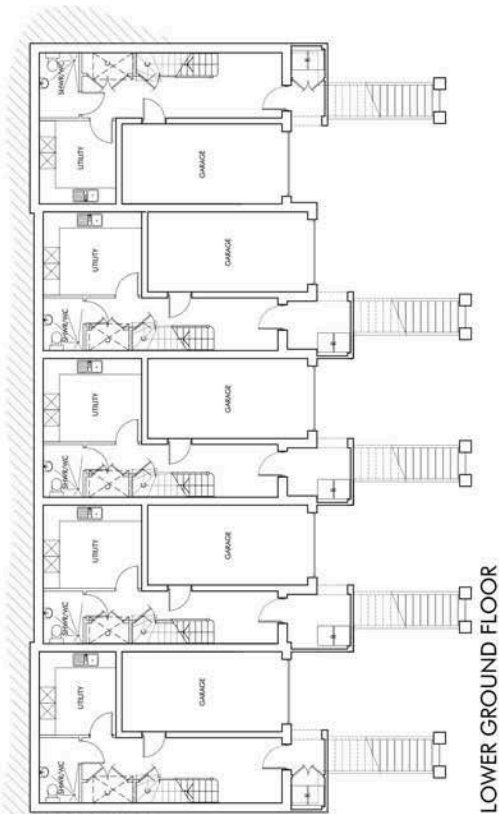
SECOND FLOOR



FIRST FLOOR



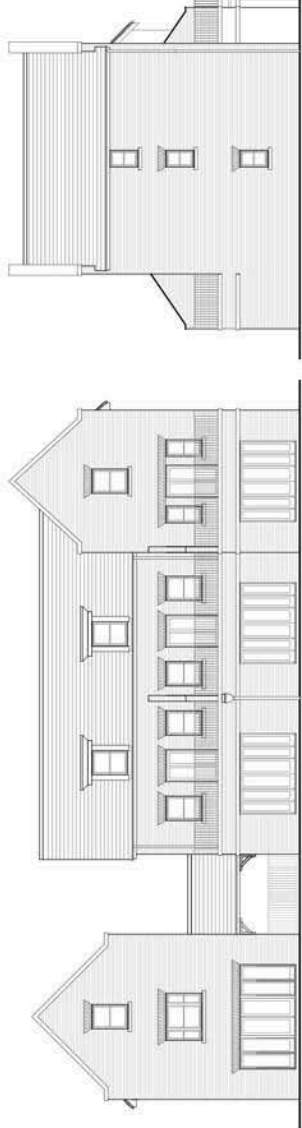
GROUND FLOOR



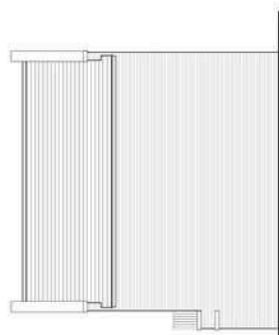
LOWER GROUND FLOOR



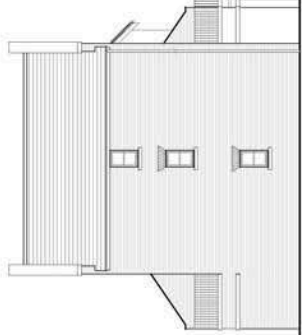
FRONT ELEVATION A



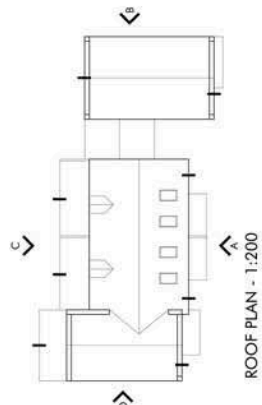
REAR ELEVATION C



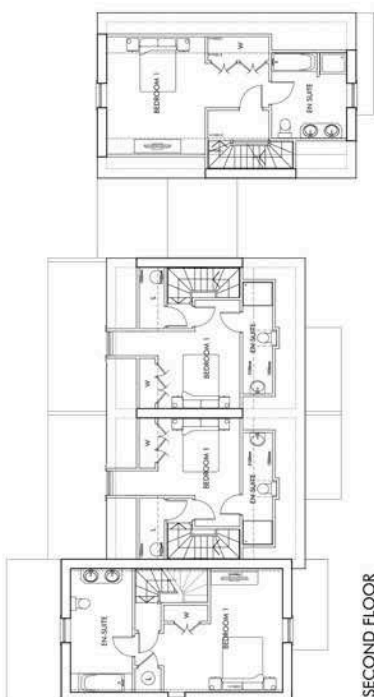
SIDE ELEVATION B



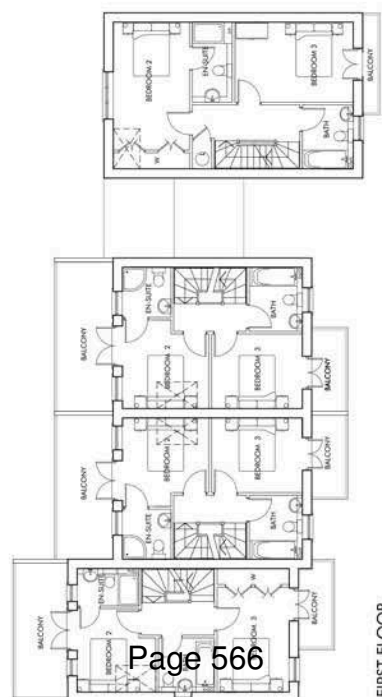
SIDE ELEVATION D



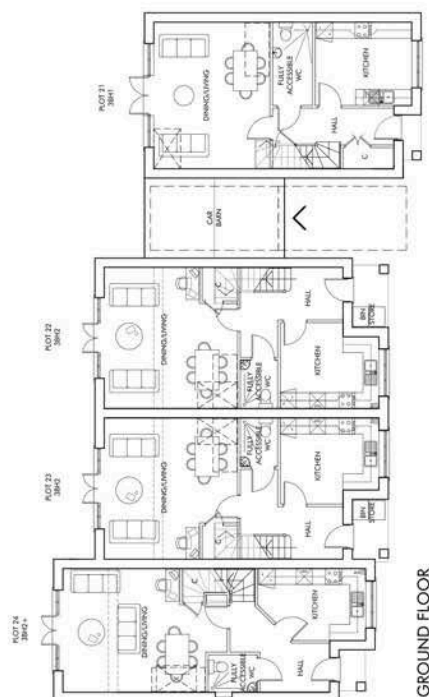
ROOF PLAN - 1:200



SECOND FLOOR



FIRST FLOOR



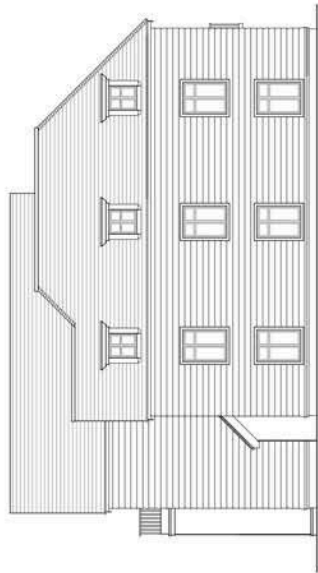
GROUND FLOOR

FLOOR	DATE	BY	CHKD	AREA
FLOOR PLAN	2008	AS	AS	AS
FLOOR PLAN	2008	AS	AS	AS
FLOOR PLAN	2008	AS	AS	AS
FLOOR PLAN	2008	AS	AS	AS
FLOOR PLAN	2008	AS	AS	AS
FLOOR PLAN	2008	AS	AS	AS
FLOOR PLAN	2008	AS	AS	AS

NO.	DATE	REVISION	BY	CHKD	AREA
1.	2008.11.13	ISSUED FOR COMMENT	AS	AS	AS
2.	2008.11.13	ISSUED FOR COMMENT	AS	AS	AS
3.	2008.11.13	ISSUED FOR COMMENT	AS	AS	AS
4.	2008.11.13	ISSUED FOR COMMENT	AS	AS	AS
5.	2008.11.13	ISSUED FOR COMMENT	AS	AS	AS
6.	2008.11.13	ISSUED FOR COMMENT	AS	AS	AS

ASHILL HAREFIELD LIMITED  
ROYAL QUAY, HAREFIELD - PLOTS 15-20

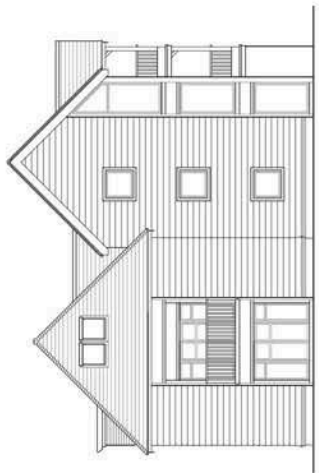
2008 A-3030 E  
1:100 @ A1  
1:200 @ A3  
MARCH 2013  
PLANNING



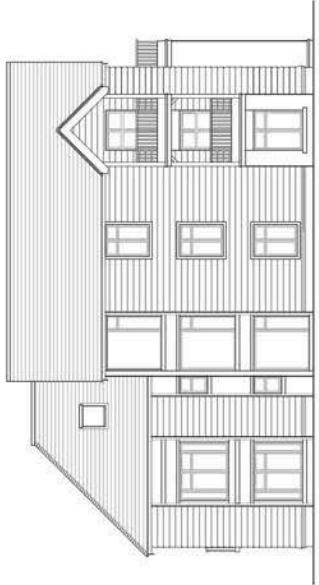
FRONT ELEVATION A



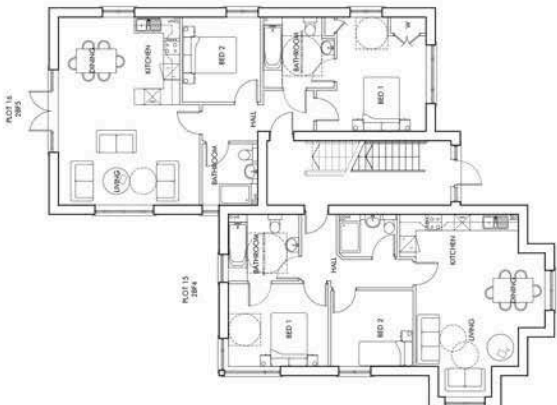
SIDE ELEVATION B



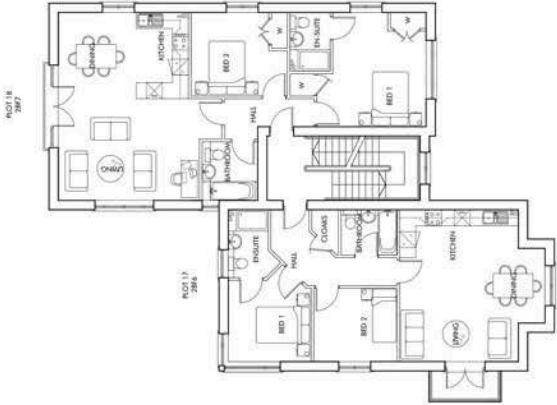
REAR ELEVATION C



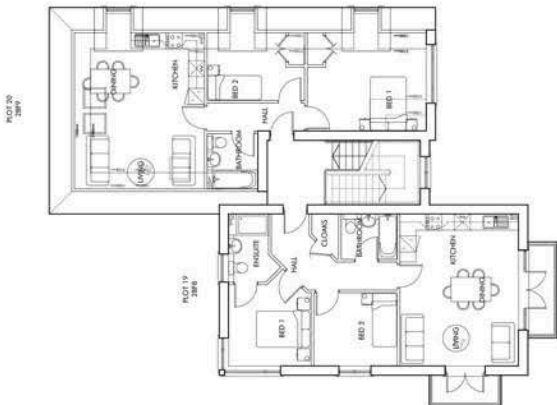
SIDE ELEVATION D



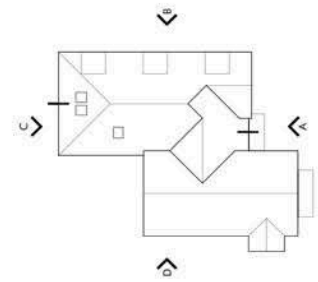
GROUND FLOOR



1ST FLOOR



2ND FLOOR



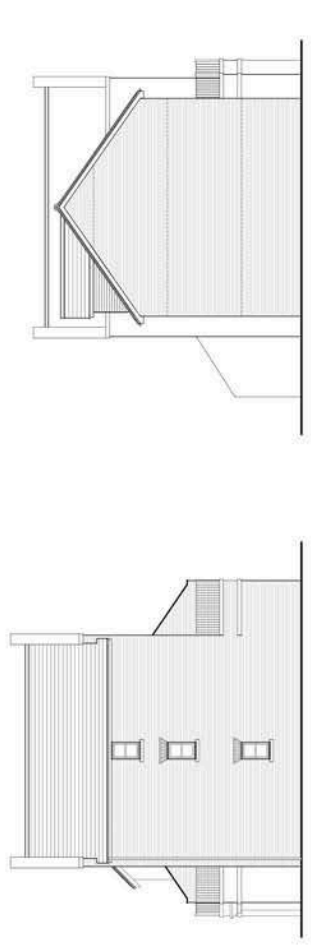
ROOF PLAN 1:200

NO.	DATE	CHANGES	BY	CHECKED BY
1	10.03.11	ISSUE FOR PERMIT	AS	AS
2	03.04.11	CLIENT COMMENTS ACCORD	AS	AS
3	12.04.11	REVISIONS	AS	AS

PROJECT NO.	ASHILL HAREFIELD LIMITED
PROJECT NAME	ROYAL QUAY, HAREFIELD - PLOTS 25-29
DESCRIPTION	FLOOR PLANS & ELEVATIONS
PROJECT NUMBER	1000
PROJECT ADDRESS	A-3050
DATE	MARCH 2013
SCALE	1:100 @ A1 1:200 @ A3
DRAWN BY	PLANNING



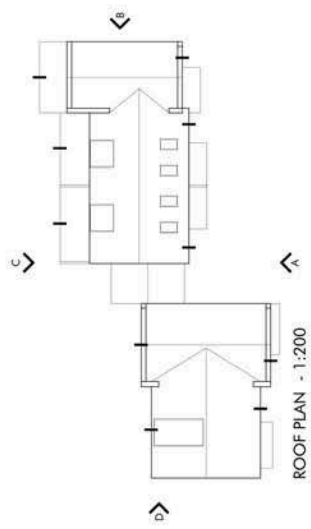
FRONT ELEVATION A



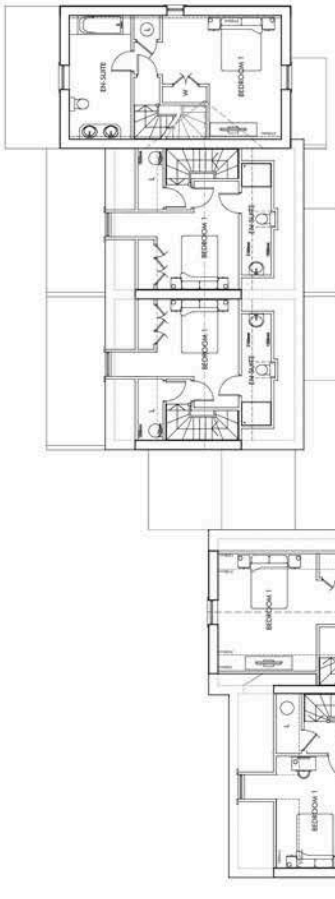
SIDE ELEVATION B



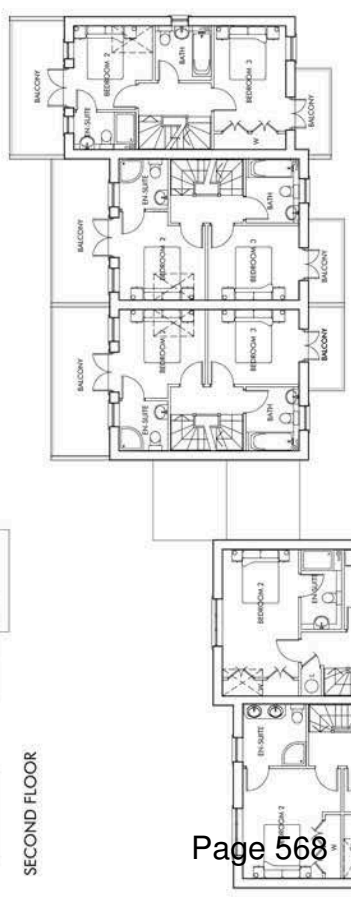
REAR ELEVATION C



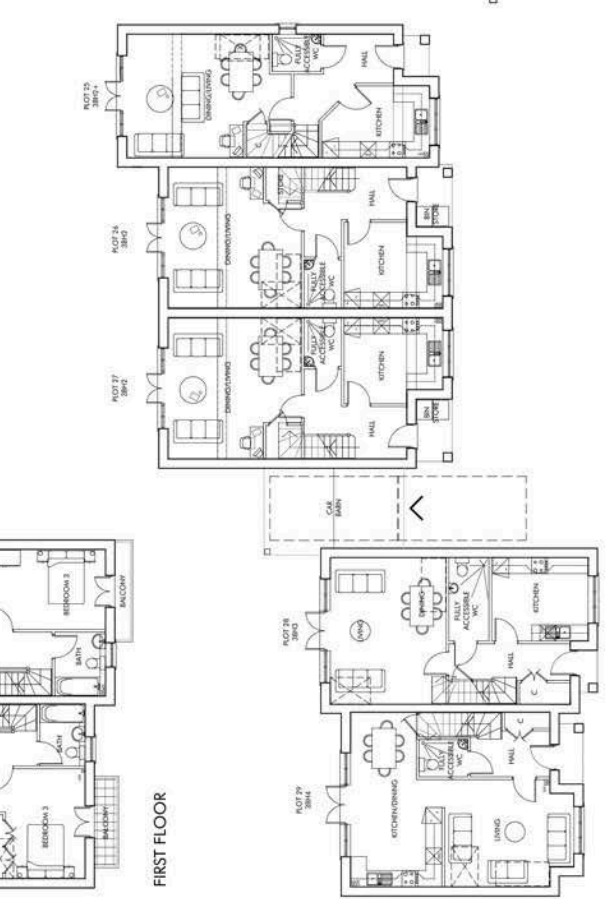
ROOF PLAN - 1:200



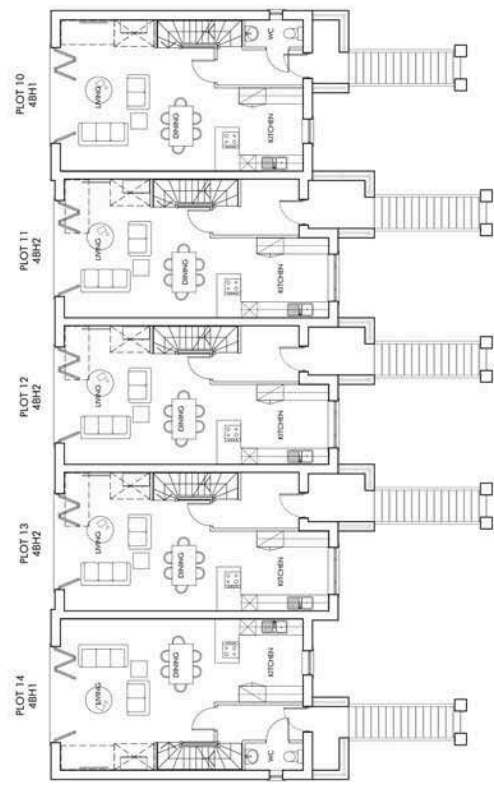
SECOND FLOOR



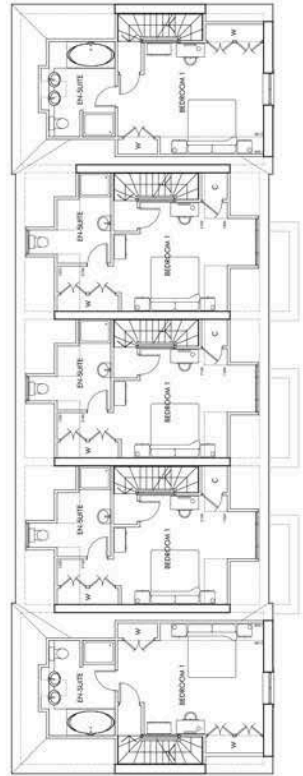
FIRST FLOOR



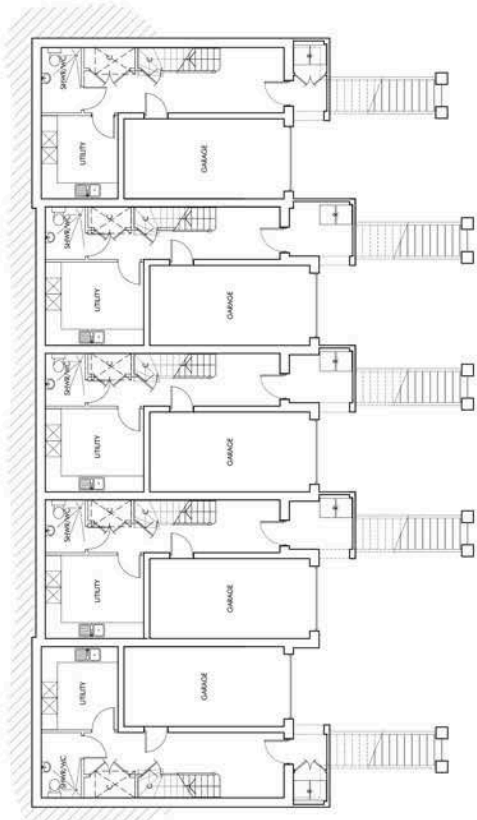
GROUND FLOOR



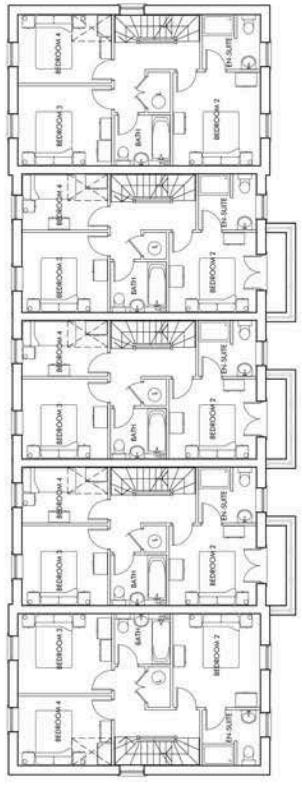
GROUND FLOOR



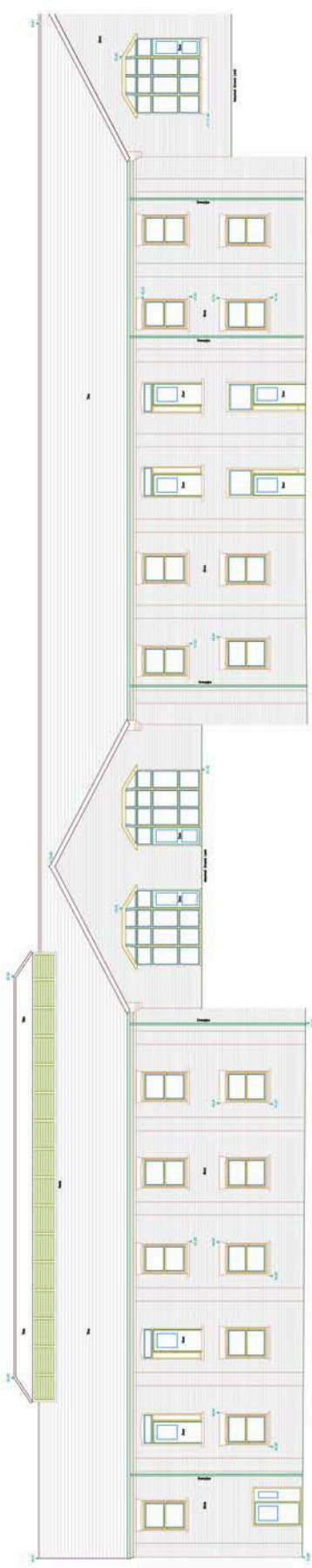
SECOND FLOOR



LOWER GROUND FLOOR



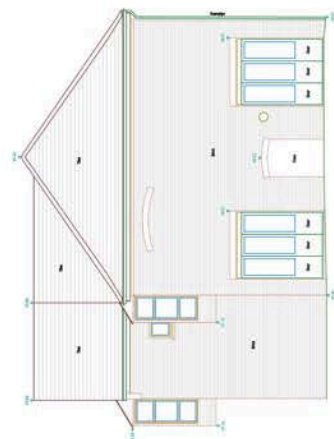
FIRST FLOOR



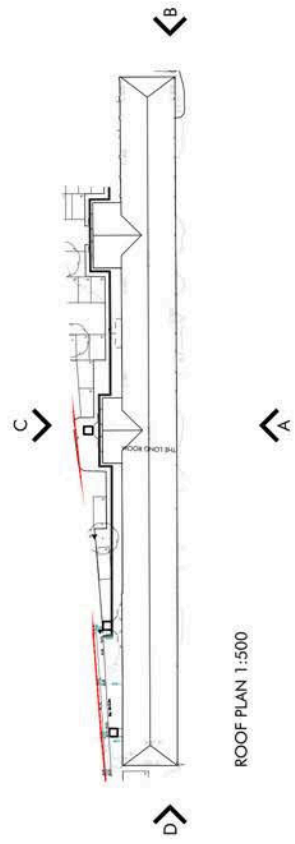
REAR ELEVATION C



REAR ELEVATION C cont.



SIDE ELEVATION D

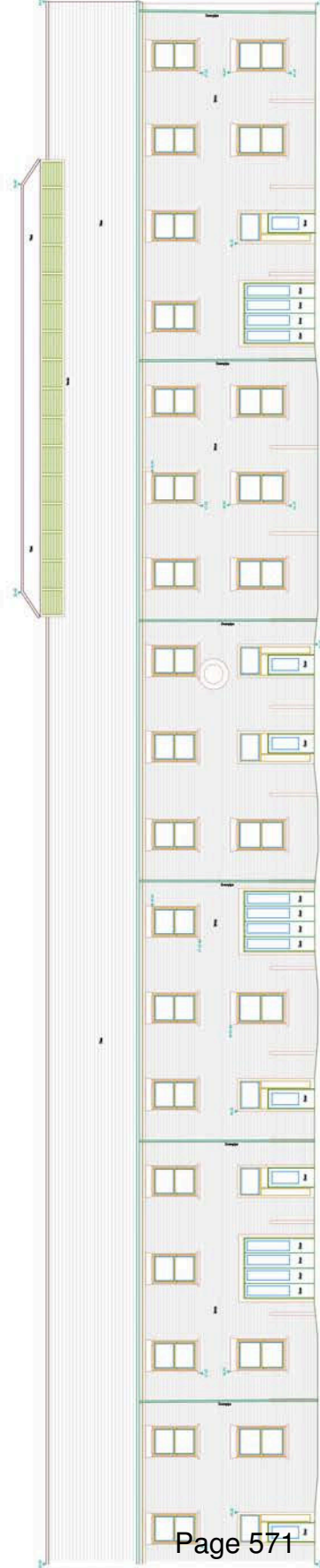


ROOF PLAN 1:500

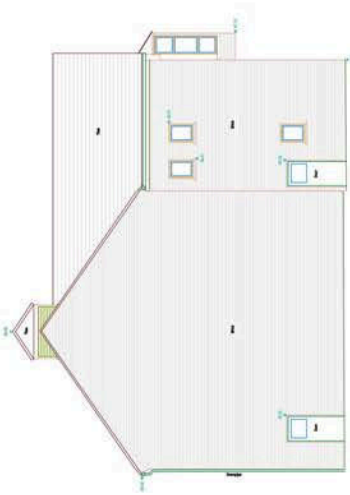




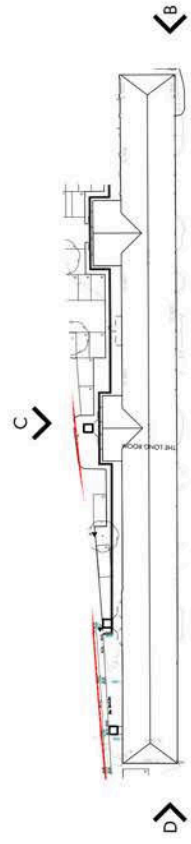
FRONT ELEVATION A



FRONT ELEVATION A cont.



SIDE ELEVATION B

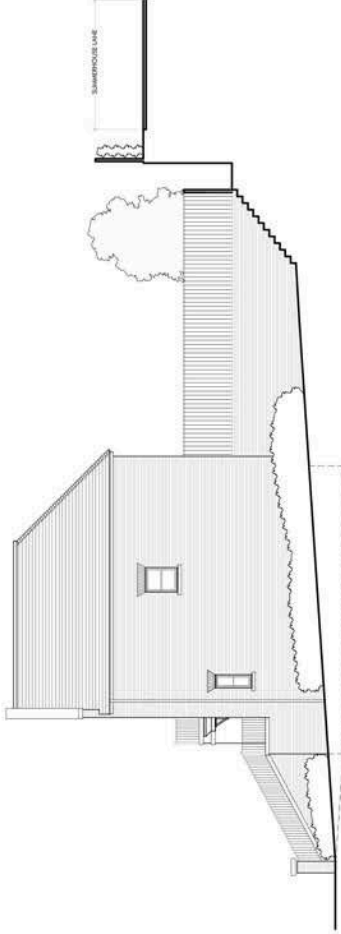


ROOF PLAN 1:500

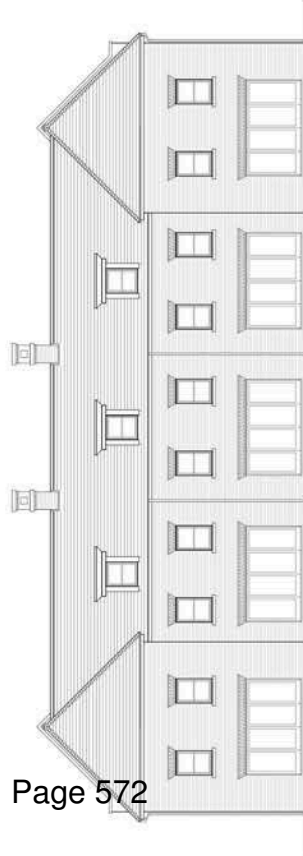
PLOT 9 48H1  
PLOT 8 48H2  
PLOT 7 48H2  
PLOT 6 48H2  
PLOT 5 48H1



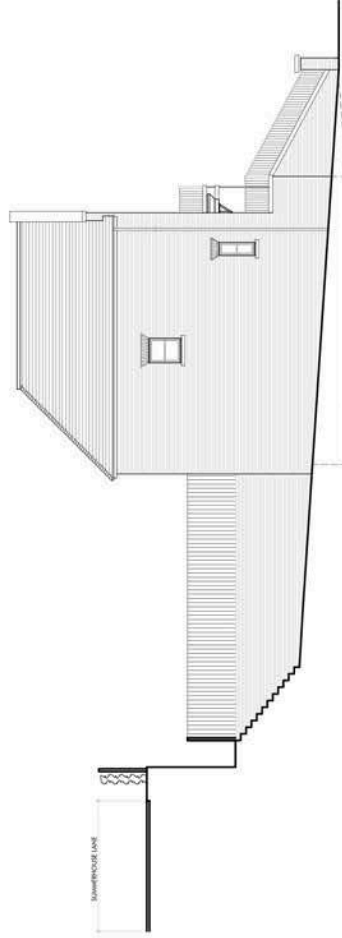
FRONT ELEVATION A



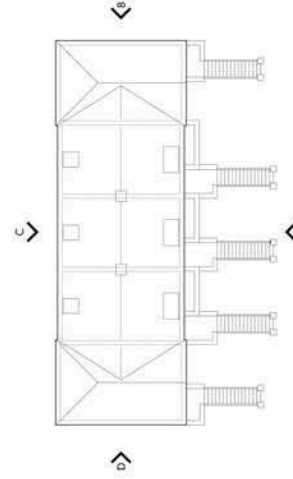
SIDE ELEVATION B



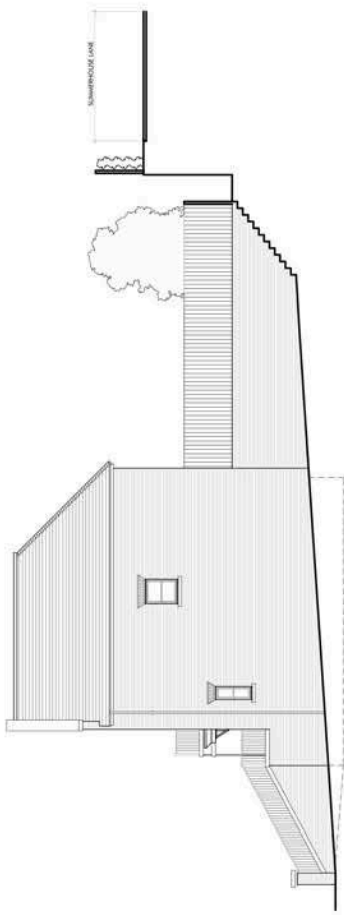
REAR ELEVATION C



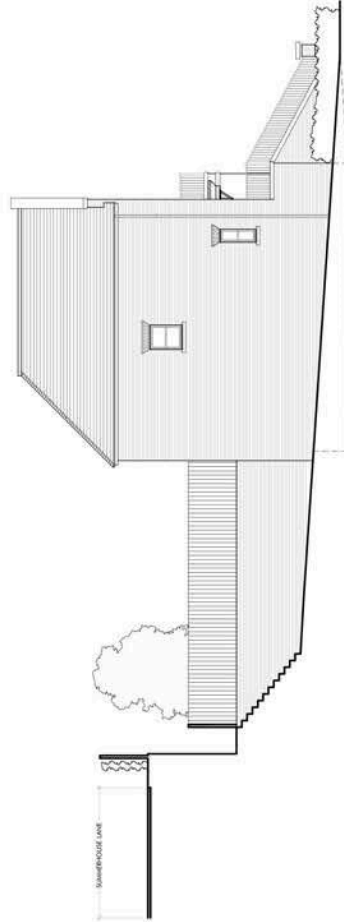
SIDE ELEVATION D



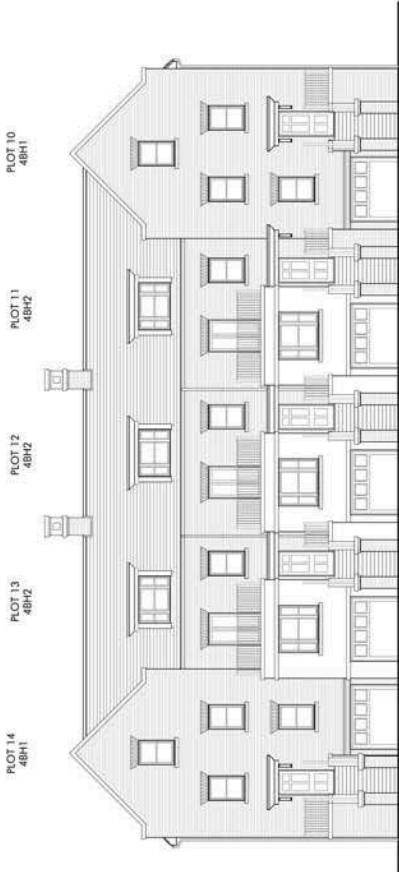
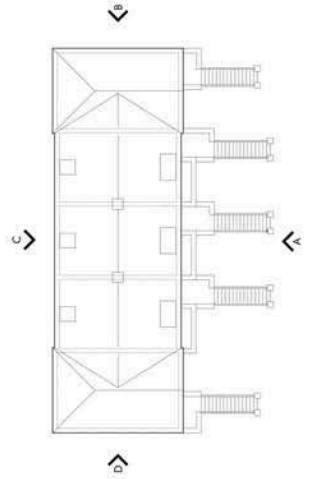
ROOF LAYOUT 1:200



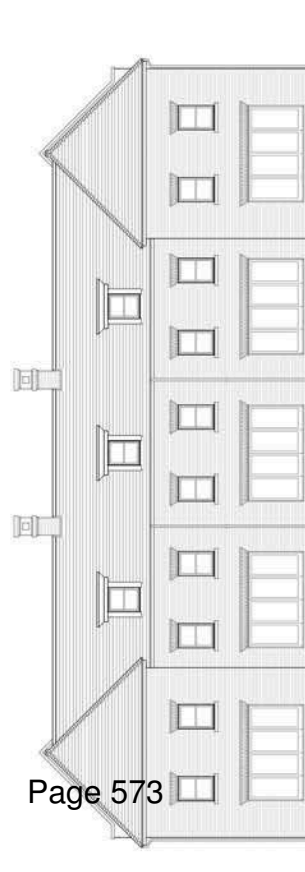
SIDE ELEVATION B



SIDE ELEVATION B



FRONT ELEVATION A



REAR ELEVATION C

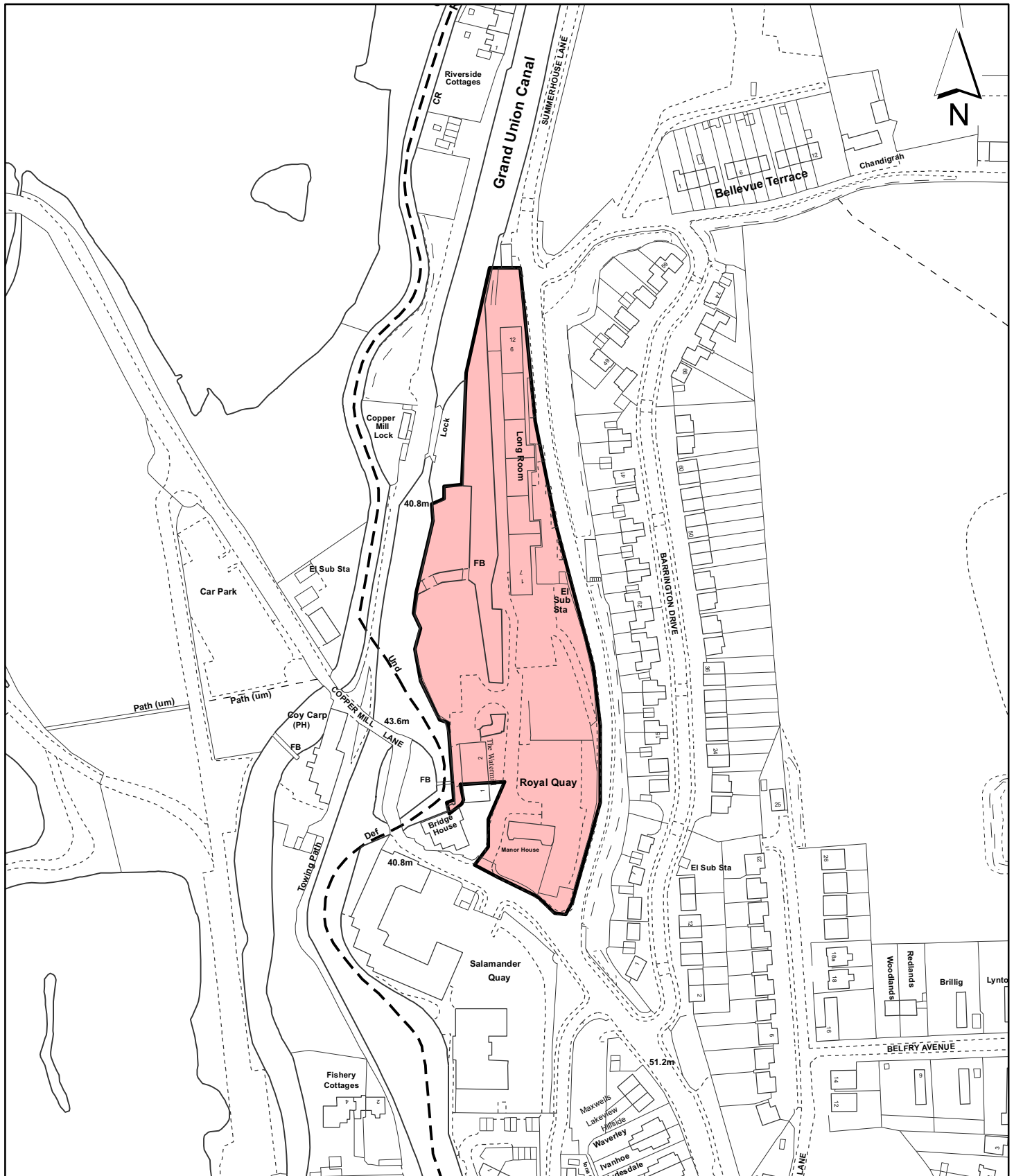


Client: ASHILL DEVELOPMENTS  
Scale: NTS  
Date: 26/04/2013  
Project: ROYAL QUAY, PARK LANE, HAREFIELD  
Phase: PRELIMINARY  
Description: AERIAL PERSPECTIVE




OMEGA PARTNERSHIP  
GARDEN SQUARE, 3 COLINDALE AVENUE, COLINDALE, LONDON, N9 2DS  
TEL: 0208 802 3131 FAX: 0208 842 4200 [www.omegadevelopments.com](http://www.omegadevelopments.com)

SUBJECT TO SURVEY & ADDITIONAL INFORMATION



**Notes**

 Site boundary

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**LONDON BOROUGH  
OF HILLINGDON  
Residents Services**

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

Planning Application Ref:

**43159/APP/2013/1094**

Scale

**1:2,500**

Planning Committee

**Major Applications**

Date

**September  
2013**



**HILLINGDON**  
LONDON

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