



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:** WEDNESDAY, 30  
OCTOBER 2013

**Time:** 6.00 PM

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

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

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## A useful guide for those attending Planning Committee meetings

### Security and Safety information

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### Petitions and Councillors

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

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

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

### How the Committee meeting works

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

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

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

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

The procedure will be as follows:-

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

followed by any Ward Councillors;

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

### About the Committee's decision

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

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

When making their decision, the Committee cannot take into account issues which are not planning considerations such 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 meeting held on 8 October 2013
- 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 without Petitions

	Address	Ward	Description & Recommendation	Page
6	Former British Legion Club, Sipson Road 829/APP/2013/1618	Heathrow Villages	The redevelopment of the existing vacant club/pub site at 560 Sipson Road to accommodate a new 4 storey 54 room hotel with associated parking and landscaping.  <b>Recommendation: Approval subject to S106 Agreement</b>	9 - 42



7	Land at 37-45 Ducks Hill Road, Northwood 59214/APP/2013/2269	Northwood	<p>Variation of Condition 4 (Approved Drawings) to allow the enlargement of the single storey rear additions, changes to disabled facilities and fenestration to Plots 4, 5, 6, 7 and 10 of planning permission granted 16/11/10, ref. 59214/APP/2010/1776: Erection of 8 detached and 6 semi-detached dwellings with associated access, parking and landscaping.</p> <p><b>Recommendation: Approval subject to S106 Agreement</b></p>	43 - 66
8	428a Victoria Road, Ruislip 64445/APP/2013/1050	South Ruislip	<p>Variation of condition No.1 of planning permission ref. 64445/APP/2008/1295 dated 03/09/2008 to allow the sale of A1 non food goods and preclude the sale of food and drink (variation of condition 2 of planning permission ref. 3953EG/96/1602 dated 09/05/97 to allow for extension of the range of goods available for sale from the premises to allow for the sale of sports goods and equipment, bicycles and associated equipment, play equipment, baby equipment and products, electronic games and equipment and other products associated with toys and children's entertainment).</p> <p><b>Recommendation: Approval subject to S106 Agreement</b></p>	67 - 80

9	428a Victoria Road, Ruislip 64445/APP/2013/1000	South Ruislip	Refurbishment of Unit A involving installation of mezzanine floor, installation of shop front, alterations to elevations, installation of trolley bays, alterations to car parking arrangements, involving demolition of existing mezzanine floor, external sales area, entrance porch and canopy.  <b>Recommendation: Approval subject to S106 Agreement</b>	81 - 96
10	Units 1-4, Ruislip Retail Park 3510/APP/2012/3176	South Ruislip	Variation of Condition 11 of planning permission ref. 43510/APP/2000/2485 dated 14/03/2003 to remove the restrictions on the sale of goods that can be sold from Unit 3 and vary restrictions on the goods that can be sold from Units 1, 2 and 4.  <b>Recommendation: Approval subject to S106 Agreement</b>	97 - 116
11	Unit 3, Ruislip Retail Park 43510/APP/2012/3179	South Ruislip	Removal of Condition 6 of planning permission ref. 43510/APP/2010/1979 dated 10/02/2011 to allow the sale of any goods within Use Class A1 from Unit 3.  <b>Recommendation: Approval subject to S106 Agreement</b>	117 - 132
12	Former RAF Uxbridge, Hillingdon Road, Uxbridge 585/APP/2013/1963	Uxbridge North	Reserved matters (appearance, landscaping, layout and scale) in compliance with conditions 2 and 3 for the construction of the central access of planning permission ref: 585/APP/2009/2752 dated 18/01/2012, for the proposed mixed-use redevelopment of the RAF Uxbridge site.  <b>Recommendation: Approval</b>	133 - 144

13	Former RAF Uxbridge, Hillingdon Road, Uxbridge 585/APP/2013/2474	Uxbridge North	Reserved matters (appearance, landscaping, layout and scale) in compliance with conditions 2 and 3 for the construction of the northern access of planning permission ref: 585/APP/2009/2752 dated 18/01/2012, for the proposed mixed-use redevelopment of the RAF Uxbridge site.  <b>Recommendation: Approval</b>	145 - 158
14	Kitchener House, Warwick Road, West Drayton 18218/APP/2013/2183		Erection of a part single, two, three and 4 storey building to provide 23 residential units, consisting of 14 x 2 bedroom, 8 x 1 bedroom flats and 1 x 1 bedroom disabled unit, together with 250sqm of retail/commercial space, with associated parking, cycle and bin storage and amenity space, involving demolition of existing buildings.  <b>Recommendation: Approval subject to S106 Agreement</b>	159 - 202

15 Any Items transferred from Part 1

16 Any Other Business in Part 2

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**Minutes**

**MAJOR APPLICATIONS PLANNING COMMITTEE**

8 October 2013

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

	<p><b>Committee Members Present:</b> Councillors Eddie Lavery (Chairman) John Hensley (Vice-Chairman) Janet Duncan (Labour Lead) David Allam Dominic Gilham Michael Markham John Morgan Brian Stead</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 Nicole Cameron, Legal Advisor Danielle Watson, Democratic Services Officer</p> <p><b>Also Present:</b> Cllr Jonathan Bianco and Andrew Retter (Agenda Item 11)</p>
78.	<p><b>APOLOGIES FOR ABSENCE</b> (<i>Agenda Item 1</i>)</p> <p>There were no apologies for absence.</p>
79.	<p><b>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING</b> (<i>Agenda Item 2</i>)</p> <p>Councillor John Hensley declared a non-pecuniary interest in Item 11, as he was an Academic Advisor at Brunel University, and left the room during the consideration thereof.</p>
80.	<p><b>TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETINGS HELD ON 28 AUGUST AND 17 SEPTEMBER 2013</b> (<i>Agenda Item 3</i>)</p>
81.	<p><b>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT</b> (<i>Agenda Item 4</i>)</p> <p>The Chairman advised that Items 6, 7, 8, 9 and 10 had been withdrawn from the agenda by the Head of Planning, Green Spaces and Culture due to extensive additional information being received relating to the applications which officers would not have had time to consider before the meeting.</p>
82.	<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></p>

	<p><i>(Agenda Item 5)</i></p> <p>It was confirmed that all items would be heard in Part 1.</p>
83.	<p><b>FORMER MASTER BREWER SITE, FREEZELAND WAY, HILLINGDON - 4266/APP/2012/1544</b> <i>(Agenda Item 6)</i></p> <p>This item was withdrawn from the agenda by the Head of Planning, Green Spaces and Culture due to extensive additional information being received relating to the applications which officers would not have had time to consider before the meeting.</p>
84.	<p><b>FORMER MASTER BREWER SITE, FREEZELAND WAY, HILLINGDON - 4266/APP/2012/1545</b> <i>(Agenda Item 7)</i></p> <p>This item was withdrawn from the agenda by the Head of Planning, Green Spaces and Culture due to extensive additional information being received relating to the applications which officers would not have had time to consider before the meeting.</p>
85.	<p><b>LAND ADJACENT TO HILLINGDON STATION AND SWALLOW INN, LONG LANE, HILLINGDON - 3049/APP/2012/1352</b> <i>(Agenda Item 8)</i></p> <p>This item was withdrawn from the agenda by the Head of Planning, Green Spaces and Culture due to extensive additional information being received relating to the applications which officers would not have had time to consider before the meeting.</p>
86.	<p><b>CUMULATIVE ASSESSMENT</b> <i>(Agenda Item 9)</i></p> <p>This item was withdrawn from the agenda by the Head of Planning, Green Spaces and Culture due to extensive additional information being received relating to the applications which officers would not have had time to consider before the meeting.</p>
87.	<p><b>COMPARATIVE ASSESSMENT</b> <i>(Agenda Item 10)</i></p> <p>This item was withdrawn from the agenda by the Head of Planning, Green Spaces and Culture due to extensive additional information being received relating to the applications which officers would not have had time to consider before the meeting.</p>
88.	<p><b>NORTHWOOD SCHOOL, POTTER STREET, NORTHWOOD - 12850/APP/2013/1810</b> <i>(Agenda Item 11)</i></p> <p><b>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></p> <p>Officers introduced the report and referred members to the addendum sheet that had been circulated.</p> <p>In accordance with the Council's constitution a representative of the petitioners addressed the meeting. The petitioner supporting the proposals made the following points:-</p> <ul style="list-style-type: none"> <li>• The design of the proposed building was innovative and original.</li> <li>• There was a demand for this type of school.</li> <li>• UK needed more young people to pursue a career in engineering.</li> </ul>

- Increase in apprenticeships.
- Would meet the growing local need for technically competent young people.
- Sponsors for the proposals included RAF Northolt, Brunel University, Uxbridge College, Northwood and Queensmead Schools, British Airways and Virgin Atlantic.
- Graduates would be highly employable life long learners.

Members were keen to know how the proposed college would enforce their no car policy and whether staff would also be encouraged to adhere to this policy. The petitioner informed the Committee that students would sign an agreement not to drive to college and regular checks in residential streets would be carried out by staff.

In accordance with the Council's constitution a representative of the petitioners addressed the meeting. The petitioner objecting the proposals made the following points:-

- Local residents generally supported the development of the new college which was likely to be a good thing for the area.
- Concerns were specific to the proposed design.
- Officers' report goes a long way to address many of the concerns raised by local residents.
- Requested an amendment to condition 20 to reduce the noise level by a further 5dB.
- Requested an additional condition which limited the use of the lower ground floor engineering workshops to the hours of 9am – 5pm Monday to Friday during school term time only.
- Would like the floodlighting replaced with a low-level lighting scheme.
- Would like the suspension of parking on Potter Street limited to a maximum of 6 weeks during the construction period.
- Requested deferral until the applicant had demonstrated how these concerns would be addressed.

The applicant /agent made the following points:-

- Sport England had supported the proposals.
- Were not increasing the overall height of the proposed building.
- The proposed college was not a factory; use of equipment was expected to change over time and was likely to become lighter rather than louder.
- The building was a bespoke design.
- The lighting in the car park was approved Secure by Design.
- Parking suspension was proposed during construction period as a matter of health and safety.
- Happy to comply with conditions as laid out in the officers' report.
- Northwood School and UTC had a good relationship.
- Proposals were a fantastic opportunity for Hillingdon.

Members questioned how the use of equipment would be restricted to certain hours of the day. The agent stated that UTC were committed to ensure there was not a noise impact on residents. Windows on the west side of the proposed building would be closed shut.

Members asked whether there was intention to implement sustainable lighting. The agent informed the Committee that all the lights in the building would switch off



automatically apart from lights in the engineering room for health and safety reasons.

Members were concerned that parking could potentially be suspended for a year and questioned whether any alternative arrangements could be provided on site for residents. The agent explained it was unlikely this could be accommodated for health and safety reasons.

The Chairman reminded the Committee that the suspension of parking was a matter for the Cabinet Member for Planning, Transportation and Recycling, Cllr Keith Burrows, to decide. The Chairman informed petitioners present that they would have to petition Cllr Burrows separately for any parking or road safety requests.

Two local Ward Councillors addressed the meeting and made the following comments:-

- The parking in Northwood Hills was becoming an increasing problem.
- Agreed that the proposals were a good idea in principle although there were flaws.
- Agreed with petitioners concerns regarding noise impact and requested that the noise be below 10Db.
- Concern the school or college could expand in the future.
- Requested the car park lighting is switched off at night.
- Residents complain that teachers currently park in their road.
- Requested a robust travel plan that was extended to teachers as well as pupils.

Members discussed the application and agreed the proposals were exciting and welcomed the proposals in Hillingdon. Members questioned whether there would be two travel plans as there would be two lots of students and teachers.

Members agreed that the old building was being replaced with an innovative design and should either the school or college wish to expand any future proposals would have to come back to Committee for determination.

The Head of Planning, Green Spaces and Culture informed the Committee that the noise officer was satisfied that condition 20 was enforceable, however Members agreed for this condition to be reworded to include different periods of the day, evening and night.

The Committee agreed for the Chairman and Labour Lead to agree the rewording of conditions 10 and 13, 2c. Members requested that the travel plan was brought back to Committee for consideration.

Cllr Morgan informed the Committee that the wording of the report on page 355 was incorrect as he had not entered discussions regarding the application and requested this error in the officers' report be minuted and corrected.

Members agreed to add the following conditions:

*'The lower ground floor of the development hereby approved shall not be used other than between the hours of 09.00 to 17.00 Mondays to Fridays, and at no other times.'*

*'No development shall commence until details of measures to prevent light spillage from windows and other glazing in the new building have been submitted to and approved in writing by the Local Planning Authority. The new building hereby approved may not be occupied until the measures to prevent light spillage have been*

*implemented in accordance with the approved details. With the exception of lighting of machinery at the lower ground floor level, the submitted details shall include the use of automated lights (which shall switch off when no in use). Thereafter, the measures approved shall be permanently retained and maintained in good working order.'*

The recommendation for approval was moved, seconded and on being put to the, vote was agreed.

**Resolved - 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.**

**That the Travel Plan is brought back to Committee for consideration.**

**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 conditions and informatives in the officer's report be attached and the changes in the Addendum.**

89. **ROYAL QUAY, COPPERMILL LOCK, PARK LANE - 43159/APP/2013/1094** (*Agenda Item 12*)

**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.**

Officers introduced the report and referred members to the addendum sheet that had been circulated.

Members discussed parking allocation and agreed for amendments to be made to conditions 27 and 11, 2d with condition 27 to be agreed by the Chairman and Labour Lead.

The recommendation for approval was moved, seconded and on being put to the, vote was unanimously agreed.

**Resolved - 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.**

	<p><b>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.</b></p> <p><b>C) That officers be authorised to negotiate and agree the detailed terms of the proposed agreement and conditions of approval.</b></p> <p><b>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:</b></p> <p><i>'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.'</i></p> <p><b>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.</b></p> <p><b>F) That if the application is approved, the conditions and informatives in the officer's report be attached and the changes in the Addendum.</b></p>
90.	<p><b>ROYAL QUAY, COPPERMILL LOCK, PARK LANE - 43159/APP/2013/1095</b> (<i>Agenda Item 13</i>)</p> <p><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></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 unanimously agreed.</p> <p><b>Resolved – That the application be approved subject to the conditions and informatives set out in the officer's report and changes in the addendum.</b></p>
91.	<p><b>ANY ITEMS TRANSFERRED FROM PART 1</b> (<i>Agenda Item 14</i>)</p>
92.	<p><b>ANY OTHER BUSINESS IN PART 2</b> (<i>Agenda Item 15</i>)</p>

The meeting, which commenced at 7.00 pm, closed at 8.40 pm.
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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.

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

**Address** FORMER ROYAL BRITISH LEGION CLUB SIPSON ROAD SIPSON

**Development:** The redevelopment of the existing vacant club/pub site at 560 Sipson Road to accommodate a new 4 storey 54 room hotel with associated parking and landscaping.

**LBH Ref Nos:** 829/APP/2013/1618

**Drawing Nos:** 833/RDP/FIG2  
833/RDP/V01/C (CGI)  
833/RDP/V02/C (CGI)  
833/RDP/V03/C (CGI)  
833/RDP/PO1 REV. A  
833/RDP/PO2 REV. B  
833/RDP/PO3 REV. A  
Design & Access Statement Rev. A  
Waste Management, Refuse And Recycling Statement  
draft Green Travel Plan, dated June 2013  
Tree Survey and Arboricultural Impact Assessment, dated 6 March 2013  
Air Quality Assessment (REC Report: 33400r3), dated 11 June 2013  
Bird Hazard Management Plan, dated June 2013  
Energy Statement (report No. 13/2112 ene Rev. A), dated May 2013  
Land Contamination Report (Desk Study And Conceptual Site Model)  
Marketing Summary, dated 23 May 2013  
833/RDP/FIG1 (existing site plan)  
833/RDP/LSO1 (Site landscaping plan)  
833/RDP/P04  
833/RDP/P05  
Statement For Sustainable Urban Drainage Scheme & Greenfield Runoff Estimate, dated June 2013  
drawing title 'Site Survey'  
Transport Assessment  
Disabled-shower pod detail  
833/RDP/FIG3

**Date Plans Received:** 14/06/2013                      **Date(s) of Amendment(s):**

**Date Application Valid:** 19/07/2013

### 1. SUMMARY

The scheme would redevelop the vacant Royal British Legion Club site (involving the demolition of the existing out dated 1 - 2 storey club building) with a new 4 storey hotel with 54 guest rooms, a basement car park and associated landscaping. There is no objection in planning policy terms to the change of use that would involve the loss of a vacant private members club (D1 Use Class) to use of the site as a hotel (C1 Use Class).

The site is located on the west side of Sipson Road, with the site surrounded on three sides by the Park Inn Hotel complex with the other site boundary being Sipson Road that lies immediately to the north east. Given this site context the scheme raises no adverse amenity issues to residential neighbours nor does the new building's massing and

outlook prejudice the existing hotel developments on the adjacent site. The car parking provision and highway access arrangements are considered consistent with planning policy and acceptable including the arrangements for service delivery and guest drop off/collection.

The height of the development is consistent with the surrounding Park Hotel development and in visual appearance terms the treatment of the elevations is considered appropriate and the proposed landscaping to street adequate. In summary the scheme is considered to comply with relevant London Plan and Hillingdon Local Plan Part 1 and Part 2 policies and, accordingly, approval is recommended subject to appropriate conditions and planning obligations.

## **2. RECOMMENDATION**

**1. 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: to secure all necessary works and the provision of a Travel Plan.**

**(ii) Construction Training: Either if the construction time exceeds 3 months and the construction cost is in excess of £2m.**

**(iii) Air Quality: a contribution for the sum of £12,500.**

**(iv) Project Management and Monitoring Fee: 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 agree to undertake all necessary highway works and to provide contributions towards the improvement of air quality and construction and employment training. The proposal therefore conflicts with Policy EM8 of the Local Plan Part 1 and Policy R17 of the adopted Local Plan and the Council's Planning Obligations SPD.'**

**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 subject to any changes negotiated by the Head of Planning, Green Spaces and Culture prior to issuing the decision:**

**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 833/RDP/FIG2, 833/RDP/V01/C, 833/RDP/V02/C, 833/RDP/V03/C, 833/RDP/PO1 REV. A, 833/RDP/PO2 REV. B, 833/RDP/PO3 REV. A, 833/RDP/FIG1, 833/RDP/FIG1, 833/RDP/P04, 833/RDP/P05, 833/RDP/P06, 833 RDP FIG3, drawing title 'Site Survey' and shall thereafter be retained/maintained for as long as the development remains in existence.

**REASON**

To ensure the development complies with the provisions Hillingdon Local Plan: 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 have been completed in accordance with the specified supporting plans and/or documents:

Accessible Design Measures: Design and Access Statement Rev. A

Secure Cycle Parking: 833/RDP/PO2 REV. B

Refuse and Recycling Storage: Waste Management, Refuse And Recycling Statement and Drawing 833/RDP/PO2 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 that the development complies with the objectives of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**4 COM15 Sustainable Water Management**

Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it (follows the strategy set out in Suds Statement, produced by RDP Architects dated June 2013, and) incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

- i. Provide information on all Suds features including the method employed to delay and control the surface water discharged from the site and:
  - a. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume.
  - b. any overland flooding should be shown, with flow paths depths and velocities identified

as well as any hazards, ( safe access and egress must be demonstrated).

c. measures taken to prevent pollution of the receiving groundwater and/or surface waters;

d. how they or temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.

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 appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues.

iii. Provide details of the body legally responsible for the implementation of the management and maintenance plan.

The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:

iii incorporate water saving measures and equipment.

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

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

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

#### REASON

To ensure 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).

#### **5 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.

#### **6 COM6 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)

#### **7 COM8 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)

#### **8 COM9 Landscaping**

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
  - 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 Provision of CCTV and secure entrance arrangements to the basement car parking.
  
3. Details of Landscape Maintenance
  - 3.a Landscape Maintenance Schedule for a minimum period of 5 years.
  - 3.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.
  
4. Schedule for Implementation
  
5. Other
  - 5.a Existing and proposed functional services above and below ground
  - 5.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 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 ensure the development provides a safe and secure environment in accordance and with policies BE13, BE38 and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan (July 2011) and 7.1 and 7.3 of the London Plan.

#### **9 NONSC Air Quality**

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.

**10 NONSC Detailed energy assessment**

Prior to the commencement of development a detailed energy assessment shall be submitted showing how the development will reduce carbon emissions by 25% from a 2010 Building Regulations compliant development in accordance with the outline Energy Assessment (Richard Child, 13/2112 ene rev A, May 2013). The detailed assessment shall clearly set out the baseline energy demand (kWhr) and associated emissions (KgCO<sub>2</sub>); the measures to reduce the emissions through energy efficiency including how they impact on the baseline; the size, specifications, input and outputs and location of any proposed CHP and how it impacts on the baseline; and finally full details, specifications and performance of any renewable energy with corresponding plans where necessary. The development must proceed in accordance with the approved details.

**REASON**

To ensure appropriate carbon savings are delivered in accordance with London Plan Policy 5.2.

**11 NONSC Scheme for the reduction in water use**

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.

**12 NONSC Living walls/roofs**

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. 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.

**13 NONSC Ingress of polluted air**

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

**14 NONSC Contaminated land**

(i) The development hereby permitted shall not commence until a scheme to deal with

contamination has been submitted in accordance with the Supplementary Planning Guidance Document on Land Contamination and approved by the Local Planning Authority (LPA). The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:

(a) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site;

(b) A site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use; and

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

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

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

**REASON:**

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**15 NONSC Details of clean energy provision**

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. Where a scheme to mitigate emissions is required, this shall be submitted to the LPA for approval. The said scheme should be implemented, and maintained 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 Two Saved UDP Policies (November 2012)

Note: This condition relates to the operational phase of residential or commercial development and is intended for the protection of future residents in a designated AQMA and Smoke Control Area. Advice on the types of authorised fuels and appliances can be found at [www.defra.gov.uk](http://www.defra.gov.uk).

**16 COM29 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 in accordance with policies BE13 and OE1 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and to protect the ecological value of the area in accordance with Policy EC3 of Part 1 of the Hillingdon Local Plan.

#### **17 COM31 Secured by Design**

The building 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 London Plan (July 2011) Policies 7.1 and 7.3.

#### **18 COM7 Materials & Fenestration Detailing**

No development shall take place until details of all materials (including physical samples where appropriate) are provided of external surfaces and 1:20 drawings of the angled window bays above ground floor and of the external fins and louvres 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 thereafter.

#### 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).

#### **19 DIS2 Access to Buildings for People with Disabilities**

Development shall not commence until further detail are submitted to and approved in writing by Local Planning Authority of:

- (i) The access to the building entrances including the provision of non-slip surface and adequate lighting and use of clearly defined texture and visual contrasts;
- (ii) Further details of internal doors across circulation routes to incorporate a suitable zone of visibility.
- (iii) Details of the lift to facilitate the evacuation of disabled people in the event of a fire emergency.

Thereafter, the development shall be implemented in accordance with the approved details and the accessibility features shall thereafter be retained in perpetuity.

#### REASON

To ensure that people with disabilities have adequate access to the development and to ensure that older and disabled people, and others who may be unable to evacuate by



stairs, can leave the building independently during a fire emergency in an efficient, controlled and dignified manner in accordance with Policy R16 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan Policies 3.1, 3.8 and 7.2.

**20 NONSC Car parking use only for duration of guests staying at hotel**

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

**REASON**

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

**INFORMATIVES**

**1 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).

**2 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.

**3 I23B Heavy Duty Vehicle Crossover**

Prior to work commencing, you are advised to submit an application for a Heavy Duty Vehicle Crossover to Highways Maintenance, 4W/07, Civic Centre, Uxbridge, UB8 1UW to prevent damage to the highway from construction vehicles entering and leaving the site.

**4 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

**5**            143            **Keeping Highways and Pavements free from mud etc**

You are advised that care should be taken during the building works hereby approved to avoid spillage of mud, soil or related building materials onto the pavement or public highway. You are further advised that failure to take appropriate steps to avoid spillage or adequately clear it away could result in action being taken under the Highways Act 1980.

**6**

The onus is on the service provider to ensure the safety and evacuation of disabled people. It is not the responsibility of the fire service to enable routine evacuation of disabled people.

**7**            160            **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))

**8**            152            **Compulsory Informative (1)**

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

**9**            153            **Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) 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 on congestion and public transport availability and capacity  |
| AM7  | Consideration of traffic generated by proposed developments.   |
| AM13 | AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -<br>(i) Dial-a-ride and mobility bus services<br>(ii) Shopmobility schemes<br>(iii) Convenient parking spaces<br>(iv) Design of road, footway, parking and pedestrian and street furniture schemes |
| AM14 | New development and car parking standards.   |
| BE1  | Development within archaeological priority areas   |
| BE13 | New development must harmonise with the existing street scene.   |

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.
R16	Accessibility for elderly people, people with disabilities, women and children
OL5	Development proposals adjacent to the Green Belt
OE1	Protection of the character and amenities of surrounding properties and the local area
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements
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 5.14	(2011) Water quality and wastewater infrastructure
LPP 5.17	(2011) Waste capacity
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.21	(2011) Contaminated land
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 7.14	(2011) Improving air quality
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 8.2	(2011) Planning obligations
NPPF	

### 3. CONSIDERATIONS

#### 3.1 Site and Locality

The site is located to the north of Heathrow Airport on the western side of Sipson Road. Sipson Road is a classified A road (A408). The site is located to the east of the M4 and north of the A4 (Bath Road), the latter forming part of the northern boundary to Heathrow Airport.

The site forms part of a larger 'island' block that is ringed by heavily trafficked transport infrastructure. Within the 'island' there is a large hotel complex, with associated health and fitness and restaurant facilities with significant levels of surface car parking. These buildings are generally between 4 - 6 storeys high.

To the north east of the site and Sipson Road is Sipson Farm, designated Green Belt

land, which has consent for sand and gravel extraction and to the east of the site, on the other side of Sipson Road is a children's nursery that is located over 100 metres away from the site and housed within two buildings known as Sipson Court and Sipson House. Sipson House is Grade II listed. The nearest residential dwellings to the site are located over 110 metres to the south of the site and on the opposite side of Sipson Road.

The site itself comprises a 1 -2 storey building, formerly used as a Club house for the Royal British Legion, that served alcohol. It has a steeply pitched roof to the two storey element with a flat roof to the single storey side and rear 'wings'. It is of no architectural merit having been substantially altered over the years and appears in a poor state of repair.

The existing building is set well back from the road, but is close in part to the southern and eastern site boundaries. The eastern boundary comprises a timber boarded fence, with dense trees and shrub planting within the neighbouring site hard up to the site's boundary. Beyond this boundary lies an expanse of surface parking. The boundary to western edge is also timber boarded fencing and at its northern most part lies within close proximity of the eastern flank of the adjacent hotel complex.

Existing vehicle access is off Sipson Road with an expanse of hard surface that previously accommodated the parking and servicing space for the Club. The site previously accommodated surface car parking spaces, although there is no indication of the number of such spaces.

It has a PTAL rating of 3. The land is potentially contaminated. The site is currently vacant and has been for approximately two years.

### **3.2 Proposed Scheme**

The proposed scheme involves the demolition of the former Royal British Legion Club and the erection of a 4 storey 54 bedroom hotel development with basement car park set beneath the hotel. The proposed hotel is targeted at the budget end of the hotel market and would primarily serve guests using Heathrow Airport. All the bedrooms are located on the upper 3 floors. 6 of the guest bedrooms are designed to accommodate wheelchair users.

The building has 4 sides to it each of different lengths and would take a loosely triangular form on plan with a much narrower rear elevation that mirrors the narrowing of the plot towards its southern boundary. The building would be centred around a triangular atrium located in the core of the building. The atrium would fall from roof level to ground floor level.

The ground floor would have a reception area, a hotel lobby, a luggage room, an office, sets of toilets, a security office, 2 public lifts to (1 serving the upper floors the other serving the basement), a stair core, an under-croft service yard and bin stores (the latter 2 elements both built into the main frame of the building). Toward the rear of the ground floor would be a small kitchen bar and restaurant overlooking a small landscaped garden that would open off the back of the hotel building.

The basement would be accessed by a vehicle ramp of a maximum gradient of 1:12 set immediately to the east of the new building. The basement would provide 17 car parking spaces including 4 blue badge bays, 2 secure bike stands (that would be protected by CCTV) for 22 bicycles, a storage and maintenance room and laundry room. The building would rise to a maximum height of 21 metres, finished with a flat roof, containing a terrace

(that would not be open to guests). The internal gross floor area of the hotel excluding the basement area is approximately 2,270 square metres.

The treatment of the elevations and general massing is of a simple contemporary design. The main external surface treatment is intended to be white render, interspersed with rhythmic coloured infill panel and plain glazing (not tinted coloured glazing as the indicative computer generated images (CGI's) suggest). The elevations have been revised following pre-application discussions with the Council to provide a greater degree of animation to both the front elevation and the east elevation: with the introduction of projecting and recessed window bays on the upper 3 floors; greater glazing to the hotel foyer from the street; and a different treatment to the windows on the northwest corner of the building to break the monotony of the form. and to provide a greater vertical emphasises to the building envelope & to help unify the upper floors.

### **3.3 Relevant Planning History**

#### **Comment on Relevant Planning History**

None relevant to this planning scheme.

## **4. Planning Policies and Standards**

### **UDP / LDF Designation and London Plan**

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

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.EM11 (2012) Sustainable Waste Management
- PT1.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains
- 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.
- 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.
- BE1 Development within archaeological priority areas
- BE13 New development must harmonise with the existing street scene.
- 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.
R16	Accessibility for elderly people, people with disabilities, women and children
OL5	Development proposals adjacent to the Green Belt
OE1	Protection of the character and amenities of surrounding properties and the local area
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements
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 5.14	(2011) Water quality and wastewater infrastructure
LPP 5.17	(2011) Waste capacity
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.21	(2011) Contaminated land
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 7.14	(2011) Improving air quality
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 8.2	(2011) Planning obligations
NPPF	

## **5. Advertisement and Site Notice**

**5.1** Advertisement Expiry Date:- **20th August 2013**

**5.2** Site Notice Expiry Date:- Not applicable

## **6. Consultations**

### **External Consultees**

A site notice was displayed and the application was advertised in the local newspaper. Adjacent site owner have been consulted.

1 written response has been received from the adjacent hotel site raising an objection on the following grounds:

Pt. 1) Concerned about the additional traffic a hotel on this site would generate particularly on



Sipson Road. Only 17 car park spaces are provided. A hotel of this size with staff and guests would require far far more and would be very concerned our parking facilities would be used.

Pt. 2) The inconvenience to my hotel guests whilst work is being done/ noise & poor views over a building site.

Pt. 3) Heathrow has an oversupply of hotel rooms no logic in increasing bed stock in the area

EXTERNAL:

ENGLISH HERITAGE (Archaeology Unit):

As the development lies within the proposed Heathrow Archaeological Priority Zone I have appraised the proposals for archaeological impact. However, it is concluded that there would be little or no archaeological impact in this case as the proposed works are modest in scale and largely contained within the footprint of the former building. I therefore recommend that any requirement for mitigation of archaeological impact in respect to the current application can be waived.

METROPOLITAN POLICE:

No objection subject to the attachment of the Secure by Design condition

NATS (air safeguarding):

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.

HEATHROW AERODROME SAFEGARDING:

No objection.

Harmondsworth and Sipson Residents Association:

This proposed building will be of no or little value to the local community as it is not offering a service to the community but adding to the frustration of the traffic flow in an often congested and dangerous road for speeding traffic. Congestion arises because of the parked vehicles on the motorway bridge which will only allow single lane traffic when a bus, lorry or coach is trying to negotiate the bridge. Congestion also arises when large coaches turning into the Park Inn Hotel are required to manoeuvre back and forth repeatedly to accommodate the acute turning angle; thus blocking Sipson Road. Speeding (over 40 mph) regularly occurs around the bend of the Sipson Road as drivers approach the motorway bridge (coming from the direction of the Bath Road) and there has already been one fatality in that location in recent years due to this problem. It is anticipated that by positioning a hotel on the proposed site will compound these problems. The previous premises provided a social meeting place for the village and neighbouring communities and it would be more appropriate if this land could again provide a service to the local community in terms of facilities which could be used by them. This village already has 3 large hotels (2 Holiday Inns and a Park Inn) but it does not have a newsagent, GP surgery, bakers, greengrocers, chemist (we cannot access the chemist in Harlington due to the parking restrictions and parked minicabs), library to name but a few of the amenities that other villages have and enjoy.



## **Internal Consultees**

### **HIGHWAY ENGINEER:**

The proposal is for a 57 bed hotel, with no conference facilities, and 17 underground car parking spaces. Based on the TA the average maximum two-way peak hour traffic is likely to be 10 vehicles between 7.00 and 8.00 am.

The average car parking ratio for all Heathrow hotels with consents/awaiting consents from 2012-2013 is 1 space:4 rooms. This development provides car parking at a ratio of 1 space: 3.35 rooms. There are 'Any time' double yellow line waiting restrictions on Sipson Road for a considerable distance either side.

Auto tracks have been provided showing a 9.8m refuse vehicle being able to access the site. It should be noted that commercial premises do not rely on the Council providing a refuse collection service.

Coaches and Hopper buses are unlikely to be able to easily manoeuvre in and out of the site. It is considered unreasonable to expect a modest sized hotel to provide coach parking. Hopper bus H1 from Terminals 1,2 and 3 serves the Holiday Inn at M4 Junction 4 and the Novotel hotel and the Hopper bus H51 from T4 and T5 serves the Holiday Inn at M4 junction 4, Crown Plaza, Novotel and the Thistle Hotel on Bath Road. It is assumed that the Hopper buses use the M4 spur as this is the fastest route avoiding the traffic calmed Sipson Road.

It is not considered financially viable to expect a hotel of this size to sign up to the Hopper bus. The adjoining Park Inn is served by Hopper buses H2 and H54 and could be used by patrons of this hotel if required.

**CONCLUSION:** No objection

### **FLOOD AND WATER DRAINAGE MANAGER:**

Following a review of the information provided and in light of the large expanse of hardstanding on the site currently no objection, subject to attachment of the Council's standard sustainable water management/drainage condition.

### **TREES AND LANDSCAPING OFFICER:**

#### **Landscape Character/Context:**

The site is occupied by a vacant plot, formerly a club/pub building surrounded by concrete hardstanding. The site comprises a truncated triangle of land, situated on the edge of a larger land parcel occupied by the Heathrow Inn Hotel. The Heathrow Park Inn Hotel lies to the south-east, south-west and north-west of the site, with the north-east boundary fronting onto Sipson Road. The site is close to the junction with Bath Road, to the south of which lies Heathrow Airport.

There is a strip of soft landscape along the east boundary but there are no trees or landscape features of merit within the site, which might constrain development. Off-site trees and shrubby vegetation line the boundaries with the neighbouring hotel. There are no Tree Preservation Orders or Conservation Area designations affecting the trees in this area. Land to the north-east of Sipson Road is designated Green Belt.

#### **Landscape Considerations:**

- Section 11 of the National Planning Policy Framework, adopted 2012, expects that 'the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes..'
- Saved local 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 and Arboricultural Impact Assessment has been prepared by OMC Associates, dated March 2013, in support of the application. This considers the implications of the proposal on the nearby trees - and the affect of nearby trees on the proposed development.
- Contrary to the statement in section 2.2 of the report, none of the trees in the vicinity (on, or off-site) are protected by Tree Preservation Order (or Conservation Area designation).
- The report assesses the condition and value of 18No. individual trees and 1 No. group, only one of which is within the site boundary, a Sycamore (T12 on the schedule). All other trees are on the neighbouring site but may influence, or be influenced by, the proposed development.
- 1No. 'A' grade (good) tree has been identified. 8No. 'B' grade (fair) trees are noted. 9No. 'C' (poor) grade are identified and 1No. 'U' grade tree whose quality and condition justify removal on the grounds of good arboricultural management.
- In clause 4.2 the report considers the affect of the development on nearby trees. It confirms that 1No. 'C' grade tree, a self-set Sycamore (T12 on the schedule) will be removed in order to facilitate the development. There will also be marginal encroachment into the root protection areas (RPA's) of a number of off-site trees and shrubs alongside the proposed ramp on the east boundary, with some cutting back of overhanging branches required.
- At 4.3 the affect of the trees on the development is considered. It is acknowledged that the Hornbeams may obstruct some natural daylight as they mature, the affect of which could be controlled by the trimming back of overhanging branches in future years, if necessary.
- In the summary of the report (4.4) it is recommended that an Arboricultural Methodology Statement and Tree Protection Plan are prepared prior to development in order to safeguard the trees along the south-east boundary.
- A Bird Hazard Management Plan has been submitted which refers to BAA's Advice Note 8 Safeguarding of Aerodromes. While this advice may influence the design and detailing of hard and soft landscape features, the perceived constraints should not diminish the expectation of, or objectives for, a high quality landscape design for this site.
- RDP's drawing No. 833/RDP/C102 provides a ground-floor site layout with indicative hard and soft landscaping. Some amendments to the planting plan is recommended and additional supporting information (plans, schedules, specifications and management / maintenance plans should be conditioned.

Recommendation:

No objection subject to the above observations and conditions COM6, COM7, COM8, COM9 (parts 1,2,4,5 and 6) COM10.

The redevelopment of the existing vacant club/pub site at 560 Sipson Road to accommodate a new 4 storey 54 room hotel with associated parking and landscaping.

SUSTAINABILITY OFFICER:

Air Quality

The site is in an area suffering from exceptionally poor air quality. Data suggests that the site is current exceeding minimum standards for air quality and therefore has a significant detrimental impact on health. The proposed development will add to the traffic which is the primary source of the air quality problems. The following condition is therefore essential:

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.

#### Energy

The submitted energy statement is borderline acceptable for this stage of the planning process. However, there are a number of deficiencies that need to be resolved but these can be rectified through a planning condition.

In particular the assessment doesn't refer to the correct policy and set outs emissions savings of 20% from renewable sources. This was approach was outdated when the current London Plan was adopted in summer 2011. The report does not provide an adequate baseline, i.e. what is the kWhr and kgCO<sub>2</sub> associated with space heating, hot water, lighting etc. The lack of this information makes it difficult to assess the conclusions.

The report also mentions CHP units without giving information on the size and also PV panels without providing their locations.

The following condition is therefore necessary:

#### Condition

Prior to the commencement of development a detailed energy assessment shall be submitted showing how the development will reduce carbon emissions by 25% from a 2010 Building Regulations compliant development in accordance with the outline Energy Assessment (Richard Child, 13/2112 ene rev A, May 2013). The detailed assessment shall clearly set out the baseline energy demand (kWhr) and associated emissions (KgCO<sub>2</sub>); the measures to reduce the emissions through energy efficiency including how they impact on the baseline; the size, specifications, input and outputs and location of any proposed CHP and how it impacts on the baseline; and finally full details, specifications and performance of any renewable energy with corresponding plans where necessary. The development must proceed in accordance with the approved details.

#### Reason

To ensure appropriate carbon savings are delivered in accordance with London Plan Policy 5.2.

#### 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.

#### ACCESS OFFICER:

The design of this development application demonstrates commitment to the principles of access and inclusion.

The basement car park is served by a lift for hotel guests, has a minimum vehicle clearance height of 2.6m and a gradient on the ramp no greater than 1:12 that is considered acceptable from an accessibility stand point.

Revised details have been received from the applicant and the following is noted:

The ground floor would provide an accessible toilet designed in accordance with the guidance given in Approved Document M to the Buildings Regulations 2004. The toilet would be signed either "Accessible WC" or "Unisex", as confirmed in the DAS.

Corridors are shown on plan providing the requisite 1500mm width.

As shown on plan the en-suite bathrooms conform with BS8300:2009.

The Design and Access Statement confirms the alarm system shall be designed to allow deaf people to be aware of its activation.

The application provides details of evacuation for disabled people in the event of the fire including protected rooms with 60 minutes fire resistance provided on each upper floor

#### CONCLUSION:

No objection, subject to following condition

"Development shall not commence until further detail are submitted to and approved in writing by Local Planning Authority of:

- (i) The access to the building entrances including the provision of non-slip surface and adequate lighting and use of clearly defined texture and visual contrasts;
- (ii) Further details of internal doors across circulation routes to incorporate a suitable zone of visibility.
- (iii) Details of the lift to facilitate the evacuation of disabled people in the event of a fire emergency.

Thereafter, the development shall be implemented in accordance with the approved details and the accessibility features shall thereafter be retained in perpetuity.

## REASON

To ensure that people with disabilities have adequate access to the development and to ensure that older and disabled people, and others who may be unable to evacuate by stairs, can leave the building independently during a fire emergency in an efficient, controlled and dignified manner in accordance with Policy R16 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan Policies 3.1, 3.8 and 7.2.

Plus an informative added that states-

The onus is on the service provider to ensure the safety and evacuation of disabled people. It is not the responsibility of the fire service to enable routine evacuation of disabled people.

## ENVIRONMENTAL PROTECTION UNIT:

The following information was submitted with regard to air quality:

- Air Quality Assessment, 560 Sipson Road, West Drayton, by REC Ltd for RDP Architects Ltd (11 June 2013)

The following information was submitted with regard to land contamination:

- Desk Study and Conceptual Site Model for the site at 560 Sipson Road, West Drayton UB7 0JD, by Land Science for RDP Architects Ltd on behalf of Interpoise Ltd (23 March 2013)

### Air Quality

The proposed development is within the declared AQMA and in an area which currently appears to be exceeding the European Union limit value for annual mean nitrogen dioxide, based on CERC modelling undertaken on behalf of the London Borough of Hillingdon. The air quality assessment indicates the magnitude of the impact as 'imperceptible' and 'negligible' for 2015 at the nearby residential receptors. NO<sub>2</sub> levels are indicated as remaining above the EU limit value of 40 µg/m<sup>3</sup> at all the receptor locations except one by 2015.

It should be noted the air quality assessment is limited to background levels of pollution which is only slightly on the low side and assumes no change in background or emission factors for future year 2015 from 2011, which is quite a conservative approach. However, it is not clear if the AADT traffic data for 2012 for the stretch of road are correct (5266 vehicles over 24 hours and HDV proportion of 13.7%). The figures for 2015 indicate a considerable increase in AADT to 8997, but the suggestion is only 150 vehicle movements relate to the proposed development. The air quality assessment does not include emissions from the energy generation at the site. Therefore, the change in the predicted NO<sub>2</sub> concentrations for 2015 based on road traffic sources by enlarge and with development this varies from 0.07 to 0.21 µg/m<sup>3</sup> based on the proposed use, at the impacted residential receptors.

There is limited information in the report with regard to the predicted NO<sub>2</sub> levels at the development site, which are indicated to be below the EU limit value above the ground floor level, with all exceedances indicated at the ground floor level. The modelled levels are indicated to vary from 37.88 to 47.77 µg/m<sup>3</sup>.

As the development is in and will cause increases in an area already suffering poor air quality the following Section 106 obligation is required up to £25,000 should be sought for contribution to the air quality monitoring network in the area.

Only the ground floor is indicated to be above the EU limit values, and receptors at the second and third floor were not assessed based on the assumption NO<sub>2</sub> levels drop off with height, and exceedances are not indicated at the first floor. The ingress of polluted air condition is

recommended due to exceedances at the ground floor level, and we cannot rule out possible exceedances on the first floor as the background is likely to be higher than indicated in the assessment due to its proximity to the airport. The ingress of polluted air condition should also be considered with regard to any exhaust flue at the site, to ensure polluted air is not drawn back into the building.

#### Air Quality Condition 1: Ingress of Polluted Air

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.

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.

Based on the Energy Statement a microgeneration gas CHP has been recommended alongside PV. The conclusions in the report indicates, if this is insufficient, biomass should be considered. We would not recommend this option in an area of poor air quality. Should this option be seriously considered, they need to provide an air quality assessment that includes emissions from this source. The following condition is recommended with regard to energy generation on site. We would recommend using ultra low NOx gas CHP, to limit emissions.

#### Air Quality Condition 2 - Details of Energy Provision

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. Where a scheme to mitigate emissions is required, this shall be submitted to the LPA for approval. The said scheme should be implemented, and maintained for the life of the development.

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

Notes: This condition relates to the operational phase of residential or commercial development and is intended for the protection of future residents in a designated AQMA and Smoke Control Area. Advice on the types of authorised fuels and appliances can be found at [www.defra.gov.uk](http://www.defra.gov.uk).

A travel plan has been submitted for the hotel application. Due consideration needs to be given to ensure sustainable modes of transport are available to staff and customers of the hotel.

#### Soil Contamination

The soil contamination comments are for the whole site and particularly the future areas of soft landscaping, as the proposed development by enlarge is of low sensitivity. A desk study has been submitted with regard to land contamination, and it appears no ground investigation information is available for the site. The former use is an orchard rather than woodland as indicated in the desk



top study. There is a small possibility of contamination associated with made ground at the site, which is almost entirely covered in building and hard standing based on 2012 aerial photos. The report does recommend further investigation including for ground gas. The standard contaminated land condition is provided below and covers gas investigation as well. As it appears soil in any landscaped areas may have to be imported, the soil testing condition is also provided below.

#### COM33 - Contaminated Land

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

(a) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site;

(b) A site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use; and

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

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

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

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

#### URBAN DESIGN OFFICER:

The application was subject to extensive charged pre-application advice and the design of the scheme has been appropriately modified to reflect these discussions with the Urban Design Team including:

- Enhanced soft landscaping on the street boundary;
- A reduction in the building's overall footprint, setting the building further off the street;
- Greater animation introduced into the elevations, to help reduce the monolithic character of the building and provide greater visual interest - including opportunities for shadow lines when sun light is cast across the elevations;
- The introduction of a loggia feature that provides visual interests, unifies the floors vertically and successfully integrates the hotel's signage into the design as whole rather than left as an additional

intrusive stand feature;

- Greater glazing at ground floor on the street elevation into and out of the reception/foyer space to provide greater life from the development in the street scene and the added benefit of providing increased natural surveillance of the front forecourt area.

The final success of the scheme in architectural terms will depend on the choice and quality of the materials used in the elevations, to the attention to detail in the finish of the elevations and the quality of the landscaping (both soft landscaping & hard landscaping including the boundary treatments). All these detailing matters should be controlled by pre-commencement planning conditions.

PLANNING OBLIGATIONS OFFICER:

Refer to section 7.20 of the report.

## **7. MAIN PLANNING ISSUES**

### **7.01 The principle of the development**

Policy 3.6 of the London Plan deals with the protection and enhancement of social infrastructure and states:

"Proposals which would result in a loss of social infrastructure in areas of defined need for that type of social infrastructure without realist proposals for re-provision should be resisted. The suitability of redundant social infrastructure premises for other forms of social infrastructure for which there is a defined need in the locality should be assessed before alternative developments are considered."

Policy T4 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) states hotels, guest houses and other tourist accommodation will be acceptable in principle provided:

- (i) The development is located within a mixed use area; and
- (ii) The development is located near or on a primary or secondary road or rail or underground station; and
- (iii) The development does not result in the loss of amenity to neighbours through noise and other disturbances; and
- (iv) Parking to standards adopted by the local planning authority can be met within the curtilage of the site.
- (v) Any on street parking that may be generated can be accommodated without detriment to the free flow of traffic or conditions of general highway safety.

In light of the site's location and the adequate car parking provision (refer to section 7.10 of the report) it is considered the scheme is acceptable in principle assessed against Policy T4.

The existing premises on site has been vacant for approximately two years with evidence provided in support of the application that the site has been actively marketed for over 12 months. The details provided of marketing show there has been significant interest in the site (over 60 enquiries) but with very limited expressions of interest in retaining the existing building or any D1 Use on the site.



Based on the combination of both the marketing evidence provided; the distance of the site from a main residential catchments area; and given the poor state of repair of the building as witnessed during the case officer's site visit, it is not considered on balance there is robust sustainable development reasons to resist the change of use (from D1 use to C1) as assessed against Policy 3.6 of the London Plan. According there is no objection to the principle of change of use in planning policy terms from D1 Use to C1 Use.

#### **7.02 Density of the proposed development**

The application seeks to construct a hotel, therefore residential density is not pertinent to the consideration of this application.

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

The site does not lie within an area of special character or a conservation area. The site does lie within the forthcoming Heathrow Archaeological Priority Zone. However English Heritage Archaeology Unit advice there are no issues given the given the nature of the works and the fact the development would be largely contained within the footprint of the former building and area of hardstanding.

#### **7.04 Airport safeguarding**

The proposal would not conflict with aircraft safeguarding criteria.

#### **7.05 Impact on the green belt**

The site does not lie in Green Belt however the land to the north of the site on the opposite side of Sipson Road is in designated Green Belt.

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

Given the new development would be 'book ended' by existing hotel development of a far greater footprint to either side of it (to the west and east) and to the rear of the site (to the south) and given this existing hotel development rises to a greater building height than the 4 storey development proposed it is not considered the scheme would have a negative impact on the visual amenities of the Green Belt or impact significantly to traffic generation on Sipson Road. Accordingly the scheme is considered to comply with Policy OL5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### **7.07 Impact on the character & appearance of the area**

Policies BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seeks to ensure that new development will complement and improve the character and amenity of the area.

The building would be flanked by existing hotel development of 4 to 6 storey height. Accordingly the proposed height of the building at 4 storeys is considered in street scene terms acceptable given the street context and the height of the neighbouring properties.

The scheme seeks to provide enhanced visual interest to the main elevations visible from the street through the introduction of angled window bays that alternate between being angled 'out' and angled 'in' from the main building line thus helping to sculpt the block as a whole, reduce any risk of the development having a plain monolithic character, also this elevation feature provides a welcome opportunity for shadow lines. In addition on the north east corner of the front elevation there would be a is a loggia type feature finished with the hotel signage that provides further interest to the front elevation.

#### **7.08 Impact on neighbours**

Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seeks to ensure that new developments do not have a detrimental impact on the residential amenity of neighbouring occupiers through loss of light, dominance or loss of privacy.

Given there is no residential development within over 100 metres from the site and these residential dwellings lie on the other side of Sipson Road it is not considered the scheme will give rise to any detrimental impact to residential neighbours from loss of light, over-dominance or loss of privacy.

Policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) states permission will not be granted for uses which are likely to become detrimental to the character or amenities of surrounding properties. Given the neighboring properties are hotel developments and the proposed hotel development does not have large internal floor area allocated for conference, bar or banqueting purposes it is not considered the scheme will give cause to noise annoyance to surrounding properties.

Whilst there are no adopted planning standards in respect to potential loss of privacy/overlooking between 1 set of hotel guest bedrooms and another set of hotel bedrooms but were the Council's residential development overlooking distances applied as a benchmark this scheme would comply with the Council's minimum distance to avoid unacceptable overlooking/loss of privacy with no hotel bedrooms from the new development, located within a 45 degree radius, being within 21 metres of hotel bedroom windows on the neighbouring Park Inn Hotel complex. As such the scheme is considered acceptable in this respect.

An overshadowing diagram has been undertaken by the case officer and the scheme would cast no overshadowing after 10am (on 21 March of any year) to hotel rooms in the neighbouring development.

#### **7.09 Living conditions for future occupiers**

The scheme is for the provision of a hotel, accordingly there will be no future residential occupiers.

#### **7.10 Traffic impact, Car/cycle parking, pedestrian safety**

Policies AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) are concerned with traffic generation, and access to public transport. Policies AM14 and AM15 are concerned with on-site parking.

The site is surrounded by the large Park Inn Hotel which has two vehicle accesses from Sipson Road with one of these entrances is approximately 50 metres to the north west and the other main entrance is to the south and is approximately 250 metres along the street. Immediately opposite the site are green fields that are separated from Sipson Road by mature hedging. Approximately 60 metres to the south of the proposed new vehicle entrance to the site is the vehicle entrance to Sipson Court and Sipson House on the opposite side of Sipson Road, which is a site used as a children's day nursery. Sipson Road is a 30 mph single carriageway 'A' classified highway with double yellow line with waiting restrictions on both sides of the road.

The Council's Highway Engineer concurs with the applicant that Sipson Road is one of the more lightly trafficked sections of Greater London's 'A'-class road network, being closely paralleled by the M4 Heathrow Spur Motorway although it does provide an important local link to Sipson village further to the north.

The existing single vehicle access point would be replaced by a two vehicle crossovers from Sipson Road plus a short roadway on the site running from 1 highway access point to the other. The 54 bedroom would be served by 17 on-site car parking spaces including 4 disabled car parking bays. The car parking spaces would be located in the basement that is served by a pedestrian lift for guests and a vehicle ramp with a maximum gradient of 1:12. The basement would house 22 secure bicycle spaces.

The application is accompanied by a Transport Assessment and tracking diagrams which show that both guests cars and large refuse vehicles can access the site from Sipson Road. The Council's Highway Engineer has no issue with the tracking information provided and accepts this is adequate for servicing arrangements. Due to the physical constraints of this small & tight site there would be no opportunity for the Heathrow hopper bus or other larger coaches to enter the site to drop off/collect guests. Instead the applicant proposes any coaches or Airport Hopper Bus service would pick up passengers lawfully at the kerbside on Sipson Road and the Transport Assessment considers this acceptable given it is relatively small hotel. It is noted that hopperbuses serve the neighbouring Park Inn Hotel and there may be an opportunity for guests to share this facility.

With regard to the level of car parking provision for ratio of 1:3 guest rooms is greater than with other hotel developments approved by the London Borough of Hillingdon in the last 4 years located nearby and serving Heathrow Airport. Furthermore the parking provision is consistent with the Council's adopted maximum parking standards, therefore the scheme is considered to comply with Policies AM14 and AM15 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

The Council's Highway Officer has been consulted on the application and has carefully considered the issue of traffic generation, vehicular accesses, the drop off /collection of guests from the public highway and the overall layout and raises no objection to the scheme stating that the proposed development will not have a detrimental effect on the existing highway in accordance with the aims of Policies AM2 and AM7 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

Whilst it is acknowledged the prospect of guests being dropped off/collected by mini bus/coach from the public highway is not ideal in this particular circumstance it is not considered to provide a reason of refusal given it is a: relatively modestly sized hotel; sightlines outside the site on Sipson Road are adequate in both directions, there is no opportunity for permanent car parking on the street (double yellow lines are in place along Sipson Road) and the road is relatively lightly traffic with no great pressure on the road at peak hours. These views are shared by the Council's Highway Engineer.

#### **7.11 Urban design, access and security**

##### **URBAN DESIGN:**

Addressed in Section 7.07 of the report.

##### **ACCESS:**

Addressed in Section 7.12 of the report.

##### **SECURITY:**

The Metropolitan Police Officer Crime Prevention officer has reviewed the scheme and

has no objection to the attachment of the Secure by Design condition.

#### **7.12 Disabled access**

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

The hotel would be consistent with the London Plan and HDAS Accessibility policy standards including meeting the minimum provision of accessible bedrooms as a percentage of the total number of bedrooms. Other features include disabled toilets on ground floor, lifts from the car park basement to the rest of the hotel, an agreement from the applicant to secure a set of lifts that can be used in the event of a fire by disabled and infirm persons and 60 minute fire refuges on each upper floor,

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

#### **7.13 Provision of affordable & special needs housing**

The proposal seeks permission for a hotel, accordingly considerations relating to affordable or special needs housing are not relevant to the application.

#### **7.14 Trees, landscaping and Ecology**

TREES AND LANDSCAPING:

Policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) 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 site as it stands is largely devoid of vegetation, albeit there are some trees off-site that lie close to the south eastern boundary of the site. An accurate site survey has been submitted with the application which plots trees on and close to the site, the tree species, and their quality and spread. None of the trees in the vicinity are protected by a Tree Preservation Order or by Conservation Area designations. The only on-site tree is a Sycamore that is of 'C' grade and would be lost as a result of the development. The Council's Landscape Officer has made a site visit and considers the sycamore of little merit and with its 'C' grade has no objection to its removal.

With regard to the off site trees the Landscape Officer is satisfied that with the appropriate tree protection measures in place these trees can be protected (and neighbouring shrubs) with only marginal encroachment into the root protection required. Future pruning of the neighbouring hornbeams maybe required to safeguard natural light to hotel bedrooms and this is considered a feasible approach by the Landscape Officer. With regard to the ground floor site layout the scheme provides an improvement over the existing expanse of hard standing and palisade fencing with details provided of indicative hard and soft landscaping. Subject to the relevant planning conditions in respect of landscape maintenance, tree protection and revisions/further detail on the planting plan the scheme is considered to provide a satisfactory landscape arrangement that complies with Policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

ECOLOGY:

The site is currently almost entirely given over to hardstanding. In view of this and the

safeguarding measures detailing within the application documents in respect to trees and shrubs on neighbouring sites it is not considered the scheme will have an adverse impact on the areas ecology.

#### **7.15 Sustainable waste management**

London Plan policies 5.16 and 5.17 requires adequate provision of refuse and recycling facilities for new development and for their location to be appropriate in terms of enabling ease of collection from the site.

The application is accompanied by a Waste Management, Refuse and Recycling Statement and plans provides details of a dedicated space within the ground floor of the building allocated to store the bins for recycling and household & kitchen rubbish generated by the hotel and the tracking plan provides details for the large refuse vehicles to collect the waste. The scheme provides space for 14 euro bins that accords with the Council's capacity standards for 2/3 star hotels. The bin area is an enclosed area in the ground floor with access from inside for the member of staff and access from Sipson Road for the refuse collectors. The store room will have continuous mechanical ventilation. A drop kerb will be provided for easy movement of the wheelie bins to the refuse vehicles. The owner/occupier will have a contract with Biffa in place prior to the occupation of the premises. This statement details a weekly collection early in the morning.

The level of waste and recycling store provision, its location and means of collection by refuse vehicles is considered to comply with the requirements of the Council's Waste Development Team and the Council's Highway Engineer. As such the scheme is considered satisfactory and complies with the standards set out in London Plan policies 5.16 and 5.17

Notwithstanding the above it should be noted the hotel ultimately has considerable discretion over which waste management methods are used on site.

#### **7.16 Renewable energy / Sustainability**

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

Subject to conditions to secure the installation of measures in accordance with the London Plan requirements the scheme complies with London Plan Policies 5.3, 5.4 and 5.7.

#### **7.17 Flooding or Drainage Issues**

The site does not fall within a flood zone and no issues relating to flooding have been identified.

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).

London Plan policies 5.12 and 5.13 requires that development proposals should use sustainable urban drainage systems (SUDS) unless there are good reasons for not doing so. Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) requires that surface water run off is controlled to ensure the development does not increase the risk of flooding. The scheme would undertake rainwater harvesting including the provision of a ground storage tank and permeable paving to replace the existing large expanse of non permeable hard standing.

Subject to conditions, the proposal is considered to comply with the intentions of the Hillingdon Hillingdon Local Plan: Part One and Part Two Saved UDP Policies (November 2012) in respect to water management and London Plan policies 5.12 and 5.13.

The Council's Flood Risk/Drainage Officer raises no objection to the scheme, subject to the application of the relevant SUDS and sustainable water management planning condition.

#### **7.18 Noise or Air Quality Issues**

The Council's Environmental Protection Unit has been consulted on the application and raises no objection on noise or air quality subject to appropriate conditions and planning obligations in respect of air quality monitoring and provision of green walls or green roof.

#### **7.19 Comments on Public Consultations**

With regards to the objection raised by Park Inn Hotel, points 2 and 3 are not material planning considerations. With regards to point 1 the parking ratio is commensurate with other recent hotel consents approved around Heathrow.

With regard to the points raised by Harmondsworth and Sipson Residents Association:-

1) The proposed land use (as a hotel) is considered to comply with relevant planning policy including Policy T4 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012). Furthermore it needs to be noted the site's location set some distance from the centre of any local residential community means the site does not readily lend itself to a future community use (D1) accessed either by foot or by public transport, especially as the site is not well served by neighbourhood buses.

2) Regarding the concern over flow of traffic on Sipson Road this is dealt with section 7.10 of the report and by the scheme's legal agreement with provision of mini-bus service, if deemed necessary regarding safe flow of traffic on Sipson Road.

#### **7.20 Planning obligations**

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

Proposed Heads of Terms:

1. Highways: to secure all necessary works and the provision of a Travel Plan.

2. Construction Training: in line with the SPD if the construction time exceeds 3 months and the construction cost is in excess of £2m then the construction training obligations will apply. In line with the formula either an in-kind scheme or financial contribution should be secured.

3. Air Quality: in line with the SPD and given the site is located in an air quality management area then a contribution in the sum of £12,500.

4. Project Mgmt and Monitoring Fee: in line with the SPD if a s106 agreement is entered into the a contribution equal to 5% of the total cash contributions is sought to enable the mgmt and monitoring of the resulting agreement. Please note that a public realm contribution may or may not be required dependent upon your assessment of the scheme

#### **7.21 Expediency of enforcement action**

Not applicable to this application.

#### **7.22 Other Issues**

None.

### **8. Observations of the Borough Solicitor**

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

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

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

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

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

### **9. Observations of the Director of Finance**

None.

### **10. CONCLUSION**

There is no objection to the principle of the development involving the change of use of

the site to a hotel.

The general size, height and massing of the proposed building is considered acceptable echoing the height and scale found on the surrounding Park Inn Hotel complex. It is not considered that the development would have any detrimental impact on the street scene, or upon anyone's residential amenity or upon the setting of the Green Belt land lying opposite.

Consideration has been given to the principal issue of traffic generation, vehicles servicing the hotel, and guest collection and drop off (including the possibility of direct drop off/collection of guests by coach/mini bus from Sipson Road) and these matters taken together are not considered would have any significant detrimental impact on the existing highway network or highway safety given the sightlines outside the site, the bar on cars parking for any length of time (with double yellow lines in place), the small number of vehicular movements anticipated (as a 54 bedroom budget hotel) serving Heathrow where most guests will arrive by public transport or taxi .

The National Planning Policy Framework is clear that there should be a presumption in favour of sustainable economic development and that the key priority is the delivery of new jobs. The application proposals would deliver on these objectives, bringing an estimated 17 full time equivalent jobs on site (plus additional job creation in off site hotel servicing role) and secure the regeneration of a site that presently is unused and does not presently positively contribute to the street scene and with little prospect that the existing building being brought back to active life.

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

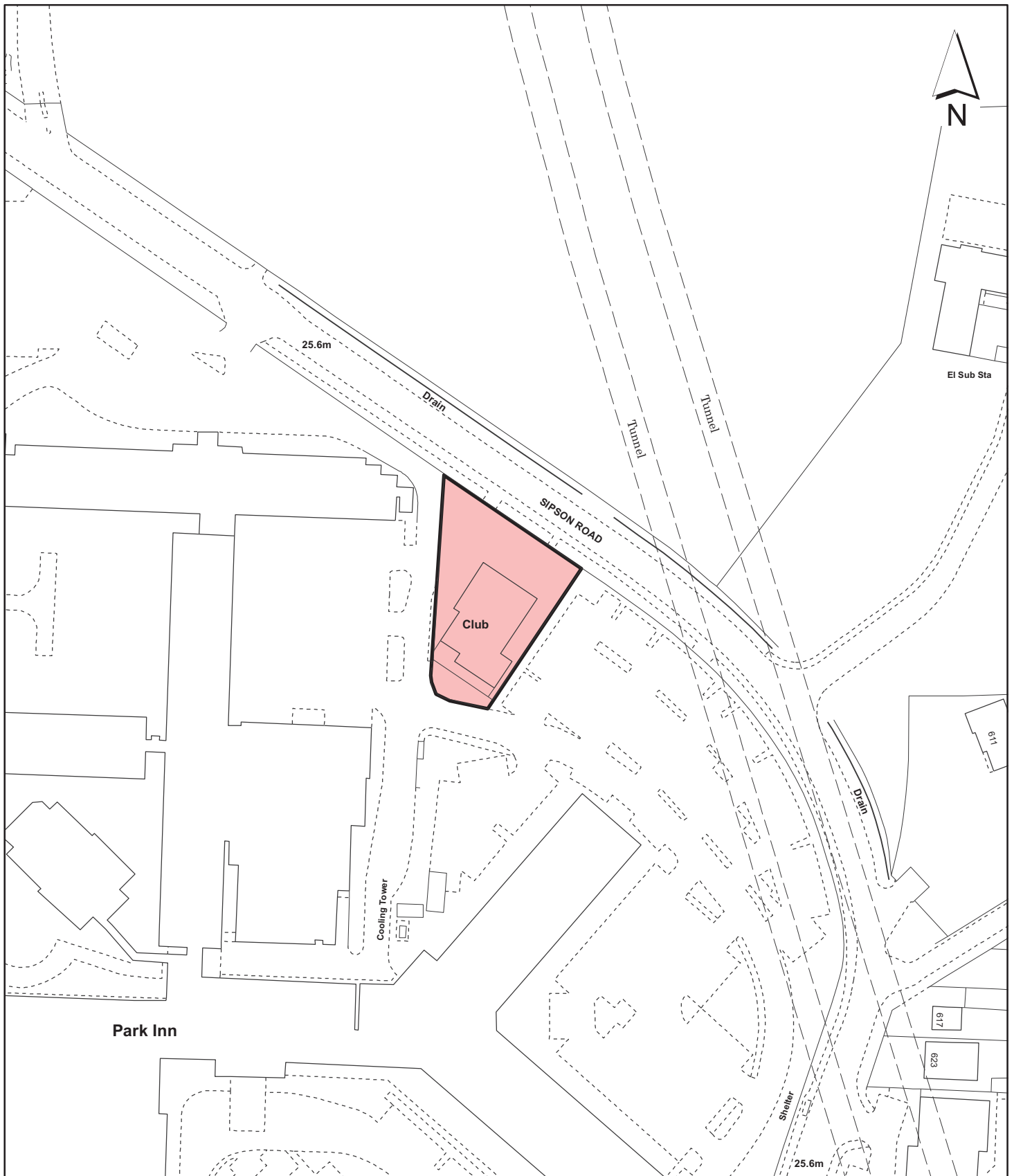
## 11. Reference Documents

Hillingdon Local Plan: Part One (November 2012)  
Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)  
London Borough of Hillingdon's HDAS 'Accessible Hillingdon' Supplementary Planning Document (May 2013)  
Planning Obligations Supplementary Planning Document (July 2008)  
London Plan  
National Planning Policy Framework (March 2012)

**Contact Officer:** Gareth Gwynne

**Telephone No:** 01895 250230





**Notes**

 Site boundary

For identification purposes only.  
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Site Address

**Former British Legion Club  
 Sipson Road**

**LONDON BOROUGH  
 OF HILLINGDON  
 Residents Services**

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

Planning Application Ref:  
**829/APP/2013/1618**

Scale  
**1:1,250**

Planning Committee  
**Major Applications**

Date  
**October 2013**



**HILLINGDON**  
 LONDON

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

**Address** LAND AT 37-45 DUCKS HILL ROAD NORTHWOOD

**Development:** Variation of Condition 4 (Approved Drawings) to allow the enlargement of the single storey rear additions, changes to disabled facilities and fenestration to Plots 4, 5, 6, 7 and 10 of planning permission granted 16/11/10, ref. 59214/APP/2010/1776: Erection of 8 detached and 6 semi-detached dwellings with associated access, parking and landscaping.

**LBH Ref Nos:** 59214/APP/2013/2269

**Drawing Nos:** 1834/PL00 Rev. A  
1834/PL01 Rev. C  
1834/PL02 Rev. B  
1834/PL03 Rev. A  
1834/PL06 Rev. A  
1834/PL07 Rev. C  
1834/PL09 Rev. A  
1834/PL10 Rev. B  
1834/PL11 Rev. A  
1834/PL12 Rev. A  
Phase 2 Ecological Survey (Bat and Reptiles), August 2010  
Reptile Mitigation Strategy to address the requirements of Condition 26 of Planning Permission 59214/APP/2010/1776, dated October 2012  
Arboricultural Assessment and Arboricultural Method Statement, dated 15/10/10  
Letter dated 7/10/10  
Low and Zero Carbon Technologies Options Appraisal, Final Report, July 2010  
Land Registry documents  
1834/PL13  
1834/PL14  
1834/PL15  
1834/PL16  
1834/PL17  
DS19080901.04 Rev. B  
Design & Access Statement  
Transport Statement, dated 20/7/10  
Tree Survey Report, dated 28/8/09  
Phase 1 Ecological Survey, June 2010  
1834/PL601  
1834/PL102  
1834/PL202  
1834/PL402  
Agent's letter dated 2/9/13

**Date Plans Received:** 08/08/2013      **Date(s) of Amendment(s):**

**Date Application Valid:** 12/08/2013

### 1. SUMMARY

Members may recall four applications that sought various amendments to the originally

approved scheme granted on 16/11/13 for 14 houses on this site (App. No. 59214/APP/2010/1776 refers) which were presented to the Major Applications Planning Committee meeting on 13th June 2013. This application combines those amendments which were approved (App. Nos. 59214/APP/2013/847, 849 and 852 refer) into a single application to replace the separate approvals in order to overcome the problem of the decision notices referring to different plan numbers that contradict one another.

This application therefore seeks to vary Condition 4 (Approved Plans) of planning permission ref. 59214/APP/2010/1776 to allow the enlargement of the single storey rear additions or add a single storey addition in the case of Plot 10 and make changes to the internal layout and side elevations of the houses on Plots 4, 5, 6, 7 and 10.

Members previously considered that the changes would not materially affect the character and appearance of the area, the amenities of adjoining residential properties would not be affected and the standard of residential accommodation provided would be acceptable. These alterations to the originally approved scheme were therefore approved and there has been no change in policy or site circumstance to suggest that this assessment is no longer valid. This application is therefore recommended for approval.

A letter has also been received from the agents, requesting that the houses should only be required to satisfy Level 3 of the Code for Sustainable Homes as required by Condition 37 of the original approval as opposed to Level 4 stipulated by Condition 28 on the approved amended schemes. The Council's Sustainability Officer has considered this request and having regard to the planning history and the relatively minor changes to the design of the houses which are now sought, it is considered that in this instance, requiring the houses to satisfy Level 4 would be unduly onerous.

## **2. RECOMMENDATION**

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

- (i) A financial contribution of £117,713 for education facilities and places**
- (ii) A financial contribution of £11,678.51 for healthcare facilities and places.**
- (iii) A financial contribution of £20,000 towards community facilities/the public realm.**
- (iv) A financial contribution of £1,239.70 towards libraries.**
- (v) A financial contribution towards training initiatives equal to £2,500 for every £1 million build cost.**
- (vi) The applicants pay a sum to the Council of 5% 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).**
- (vii) The applicant shall agree to the full and complete costs to undertake the necessary works, as identified by the Council, for off site highway works, including:**
  - a) Junction improvements to the site access with Ducks Hill Road**
- (viii) Agreement that if the applicant implements this permission, they will not implement permission 59214/APP/2005/951 or any part thereof.**

**2. That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in the preparation of the S106 Agreement and any abortive work as a result of the agreement not being completed.**

**3. That if any of the heads of terms set out above have not been agreed and the**

**S106 legal agreement has not been finalised by the 08th July 2013, or any other period deemed appropriate by the Head of Planning, Sport and Green Spaces then delegated authority be granted to the Head of Planning, Green Spaces and Culture to refuse the application for the following reason:**

**The applicant has failed to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of education, health, community facilities and libraries, construction and employment training facilities, monitoring and highway junction works). The proposal therefore conflicts with Policy R17 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).**

**4. 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.**

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

**1 RES3 Time Limit**

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

**REASON**

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

**2 RES4 Accordance with Approved Plans**

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 1834/PL00 Rev. A, 1834/PL01 Rev. C, 1834/PL02 Rev. B, 1834/PL03 Rev. A, 1834/PL06 Rev. A, 1834/PL07 Rev. C, 1834/PL08 Rev. A, 1834/PL09 Rev. A, 1834/PL10 Rev. B, 1834/PL011 Rev. A, 1834/PL012 Rev. A, 1834/PL013, 1834/PL014, 1834/PL015, 1834/PL016, 1834/PL017, 1834/PL102, 1834/PL202, 1834/PL402 and 1834/PL601 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 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)

**4 RES7 Materials (Submission)**

No development shall take place until details of all materials and external surfaces, ,

including details of balconies 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)

### **5 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

#### 2. Details of Hard Landscaping

2.a Refuse Storage

2.b Means of enclosure/boundary treatments

2.c Hard Surfacing Materials

#### 3. Details of Landscape Maintenance

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

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

#### 4. Schedule for Implementation

#### 5. Other

5.a Existing and proposed functional services above and below ground

5.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 Policy 5.17 (refuse storage) of the London Plan (July 2011)

### **6 OM19 Construction Management Plan**

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

(i) The phasing of development works

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

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

#### REASON

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

#### **7 RES12 No additional windows or doors**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no additional windows, doors or other openings shall be constructed in the walls or roof slopes of the development hereby approved.

#### REASON

To prevent overlooking to adjoining properties in accordance with policy BE24 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### **8 RES13 Obscure Glazing**

With the exception of the south elevations of the houses on Plots 1 and 12 and the north west elevation on Plot 8, the first floor and rooflight windows on the side elevations of the houses shall be glazed with permanently obscured glass and non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

#### REASON

To prevent overlooking to adjoining and proposed properties in accordance with Policy BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### **9 NONSC No Roof Gardens**

The flat roof area of the single storey rear projecting additions hereby permitted on Plots 4, 5, 6, 7 and 10 shall not be used as a balcony, roof garden or similar amenity area.

#### REASON

To prevent overlooking to adjoining properties in accordance with Policy BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### **10 RES14 Outbuildings, extensions and roof alterations**

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification); no garage(s), shed(s) or other outbuilding(s), nor extensions or



roof alteration to any dwellinghouse(s) shall be erected without the grant of further specific permission from the Local Planning Authority.

**REASON**

To protect the character and appearance of the area and amenity of residential occupiers in accordance with policies BE13, BE21, BE23 and BE24 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**11 NONSC Obscure Glazing**

Notwithstanding the approved plans, side screens glazed with permanently obscured glass shall be provided to the rear balconies on Plots 2, 3, 11, 12, 13 and 14 for so long as the development remains in existence.

**REASON**

To prevent overlooking to adjoining properties in accordance with Policy BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**12 NONSC Parking Areas**

The houses shall not be occupied until the access and parking spaces have been laid out, surfaced and drained in accordance with details first submitted to, and approved in writing by, the Local Planning Authority. The access road and parking spaces shall be permanently maintained and available for such at all times thereafter to the reasonable satisfaction of the Local Planning Authority.

**REASON**

To ensure the provision of a safe and convenient access for vehicular traffic, and adequate facilities are provided prior to occupation in accordance with Policies AM7(ii) and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (July 2011).

**13 NONSC Access Road**

The development hereby approved shall not commence on site until full details of the access road junction have been submitted to and approved in writing by the Local Planning Authority. The houses shall not be occupied until the junction has been constructed in accordance with the approved details.

**REASON**

To ensure the provision of a safe and convenient access for vehicular traffic in accordance with Policy AM7(ii) of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (July 2011).

**14 NONSC Car Parking Spaces Visibility Splays**

The accesses to the proposed car parking spaces shall be provided with those parts of a 2.4m x 2.4m visibility splay which can be accommodated within the site in both directions and shall be maintained free of all obstacles to visibility between heights of 0.6m and 2.0m above the level of the adjoining highways.

**REASON**

To ensure that pedestrian and vehicular safety is not prejudiced, in accordance with Policy AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**15 NONSC Access Road Visibility Splay**

The proposed access to the site shall be provided with driver visibility splays of 2.4m x



90m in both directions and shall be maintained free of all obstacles to visibility (unless otherwise agreed by the Local Planning Authority) between the heights of 0.6m and 2.0m above the level of the adjoining highway.

**REASON**

To ensure that pedestrian and vehicular safety is not prejudiced, in accordance with Policy AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**16 NONSC Street Lighting**

Before the development hereby permitted commences, details of street lighting shall be submitted to and agreed in writing by the Local Planning Authority. The access road shall be lit in accordance with BS5489 - 1:2003, and the lighting shall be permanently maintained thereafter.

**REASON**

To ensure that pedestrian and vehicular safety is not prejudiced, in accordance with Policy AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**17 NONSC Revised Gate Siting**

Notwithstanding the details shown on Drw. No. 1834/PL00, revised details of the siting of the vehicle and pedestrian gates shall be submitted to and approved in writing by the Local Planning Authority, to ensure that the gates would be set back at least 10m from the edge of the highway. The development shall be carried out in strict accordance with the approved revised details.

**REASON**

To ensure, in the interests of highway and pedestrian safety, that adequate space would be available to allow vehicles entering the site to wait off the public highway whilst the gates opened, in accordance with Policy AM7(ii) of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**18 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 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.

**19 NONSC Protective Fencing**

No site clearance works or development shall be commenced until the fencing shown on Drw. No. DS19080901.04 Rev. B has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority such fencing should be a minimum height of 1.5 metres. The fencing shall be retained in position until development is completed. The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

1. There shall be no changes in ground levels;
2. No materials or plant shall be stored;
3. No buildings or temporary buildings shall be erected or stationed.
4. No materials or waste shall be burnt; and
5. No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

**REASON**

To ensure that trees and other vegetation to be retained are not damaged during construction work and to ensure that the development conforms with Policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**20 NONSC Tree Protection**

The works shall be carried out in strict accordance with the revised Arboricultural Method Statement, dated 15th October 2010 received 18/10/2010.

**REASON**

To ensure that trees and other vegetation to be retained are not damaged during construction work and to ensure that the development conforms with Policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**21 NONSC Reptile Mitigation**

The development shall proceed in accordance with the Reptile Mitigation Plan shown in Appendix 4 of the Phase 2 Ecological Survey (Bat and Reptiles) Ref: R116/Final.

**REASON**

To ensure the ongoing protection of slow worm (UK Protected Species) in accordance with Policy 7.19 of the London Plan (July 2011) and Policy EC2 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**22 NONSC Bat Protection**

No trees shall be removed during the summer bat breeding season (May to August inclusive) and the winter bat hibernation season (December to February inclusive).

**REASON**

To minimise the risk of harm to Bats (a European Protected Species) in accordance with Policy 7.19 of the London Plan (July 2011) and Policy EC2 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**23 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.

#### **24 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)

#### **25 RES15 Sustainable Water Management (changed from SUDS)**

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

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

ii. include a timetable for its implementation; and

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

The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:

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

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

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

#### REASON

To ensure the development does not increase the risk of flooding in accordance with Policy OE8 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (July 2011) Policy 5.12.

#### **26 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 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.

#### **27 NONSC Refuse Collection**

Prior to the commencement of works on site, full details of the bin collection point shown on Drw. No. 1834/PL15 received on 12/10/10 shall be submitted to and approved in writing by the Local Planning Authority.

#### REASON

To ensure that adequate facilities are provided, in accordance with Policy AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### **28 RES16 Code for Sustainable Homes**

The dwelling(s) shall achieve Level 3 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 London Plan (July 2011) Policies 5.1 and 5.3.

## INFORMATIVES

### 1 152 **Compulsory Informative (1)**

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

### 2 153 **Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) 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.

NPPF1

NPPF4

NPPF6

NPPF7

NPPF8

NPPF9

NPPF10

NPPF11

LPP 3.4 (2011) Optimising housing potential

LPP 3.5 (2011) Quality and design of housing developments

LPP 3.8 (2011) Housing Choice

LPP 3.13 (2011) Affordable housing thresholds

LPP 5.2 (2011) Minimising Carbon Dioxide Emissions

LPP 5.3 (2011) Sustainable design and construction

LPP 5.6 (2011) Decentralised Energy in Development Proposals

LPP 5.7 (2011) Renewable energy

LPP 5.9 (2011) Overheating and cooling

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 5.14 (2011) Water quality and wastewater infrastructure

LPP 5.15 (2011) Water use and supplies

LPP 6.10 (2011) Walking

LPP 6.12 (2011) Road Network Capacity

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 7.5 (2011) Public realm

LPP 7.19 (2011) Biodiversity and access to nature

LPP 7.21 (2011) Trees and woodland

OL5 Development proposals adjacent to the Green Belt

OL26 Protection and enhancement of trees, woodland and landscape

	features
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
BE7	Development schemes on the south-east side of Ducks Hill Road
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.
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
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
H4	Mix of housing units
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
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
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
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
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008

### **3            12            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.

### **4            13            Building Regulations - Demolition and Building Works**

Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as -



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

#### **5            16            Property Rights/Rights of Light**

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

#### **6            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            121            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).

#### **8**

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

#### **9**

The applicant should enter into a S278 Agreement to carry out the access and lighting

works on the highway as required.

## **10 IT05 Wildlife and Countryside Act 1981**

Wildlife and Countryside Act 1981: Note that it is an offence under this act to disturb roosting bats, nesting birds or other protected species. It is advisable to consult your tree surgeon/consultant to agree an acceptable time for carrying out any work.

### **3. CONSIDERATIONS**

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

The site is located to the east of Ducks Hill Road, south of Mallard Way with the main part of the site set back by approximately 60m from the road, linked by a vehicular access. The irregular shaped site extends to approximately 0.76 hectares and generally slopes down towards the south and east. The site formerly comprised 5 residential properties but it has been cleared and works on the approved development for 14 houses has commenced. There are many mature trees on site, mainly located on the site boundaries with an open grassed area in the centre. The site is covered by TPO 41.

To the north, the site adjoins a two storey residential terrace in Mallard Way and further to the north, two detached houses in Chelwood Close. To the west of the site, north of the access, is Marchbank House, a detached block of 16 flats. To the east, south and west of the site (south of the access road) is a wooded area, which was previously worked as part of the Northwood Gravel Pits and now forms public open space and is part of the Green Belt and a designated Nature Conservation Site of Borough Grade II or Local Importance. The site forms part of the 'developed area' as identified in the adopted Unitary Development Plan Saved Policies (September 2007).

#### **3.2 Proposed Scheme**

This application seeks to consolidate the amendments to the original scheme for 14 houses on this site previously approved within 3 separate applications into a single application in order to overcome the difficulty of each application referring to different approved plans.

On Plots 4 and 5:

The originally approved 3.0m deep half width single storey rear additions, which would have been sited centrally on this pair of semi-detached houses would be enlarged, together with the lantern lights in the roof, to extend across the full width of the houses. The height of the parapet walls on the rear addition would increase from 3.1m to 3.6m and larger triple pane windows would be provided on each of its side elevations.

Alterations to the ground and first floor layouts and provisions to comply with Lifetime homes provision are also proposed.

Other external alterations involve omitting the rearmost ground floor windows in the side elevations and adding an additional first floor side window which would serve an en-suite wc on each of the houses.

On Plots 6 and 7:

The previously approved 4.2m deep half width single storey side/rear addition to Plot 6



and the 1.5m deep full width single storey rear addition to Plot 7, would be replaced by full width rear extensions with lantern lights in the roof to match the depth of the previously approved addition on Plot 6. The height of the parapet walls on the rear addition would increase from 3.1m to 3.6m and a triple pane window would be provided in the side elevation of the addition on Plot 7.

Alterations to the ground, first and second floor layouts and provisions to comply with Lifetime homes standards are also proposed.

Other external alterations involve re-siting the chimneys on the side elevation further to the rear, omission of a ground floor window on the side elevations and minor re-siting of windows and doors in the side elevations.

On Plot 10:

A single storey rear addition which would extend 2.1m to align with the rear elevation of the previously approved two storey rear wing would be added, 6.2m wide with a lantern light in the roof to extend across the rest of the rear elevation of the house. The height of the parapet walls on the rear addition would increase from 3.1m to 3.6m and the extension would incorporate a roof lantern skylight.

Alterations to the ground floor layout and provisions to comply with Lifetime homes provision are also proposed.

The only other external alteration would be the replacement of a side door with a window which would now serve a wc. instead of a utility room.

A letter has also been received from the agents, requesting that houses should only be required to satisfy Level 3 of the Code for Sustainable Homes as required by Condition 37 of the original approval as opposed to Level 4 stipulated by Condition 28 on the approved amended schemes.

### **3.3 Relevant Planning History**

#### **Comment on Relevant Planning History**

The original planning permission (59214/APP/2010/1776) for the erection of 8 detached and 6 semi-detached dwellings with associated access, parking and landscaping which this application seeks to amend was presented to the North Planning Committee meeting on the 27th October 2010 and permission was granted on 16th November 2010.

Subsequently, an application to vary Condition 8 (Obscure glazing and non-opening first and second floor and rooflight windows) so that it did not apply to one of the side elevations of the houses on Plots 1, 8 and 12 was approved on 24/5/11 (59214/APP/2011/585).

A further application to discharge Condition 26 (Reptile Mitigation Strategy) was approved on 19/12/12 (59214/APP/2012/2584).

The proposed amendments the subject of this application were originally considered by the Major Applications Planning Committee meeting on the 13th June 2013 (App. Nos. 59214/APP/2013/847, 849 and 852 refer). Another application to amend the roof design and add an external staircase to allow the occupiers of Plot 8 to use the roof space of the communal garage serving Plots 6, 7 and 8 as a study/games room was refused at this committee (App. No. 59214/2013/848 refers). Two further applications to amend the

original permission to replace a double garage with a triple garage on Plot 12 and to alter the parking layout on the whole site were refused under delegated powers on 2/7/13 (App. Nos. 59214/APP/2013/850 and 872 refer respectively).

Various applications have also been submitted recently, seeking to discharge various conditions attached to the original permission, a number of which have now been approved.

#### **4. Planning Policies and Standards**

##### **UDP / LDF Designation and London Plan**

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

Part 1 Policies:

- PT1.H1 (2012) Housing Growth
- PT1.H2 (2012) Affordable Housing
- PT1.BE1 (2012) Built Environment
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM7 (2012) Biodiversity and Geological Conservation
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.T1 (2012) Accessible Local Destinations
- PT1.C11 (2012) Community Infrastructure Provision
- PT1.39 To seek where appropriate planning obligations to achieve benefits to the community related to the scale and type of development proposed.

Part 2 Policies:

- NPPF1
- NPPF4
- NPPF6
- NPPF7
- NPPF8
- NPPF9
- NPPF10
- NPPF11
- LPP 3.4 (2011) Optimising housing potential
- LPP 3.5 (2011) Quality and design of housing developments
- LPP 3.8 (2011) Housing Choice
- LPP 3.13 (2011) Affordable housing thresholds

LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.3	(2011) Sustainable design and construction
LPP 5.6	(2011) Decentralised Energy in Development Proposals
LPP 5.7	(2011) Renewable energy
LPP 5.9	(2011) Overheating and cooling
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 5.14	(2011) Water quality and wastewater infrastructure
LPP 5.15	(2011) Water use and supplies
LPP 6.10	(2011) Walking
LPP 6.12	(2011) Road Network Capacity
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 7.5	(2011) Public realm
LPP 7.19	(2011) Biodiversity and access to nature
LPP 7.21	(2011) Trees and woodland
OL5	Development proposals adjacent to the Green Belt
OL26	Protection and enhancement of trees, woodland and landscape features
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
BE7	Development schemes on the south-east side of Ducks Hill Road
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.
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
OE1	Protection of the character and amenities of surrounding properties and the local

	area
OE5	Siting of noise-sensitive developments
H4	Mix of housing units
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
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
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
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
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008

## 5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **11th September 2013**

5.2 Site Notice Expiry Date:- Not applicable

## 6. Consultations

### External Consultees

31 neighbouring properties have been consulted and a site notice has been displayed at the entrance to the site. No responses have been received.

Northwood Residents' Association: No response received.

### Internal Consultees

URBAN DESIGN/CONSERVATION OFFICER:

The internal layouts have been changed from the approved drawings to accommodate accessibility requirements. However these alterations will impinge very little on the exterior appearance of the buildings, so there are no design objections.

Recommendation: Acceptable

ACCESS OFFICER:

The provisions made to satisfy Lifetime homes standards are acceptable.

S106 OFFICER:

A deed of variation will be required to the main s106 over the land to tie in this new planning reference.

## **7. MAIN PLANNING ISSUES**

### **7.01 The principle of the development**

The acceptance of the principle of providing 14 houses on this site has already been established by the granting of the original permission. There has been no change in site circumstances or planning policy to suggest that the residential re-development of this site is no longer acceptable.

### **7.02 Density of the proposed development**

The proposed alteration does not alter the unit or habitable room density of the scheme and the Mayor's density guidelines have not altered in relation to this scheme since the original application was previously considered.

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

It was previously considered that the proposal would not affect any known archaeological remains, or impact upon any statutory or locally listed building, conservation area or area of special local character. There has been no change in site circumstances to suggest that this assessment is no longer valid.

### **7.04 Airport safeguarding**

There are no airport safeguarding issues raised by this application.

### **7.05 Impact on the green belt**

The proposed single storey rear additions would not bring built development any closer to the Green Belt boundary so that they would not have any impact upon the openness of the adjoining Green Belt.

### **7.07 Impact on the character & appearance of the area**

It was previously considered that the proposed enlargement of the single storey rear additions on Plots 4, 5, 6 and 7 and the new rear addition on Plot 10 would not have any significant impact upon the character and appearance of the area. Furthermore, the height increase of the single storey rear elements allows the rear elevation of the houses to be better proportioned.

The changes to the side elevations of the houses on these plots were also not considered to be significant. There has been no changes to policy or to conditions on site that would suggest that this assessment is no longer valid.

### **7.08 Impact on neighbours**

As regards Plots 4 and 5, the proposed rear extensions would be separated from the nearest adjoining residential properties, the residential terrace comprising Nos. 36 to 48 Mallard Way by over 10m and would not project beyond their rear elevation. Furthermore, this terrace has a blank side elevation facing the application site and the boundary at this point is well screened by mature trees and shrubs. The extended rear addition would also be set over 25m away from the rear elevation of the flats in Marchbank House, the boundary of which is also well screened by mature vegetation which would also screen Nos. 50 - 60, the terraced block sited further to the west on Mallard Way. The addition would also be sufficiently distant from the proposed adjoining property on Plot 3 so that the 45 degree line of sight taken from the nearest ground floor window would not be breached.

Privacy would be protected at ground floor level by boundary fencing and windows in the side elevations above would be obscure glazed and non-opening which has been controlled by condition.

As such, there would be no adverse residential impact upon neighbouring properties by reason of loss of light, dominance or loss of privacy.

In terms of Plot 10, the proposed 2.1m deep rear extension would be set off the shared side boundary with Plot 9 by approximately 1.2m and would not encroach upon a 45 degree line of sight taken from this property's nearest rear facing window. As regards the other adjoining plot, the extension would not project beyond the two storey rear wing on this side of the house which would essentially screen the extension from Plot 11.

Privacy would be protected at ground floor level by boundary fencing. Furthermore, the use of the new roof as a roof terrace, roof garden or similar amenity area that would allow overlooking of the neighbouring rear gardens has been controlled by condition.

As such, there would be no adverse residential impact upon neighbouring properties by reason of loss of light, dominance or loss of privacy.

As regards Plot 6 and 7, the proposed enlarged rear additions would be separated from the rear elevations of the nearest adjoining residential properties at Nos. 36 to 48 Mallard Way by 15.8m. This distance has marginally increased from the previously approved scheme due to the omission of the side element of the rear extension. The boundary between the terraced block and Plot 6 is planted with maturing conifers, some 5 to 6m high and a smaller laurel hedge, which affords good screening.

As such, there would be no adverse residential impact upon neighbouring properties by reason of loss of light, dominance or loss of privacy.

#### **7.09 Living conditions for future occupiers**

As the proposed houses would all provide over 200sqm. of internal floor space, easily satisfying the Mayor's minimum floor spaces standards, the main impact of the revised proposal is upon the amount of retained amenity space. As the smallest of the rear gardens on Plot 4 would still provide over 120 sqm. of private amenity space, the proposal complies with the minimum 100 sqm. standard for houses for 5+ bedroom houses.

The house on Plot 6 was previously designed so that the half width single storey rear addition would screen its 'patio' area at the rear of the house as this area would be potentially overlooked by the adjoining terraced block at Nos. 36 - 48 Mallard Way within a 21m distance. However, given the mature evergreen planting on this boundary, it is considered that the new patio area would afford an acceptable standard of privacy.

#### **7.10 Traffic impact, car/cycle parking, pedestrian safety**

No traffic or highway issues are raised by this application.

#### **7.11 Urban design, access and security**

No specific issues are raised by this application.

#### **7.12 Disabled access**

The Council's Access Officer previously confirmed that the revised provisions made to satisfy Lifetime homes standards are acceptable.

#### **7.13 Provision of affordable & special needs housing**

A Financial Viability Appraisal was submitted with the original application. At that time, officers were satisfied that the scheme was not capable of generating sufficient funds to contribute towards affordable housing and there has not been any material changes in circumstance to suggest that this assessment is no longer valid.

#### **7.14 Trees, Landscaping and Ecology**



The proposed amendment does not have any particular implications for trees, landscaping or ecology.

**7.15 Sustainable waste management**

The proposed amendment has no implications for sustainable waste management.

**7.16 Renewable energy / Sustainability**

The original permission stipulated that the development should meet Code for Sustainable Homes Level 3 standards, which was revised to Level 4 on the amendment applications.

The agents in their letter dated 2/9/13 state that the scheme has been costed and designed on the basis of the original permission requiring Code Level 3 standards. The site was registered for Building Regulations following the grant of planning permission and building work to Code Level 3 standards on the majority of the scheme has already commenced. Subsequent adoption of London Plan policies and local policies do not require Code 4 standards to be met. They conclude that in the light of the above, it is not justifiable to burden the few remaining dwellings with Code 4 standards only because of minor changes being made to their design.

The Council's Sustainability Officer does not raise any objection to the development satisfying Code Level 3, given these circumstances.

A condition is attached.

**7.17 Flooding or Drainage Issues**

Previously it was advised that the site does not fall within an area prone to flooding and therefore no specific flooding issues were raised by the proposal.

**7.18 Noise or Air Quality Issues**

No noise or air quality issues are raised by this application.

**7.19 Comments on Public Consultations**

No comments have been received.

**7.20 Planning Obligations**

A new Deed of Variation for the S106 Agreement would be required for this application.

**7.21 Expediency of enforcement action**

There are no enforcement issues raised by this application.

**7.22 Other Issues**

There are no other relevant planning issues raised by this application.

**8. Observations of the Borough Solicitor**

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

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).



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

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

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

**9. Observations of the Director of Finance**

Not applicable to this application.

**10. CONCLUSION**

This application consolidates previously approved amendments to the houses on Plots 4, 5, 6, 7 and 10 into a single application. The application is recommended for approval.

**11. Reference Documents**

NPPF (March 2012)

London Plan (July 2011)

Hillingdon Local Plan - Saved Unitary Development Plan Policies (November 2012)

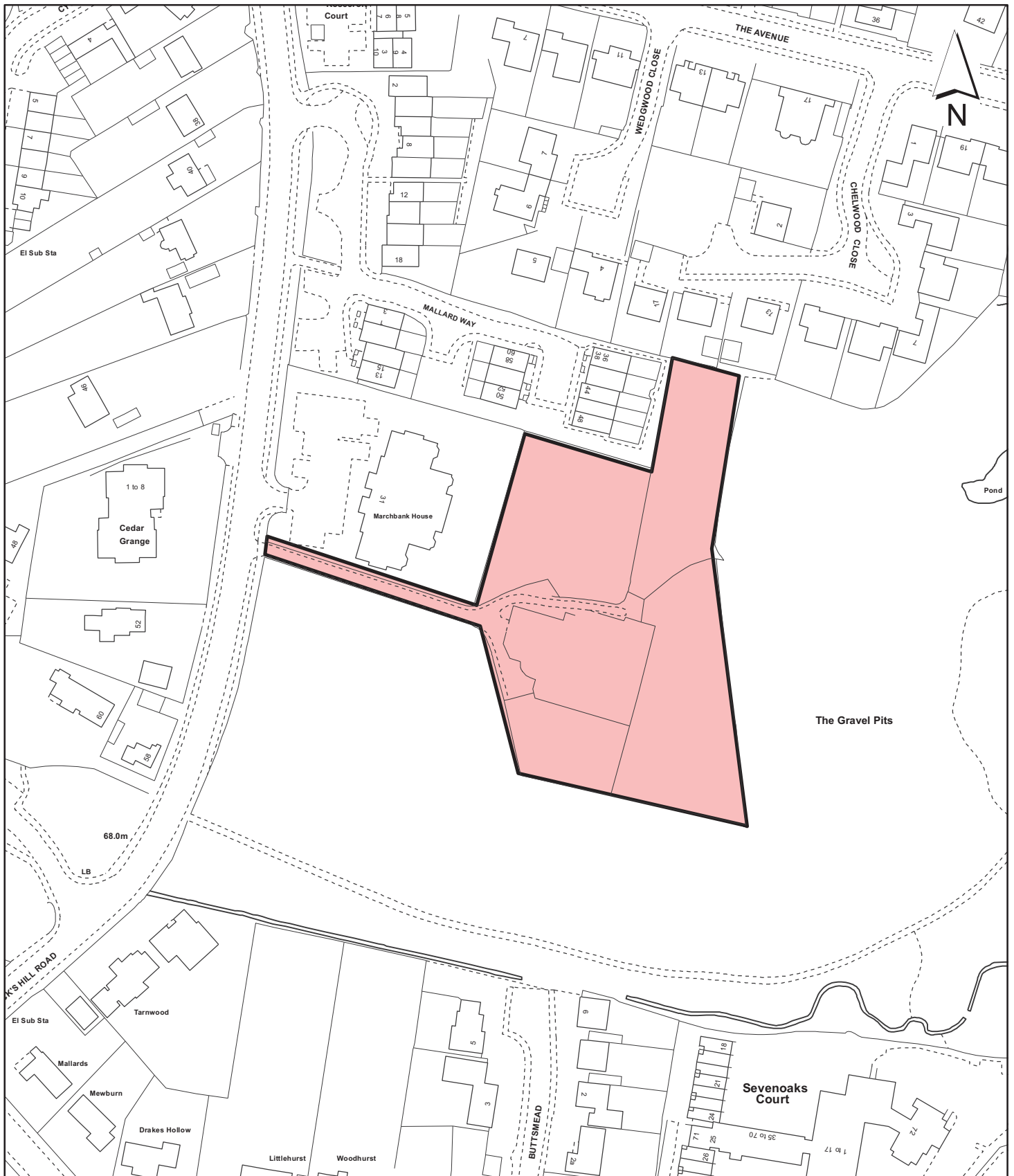
HDAS: Residential Layouts (July 2006) & Accessible Hillingdon (January 2010)

Planning Obligations Supplementary Planning Document, July 2007

Consultation responses

**Contact Officer:** Richard Phillips

**Telephone No:** 01895 250230



**Notes**

 Site boundary

For identification purposes only.  
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Site Address

**37 - 45 Ducks Hill Road  
 Northwood**

Planning Application Ref:  
**59214/APP/2013/2269**

Planning Committee  
**Major Applications**

Scale  
**1:1,500**

Date  
**October 2013**

**LONDON BOROUGH  
 OF HILLINGDON  
 Residents Services**

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



**HILLINGDON**  
 LONDON

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

**Address** 428A VICTORIA ROAD RUISLIP

**Development:** Variation of condition No.1 of planning permission ref. 64445/APP/2008/1295 dated 03/09/2008 to allow the sale of A1 non food goods and preclude the sale of food and drink (variation of condition 2 of planning permission ref. 3953EG/96/1602 dated 09/05/97 to allow for extension of the range of goods available for sale from the premises to allow for the sale of sports goods and equipment, bicycles and associated equipment, play equipment, baby equipment and products, electronic games and equipment and other products associated with toys and children's entertainment)

**LBH Ref Nos:** 64445/APP/2013/1050

**Drawing Nos:** N01-AW Technical Note - Trip Generation Analysis  
Planning and Retail Statement  
1242-PL01 Site Location Plan  
Marketing Summary  
Transport Statement

**Date Plans Received:** 25/04/2013                      **Date(s) of Amendment(s):**

**Date Application Valid:** 25/04/2013

### 1. SUMMARY

The applicant seeks to vary condition 1 of planning permission ref: 64445/APP/2008/1295, dated 03/09/2008, to allow a larger range of A1 non food goods to be sold from Unit A, a vacant A1 retail warehouse.

The range of goods that can be sold from Unit A has been extended through a number of applications to vary conditions restricting the type of goods. This proposal seeks to vary the existing condition to allow additional A1 non food goods, including clothes, footwear, fashion accessories and home wares, to be sold from the retail unit. The restriction on the sale of food and drink would be retained as part of the condition.

The proposal is considered to comply with Policies AM7 and LE2 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and the National Planning Policy Framework (NPPF). The application is therefore recommended for approval.

### 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. Employment Strategy: An employment strategy to be entered into and adhered to address how local people will gain access to employment opportunities.**

**2. Travel Plan.**

**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 COM12 Use Within Same Use Class**

Notwithstanding the provisions of The Town and Country Planning (Use Classes) Order 1987 (as amended) or The Town and Country Planning (General Permitted Development) Order 1995 (as amended), the premises shall be used solely for the sale of the following non-food goods: DIY articles, garden materials and goods, building and decorating equipment and related goods, self-assembly furniture, carpets, office goods and equipment, white goods and other electrical goods and accessories, gas appliances and computers, sports goods and equipment, bicycles and associated equipment, play equipment, baby equipment and products, electronic games and equipment and other products associated with toys and children's entertainment, clothing and footwear, soft and hard furnishings, household goods and homewares and for the sale of ancillary goods which are part of the usual product mix of retailers of the foregoing and for no other purposes, unless prior written consent is obtained from the Local Planning Authority.

**REASON**

To accord with existing restrictions on the sale of goods from the premises, to protect the vitality and viability of town and local centres and to limit retail activity on sites which are more readily accessible by private motor vehicles than by public transport, bicycles or pedestrians, in accordance with Policy LE2 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

**2 COM14 No additional internal floorspace**

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

**REASON**

To enable the Local Planning Authority to assess all the implications of the development and to ensure that adequate parking and loading facilities can be provided on the site, in accordance with Policies AM14 and LE2 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

**3 NONSC Deliveries and Collections**

Deliveries and collections, including waste collections, shall be restricted to the following hours: 0800 hours to 1800 hours Monday to Fridays; 0800 hours to 1300 hours on Saturdays; and not at all on Sundays and Bank Holidays.

## REASON

To safeguard the amenity of the occupants of surrounding properties in accordance with Policy OE1 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.

AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
LE2	Development in designated Industrial and Business Areas
OE1	Protection of the character and amenities of surrounding properties and the local area
LPP 2.15	(2011) Town Centres

## 3. **CONSIDERATIONS**

### 3.1 **Site and Locality**

The application site covers 1.57 hectares and comprises two retail units (Unit A and Unit B) measuring a total Gross External Area (GEA) of 4,970.7m<sup>2</sup>, with car parking at the front. Unit A was previously occupied by Focus DIY whilst Unit B was previously occupied by Land of Leather. The retail units have been vacant since 2007 (Unit A) and 2009 (Unit B).

Unit A has a total Gross External Area (GEA) of 3973.3m<sup>2</sup> (including an existing mezzanine, external sales area and entrance porch and canopy). The site is accessed from a traffic light controlled junction on Victoria Road, whilst the service yard is accessed via a road along the southeast boundary.

Residential and commercial properties are located opposite the application site along Victoria Road. Residential properties are located to the north and northeast along with commercial units within the Braintree Road Industrial Estate. The former Express Dairy/Arla Foods site is located south and southeast of the application site. Part of the High Speed 2 (HS2) Draft Safeguarding Area (October 2012) is located at the rear of the site lies, beyond which lies London Underground and Chiltern Railway Line. RAF Northolt lies approximately 440m west of the site.

The application site is located within the Braintree Road Industrial and Business Area (IBA) and has a Public Transport Accessibility Level of 1b. The site is located approximately 300m away from the South Ruislip Core Shopping Area and is therefore outside the South Ruislip Local Centre.

### **3.2 Proposed Scheme**

Outline planning permission for the demolition of existing buildings and the erection of 3,716m<sup>2</sup> of Non-Food Retail warehousing (Class A1), 929m<sup>2</sup> of open garden centre plus servicing, car parking, landscaping and access was granted in May 1996 (ref: 3953/DS/93/1523) and imposed a condition (condition 11) restricting the type of goods that could be sold from the retail units:

"The development hereby approved shall be used solely for the sale of the following non-food goods: DIY articles, garden materials and goods, building and decorating equipment and related goods, furniture, self-assembly furniture and carpets. The premises shall be used for no other purposes, including any other use within Class A1 of the Town and Country Planning (Use Classes) Order 1987, unless prior written consent is obtained from the Local Planning Authority".

Planning application ref: 3953/EG/96/1602 was granted in May 1997 to vary condition 11 of planning permission ref: 3953DS/93/1523 to allow for extension of the range of goods available for sale from the premises. A condition was imposed (Condition 2) to allow the sale of the following non-food goods:

"DIY articles, garden materials and goods, building and decorating equipment and related goods, furniture, self-assembly furniture and carpets, office goods and equipment, white goods and other electrical goods and accessories, gas appliances and computers".

In September 2008 planning application ref: 64445/APP/2008/1295 was granted to vary condition 2 of planning permission ref. 3953/EG/96/1602, to allow for a further extension of the range of goods available for sale from Unit A (former Focus). A condition was imposed (condition 1) to allow the sale of the following non-food goods:

"DIY articles, garden materials and goods, building and decorating equipment and related goods, furniture, carpets, toys, sports goods and equipment, bicycles and associated equipment, play equipment, baby equipment and products, electronic games and equipment and other products associated with toys and children's entertainment".

Planning permission is now sought to vary condition 1 of the above planning permission (ref: 64445/APP/2008/1295) to allow the sale of A1 non food goods, including clothes, footwear, fashion accessories and home wares, and preclude (exclude) the sale of food and drink from Unit A. The applicant has submitted a suggested range of goods condition comprising the existing condition and the range of goods required by Matalan (in capitals):

"DIY articles, garden materials and goods, building and decorating equipment and related goods, self-assembly furniture, carpets, office goods and equipment, white goods and other electrical goods and accessories, gas appliances and computers, sports goods and equipment, bicycles and associated equipment, play equipment, baby equipment and products, electronic games and equipment and other products associated with toys and children's entertainment, CLOTHING AND FOOTWEAR, SOFT AND HARD FURNISHINGS, HOUSEHOLD GOODS AND HOMEWARES AND FOR THE SALE OF ANCILLARY GOODS WHICH ARE PART OF THE USUAL PRODUCT MIX OF



RETAILERS OF THE FOREGOING AND FOR NO OTHER PURPOSES".

### 3.3 Relevant Planning History

3953/DS/93/1523 430 Victoria Road Ruislip

Demolition of existing buildings and the erection of 3,716m<sup>2</sup> of Non-Food Retail warehousing (Class A1), 929m<sup>2</sup> of open garden centre plus servicing, car parking, landscaping and access (outline application)

**Decision:** 16-05-1996 Approved

3953/EG/96/1602 430 Victoria Road Ruislip

Variation of condition 11 of planning permission ref. 3953DS/93/1523 dated 16/05/96 for retail warehousing to allow sale of domestic electrical goods, gas appliances, and office equipment

**Decision:** 09-05-1997 Approved

3953/EH/96/1603 430 Victoria Road Ruislip

Variation of condition 11 of planning permission ref. 3953DS/93/1523 dated 16/05/96 for retail warehousing to allow sale of pets and pet products, auto accessories, bicycles, domestic electrical goods, gas appliances, photographic goods, computers and office equipment

**Decision:** 15-12-1997 Refused **Appeal:** 15-12-1997 Dismissed

64445/APP/2008/1295 428a Victoria Road Ruislip

VARIATION OF CONDITION 2 OF PLANNING PERMISSION REF. 3953EG/96/1602 DATED 09/05/97 TO ALLOW FOR EXTENSION OF THE RANGE OF GOODS AVAILABLE FOR SALE FROM THE PREMISES TO ALLOW FOR THE SALE OF SPORTS GOODS AND EQUIPMENT, BICYCLES AND ASSOCIATED EQUIPMENT, PLAY EQUIPMENT, BABY EQUIPMENT AND PRODUCTS, ELECTRONIC GAMES AND EQUIPMENT AND OTHER PRODUCTS ASSOCIATED WITH TOYS AND CHILDREN'S ENTERTAINMENT.

**Decision:** 03-09-2008 Approved

64445/APP/2008/2496 428a Victoria Road Ruislip

CHANGE OF USE OF RETAIL UNIT (A1) TO USE AS A BINGO CLUB (D2)

**Decision:**

64445/APP/2013/1000 428a Victoria Road Ruislip

Refurbishment of Unit A involving installation of mezzanine floor, installation of shop front, alterations to elevations, installation of trolley bays, alterations to car parking arrangements, involving demolition of existing mezzanine floor, external sales area, entrance porch and canopy

**Decision:**

#### Comment on Relevant Planning History

See above

#### **4. Planning Policies and Standards**

##### **UDP / LDF Designation and London Plan**

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

Part 1 Policies:

- PT1.E5 (2012) Town and Local Centres
- PT1.26 To encourage economic and urban regeneration in the Hayes/West Drayton Corridor, designated Industrial and Business Areas (IBA's) and other appropriate locations.

Part 2 Policies:

- AM7 Consideration of traffic generated by proposed developments.
- AM14 New development and car parking standards.
- BE13 New development must harmonise with the existing street scene.
- LE2 Development in designated Industrial and Business Areas
- OE1 Protection of the character and amenities of surrounding properties and the local area
- LPP 2.15 (2011) Town Centres

#### **5. Advertisement and Site Notice**

- 5.1 Advertisement Expiry Date:- Not applicable
- 5.2 Site Notice Expiry Date:- Not applicable

#### **6. Consultations**

##### **External Consultees**

EXTERNAL

Consultation letters were sent to 45 local owners/occupiers and South Ruislip Residents Association. A site notice was also posted. No responses were received.

Ministry of Defence:

The MOD has no safeguarding objections to this proposal.

##### **Internal Consultees**

Projects & Environmental Planning:

In terms of retail impact, it is accepted that there are no other retailers with a similar offer operating in the Primary Catchment Area. As such, the impact of the store on surrounding centres is likely to be limited.

Highways:

The development proposals are for the refurbishment of an existing non food retail unit within the site, which will include demolition of the existing external sales area and entrance porch, to reduce the overall floor area of the unit by approximately 720m<sup>2</sup>. As part of the proposals the existing car parking layout within the site will be reconfigured and the current car parking provision of 218 parking spaces will be retained. Additionally, parking will be provided for 14 cycles, which will be

located adjacent to the building. There are no changes proposed in relation to access or servicing at the site or the adjacent retail unit.

In addition to the above, the proposals seek to vary the range of goods to be offered for sale, to include clothing, footwear, fashion accessories and home ware by the proposed operator, Matalan. As a result a Transport Statement (TS) has been submitted in support of the development.

The TS has undertaken assessment of the likely increase in vehicle trips associated with the change of goods to be offered for sale in comparison with the previous operator at the site, Focus DIY. This has demonstrated that the increase in vehicular traffic during the associated peak hours will be low and as a result, is unlikely to have a material impact along the adjacent highway.

In addition, when considering the proposed amendments to the car parking layout within the site and the retention of the existing car parking provision, this is considered acceptable.

Therefore, it is considered that the proposals would not be contrary to the Policies of the adopted Hillingdon Local Plan, 2012, Part 2, provided that the occupier of the site can be restricted to Matalan and that the details below are secured under a suitable planning condition/S106 Agreement. In the event that restrictions cannot be imposed in relation to the occupier at the site, the Transport Statement is required to be resubmitted to include an assessment of a non specific user, under the A1, Non Food Use Class.

1. 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. General parking bays shall be provided at 4.8m long by 2.4m wide, with a clear manoeuvring area of 6.0m provided behind all parking bays.

2. The parking provision within the site shall include a 10 % allocation for disabled and infirm, which will consist of 7% Blue badge and 3% Brown badge holders.

3. Prior to the commencement of the development hereby permitted a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan, as submitted shall follow the current Travel Plan Development Control Guidance issued by Transport for London and will include:

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

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

Officer comments:

The applicant has submitted a trip rate review to address the Highways Engineer's concerns over the impact of a non specific A1, Non Food retailer.

Highways:

Further to reviewing the Trip Generation Assessment Note submitted in support of the above, I note

that the sample sites selected from within the TRAVL Database are limited.

However, it is considered that based on the nature of the development and the operates of the selected sample sites, the trip generation provided within the Transport Statement is considered acceptable for a non specific, non food retail use.

## **7. MAIN PLANNING ISSUES**

### **7.01 The principle of the development**

The application site is located within the Braintree Road Industrial and Business Area (IBA) and is therefore subject to Policy LE2 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), which designates Industrial and Business Areas (IBAs) for business, industrial and warehousing purposes (Use Classes B1-B8) and for Sui-Generis uses appropriate in an industrial area.

The application site has been used as Non-Food Retail warehousing (Class A1) since planning permission was granted in May 1996 (ref: 3953/DS/93/1523) until 2007 when Unit A (former Focus DIY) became vacant. The use of Unit A as Class A1 Non-Food Retail within the Braintree Road Industrial and Business Area (IBA) has therefore been firmly established in principle.

The range of goods that can be sold from Unit A has been extended through a number of applications to vary conditions restricting the type of goods. The 2008 permission extended the range of goods that could be sold to toys and children's entertainment, which are non bulky items, thereby establishing the principle of selling non bulky items at the site. This proposal seeks to vary the existing condition to allow additional A1 non food goods, including clothes, footwear, fashion accessories and home wares, to be sold from the retail unit. The restriction on the sale of food and drink would be retained as part of the condition.

#### **SEQUENTIAL ASSESSMENT**

Paragraph 24 of the National Planning Policy Framework (NPPF) establishes the requirement for a sequential assessment by advising that applications for main town centre uses such as retail development should be located within town centres, then in edge of centre locations and finally on out of centre sites. Annex 2 of the NPPF specifically includes local centres in the definition of town centres.

This approach is carried forward in the current London Plan (July 2011) and the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012).

- London Plan Policy 4.7 (Retail and Town Centre Development) requires retail and town centre development to relate to the size, role and function of a town centre and that development should be focused on sites within the town centres themselves.

- London Plan Policy 4.8 encourages a proactive approach to retail planning and bringing forward capacity for additional comparison goods retailing, particularly in the large international, metropolitan and major town centres with convenience retail supported in the district, neighbourhood and more local centres to secure a sustainable pattern of neighbourhood provision.

- Policy E5 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) states that the Council will accommodate additional retail growth within established centres in accordance with the conclusions of the latest evidence base. Growth for comparison goods will primarily be accommodated in District Centres as set out in Table

5.5 which excludes South Ruislip. Planning decisions will be taken in accordance with the provisions of national guidance, particularly the sequential and impact tests.

As the application site is located outside of the South Ruislip Local Centre a sequential assessment is required. The applicant has submitted a sequential assessment as part of the Planning and Retail Statement, which defines the application site as an "edge of centre location". The sequential assessment has been carried out on existing vacant premises in South Ruislip and nine other retail centres, including Ruislip, Northolt, South Harrow and Rayners Lane. The sequential assessment focuses on retail centres north of the A40 due to the existing Matalan store in Hayes, the A40 and the M40 providing a "boundary" to trips from the south.

The sequential assessment concludes that within the South Ruislip retail centre and the other retail centres studied, there were "no suitable, available or viable sites or units which could accommodate the Matalan store" as the units were all below the minimum trading floor area of 2,787 sq.m required by Matalan. The application site is therefore the most suitable and viable option for the applicant.

#### IMPACT ON WIDER AREA

The applicant has submitted a retail assessment as part of the Planning and Retail Statement. The assessment identifies a limited overlap between the goods sold by Matalan (comparison goods) and the goods sold in the retail centre within the Primary Catchment Area (PCA), (mostly convenience goods). The assessment considers that the store will meet an existing latent demand/level of expenditure currently unsatisfied within the PCA and would bring back expenditure that is currently lost to centres outside of the PCA, e.g. Watford and White City.

The retail assessment considers the anticipated trading effects of the proposed Matalan store, based on the assumption that 50% of the store's turnover would come from expenditure available within the PCA. In terms of the surrounding local centres, these are trading well with below national average vacancy rates.

North Harrow district centre would experience the greatest loss of comparison goods spending (-1.3%), followed by South Ruislip local centre (-1.03%), Rayners Lane district centre (-0.84%), South Harrow district centre (-0.81%) and Ruislip Manor local centre (-0.53%). The centres least affected by trade draw loss were Eastcote district centre (-0.41%), Pinner district centre (-0.4%) and Ruislip district centre (-0.23%). However, the growth in comparison goods expenditure from 2012-2015 is anticipated to offset trade draw loss within the centres.

The retail assessment identified the potential impact on the comparison goods element of the turnover of the centres only, although it is acknowledged that the turnover of the centres as a whole is greater than the comparison goods element on its own.

The retail assessment demonstrates that the proposal would not harm the vitality and viability of other local centres, given the anticipated trade draws. As such, the scheme is considered to be consistent with the National Planning Policy Framework (NPPF) and the Hillingdon Local Plan Parts 1 and 2.

The Council's Policy Team does not object to the variation to the range of goods sold as, in terms of the retail impact of the store, it is considered that the impact of the store on surrounding centres would be limited as no other retailers with a similar offer currently

operate in the Primary Catchment Area (PCA).

**7.02 Density of the proposed development**

This is not applicable to this application.

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

This is not applicable to this application.

**7.04 Airport safeguarding**

The application has been examined by the Ministry of Defence who do not raise any safeguarding objections to the proposals.

**7.05 Impact on the green belt**

This is not applicable to this application.

**7.06 Environmental Impact**

This is not applicable to this application.

**7.07 Impact on the character & appearance of the area**

With regard to impact on the character and appearance of the area, this proposal seeks an alteration to a condition restricting the sale of goods at an existing retail unit. As this proposal does not involve any external alterations, the proposal would not harm the appearance of the application property and the street scene, in accordance with Policies BE13 and BE15 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

**7.08 Impact on neighbours**

With regard to impact on residential amenity, this proposal seeks an alteration to a condition restricting the sale of goods at an existing retail park. As this proposal does not involve any external alterations, the proposed variation to a condition will not have a visual impact on nearby residential properties.

**7.09 Living conditions for future occupiers**

This is not applicable to this application.

**7.10 Traffic impact, car/cycle parking, pedestrian safety**

With regard to impact on traffic, parking and pedestrian safety, this proposal seeks an alteration to a condition restricting the sale of goods at an existing retail park. As this proposal does not involve any alterations to the car parking or traffic arrangements, the proposed variation to a condition would not cause harm to traffic and parking. The Council's Highways Engineer does not object to the proposal.

**7.11 Urban design, access and security**

This is not applicable to this application.

**7.12 Disabled access**

This is not applicable to this application.

**7.13 Provision of affordable & special needs housing**

This is not applicable to this application.

**7.14 Trees, Landscaping and Ecology**

This is not applicable to this application.

**7.15 Sustainable waste management**

This is not applicable to this application.

**7.16 Renewable energy / Sustainability**

This is not applicable to this application.

**7.17 Flooding or Drainage Issues**

This is not applicable to this application.

**7.18 Noise or Air Quality Issues**



This is not applicable to this application.

#### **7.19 Comments on Public Consultations**

No responses were received during the public consultation.

#### **7.20 Planning Obligations**

This is not applicable to this application.

#### **7.21 Expediency of enforcement action**

This is not applicable to this application.

#### **7.22 Other Issues**

- Crime and Amenity of the area

It should be noted that due to the vacancy of the unit, there has been a history of anti-social behaviour and vandalism at the site and such activity has a detrimental impact on the amenity of the area in general. Whilst this matter is currently dealt with through on-site security, bringing the retail unit back into use would be a preferable way to reduce such incidents and would serve to improve the amenity of the area. This benefit weighs in favour of the development.

- Jobs

Bringing the vacant unit back into use would ensure job provision to the benefit of the local economy. It is recommended that an employment strategy is secured to encourage local employment. The benefits of the additional local jobs also weighs in favour of the development.

### **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**

This is not applicable to this application.

**10. CONCLUSION**

The applicant seeks to vary condition 1 of planning permission ref: 64445/APP/2008/1295, dated 03/09/2008, to allow a larger range of A1 non food goods to be sold from Unit A, a vacant A1 retail warehouse.

The range of goods that can be sold from Unit A has been extended through a number of applications to vary conditions restricting the type of goods. This proposal seeks to vary the existing condition to allow additional A1 non food goods, including clothes, footwear, fashion accessories and home wares, to be sold from the retail unit. The restriction on the sale of food and drink would be retained as part of the condition.

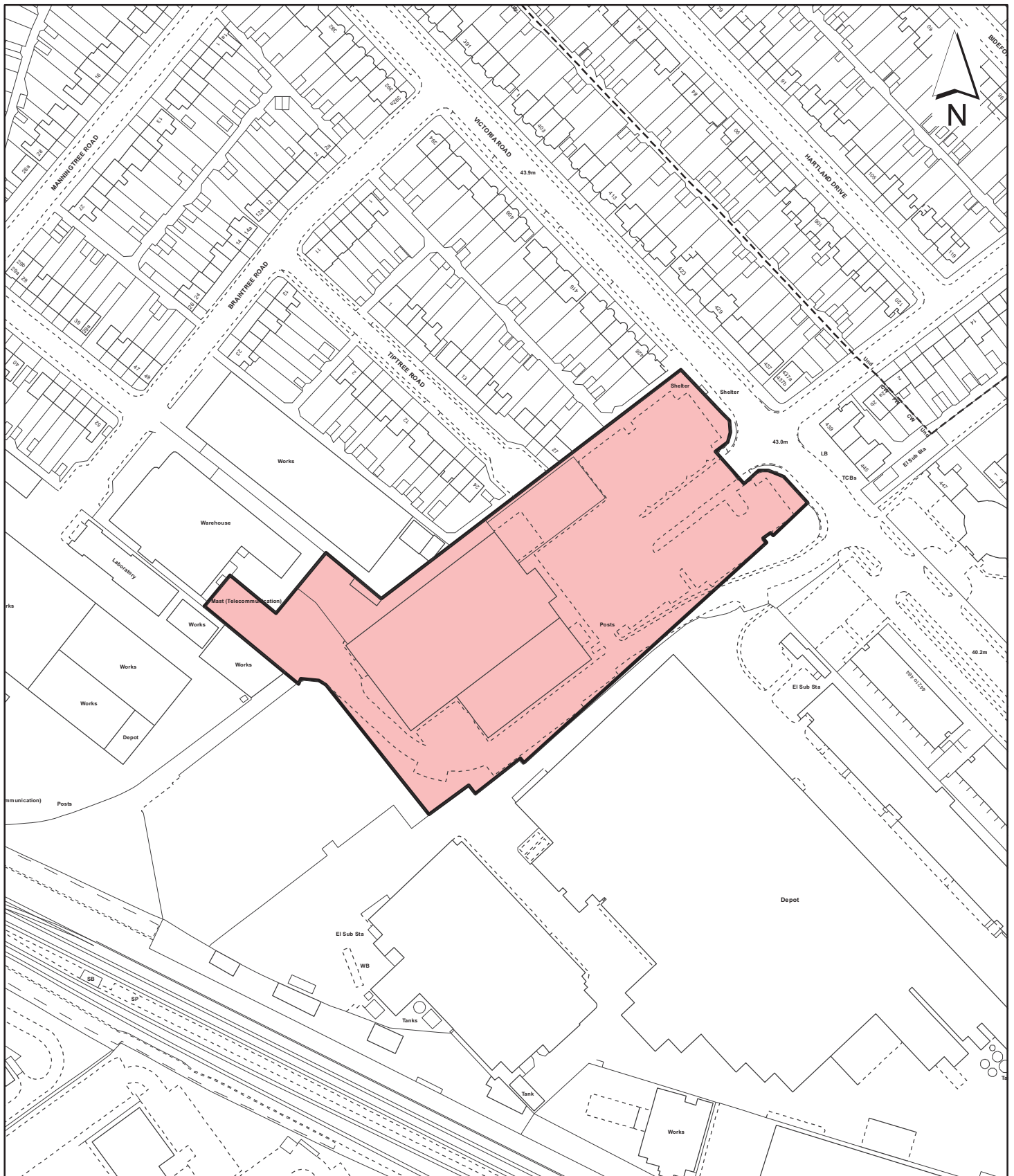
The proposal is considered to comply with Policies AM7 and LE2 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and the National Planning Policy Framework (NPPF). The application is therefore recommended for approval.

**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)

**Contact Officer:** Katherine Mills

**Telephone No:** 01895 250230



**Notes**

 Site boundary

For identification purposes only.  
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Site Address

**428a Victoria Road  
 Ruislip**

**LONDON BOROUGH  
 OF HILLINGDON  
 Residents Services**

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

Planning Application Ref:  
**64445/APP/2013/1050**

Scale  
**1:2,000**

Planning Committee  
**Major Applications**

Date  
**October 2013**



**HILLINGDON**  
 LONDON

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

<b>Address</b>	428A VICTORIA ROAD RUISLIP		
<b>Development:</b>	Refurbishment of Unit A involving installation of mezzanine floor, installation of shop front, alterations to elevations, installation of trolley bays, alterations to car parking arrangements, involving demolition of existing mezzanine floor, external sales area, entrance porch and canopy		
<b>LBH Ref Nos:</b>	64445/APP/2013/1000		
<b>Drawing Nos:</b>	N01-AW Technical Note - Trip Generation Analysis 1242-PL01 Site Location Plan 1242-PL02 Existing Site Plan 1242-PL03 Existing Floor Plans and Sections 1242-PL04 Existing Elevations 1242-PL13 Proposed Floor Plans and Sections 1242-PL14 Proposed Elevations 1242-PL15 Proposed Trolley Shelter Plan & Elevations Planning and Retail Statement Transport Statement Marketing Summary Design and Access Statement Eco Trolley Shelter Planning Statement/Covering Letter 1242-PL12 Rev B Proposed Site Plan		
<b>Date Plans Received:</b>	19/04/2013	<b>Date(s) of Amendment(s):</b>	18/06/2013
<b>Date Application Valid:</b>	29/04/2013		16/07/2013 19/04/2013 29/04/2013 26/04/2013

### 1. SUMMARY

Planning permission is sought for refurbishment of Unit A (A1 retail), which has been vacant since 2007. The external sales area (866.2m<sup>2</sup> GEA) and the entrance porch and canopy (62.2m<sup>2</sup> GEA) would be demolished along with the existing mezzanine floor (139.2m<sup>2</sup> GEA), which would be replaced with a new mezzanine floor (346.3m<sup>2</sup> GEA). The overall floor area of Unit A would be reduced by approximately 720m<sup>2</sup> and would have a total sales area of 2448.3m<sup>2</sup> Gross Internal Area (GIA). There would be no change to the Gross External Area (GEA) of the ground floor. The scheme also includes a new shop front and the installation of trolley bays, alterations to elevations and alterations to the car parking arrangements.

The proposed scheme would not result in a detrimental impact on the character and appearance of the surrounding area or on the visual amenity of neighbouring residential properties, and would not cause harm to pedestrian or highway safety. The proposed development complies with Policies AM7, AM14, BE13, BE15 and BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

The application is therefore recommended for approval.

### 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. **Employment Strategy:** An employment strategy to be entered into and adhered to address how local people will gain access to employment opportunities.

2. **Travel Plan.**

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,

- 1242-PL01 Site Location Plan
- 1242-PL02 Existing Site Plan
- 1242-PL03 Existing Floor Plans and Sections
- 1242-PL04 Existing Elevations
- 1242-PL12 Rev B Proposed Site Plan
- 1242-PL13 Proposed Floor Plans and Sections
- 1242-PL14 Proposed Elevations
- 1242-PL15 Proposed Trolley Shelter Plan & Elevations

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 COM9 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
  
2. Details of Hard Landscaping
  - 2.a Refuse Storage
  - 2.b Cycle Storage
  - 2.c Means of enclosure/boundary treatments
  - 2.d Car Parking Layouts (including demonstration that 5% of all parking spaces are served by electrical charging points)
  - 2.e Hard Surfacing Materials
  - 2.f External Lighting
  - 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 surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.
  
4. Schedule for Implementation
  
5. Other
  - 5.a Existing and proposed functional services above and below ground
  - 5.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 Two - Saved UDP Policies (November 2012) and Policy 5.17 (refuse storage) of the London Plan (July 2011).

### **4 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 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and to comply with Section 197 of the Town and Country Planning Act 1990.

#### **5 COM12 Use Within Same Use Class**

Notwithstanding the provisions of The Town and Country Planning (Use Classes) Order 1987 (as amended) or The Town and Country Planning (General Permitted Development) Order 1995 (as amended), the premises shall be used solely for the sale of the following non-food goods: DIY articles, garden materials and goods, building and decorating equipment and related goods, self-assembly furniture, carpets, office goods and equipment, white goods and other electrical goods and accessories, gas appliances and computers, sports goods and equipment, bicycles and associated equipment, play equipment, baby equipment and products, electronic games and equipment and other products associated with toys and children's entertainment, clothing and footwear, soft and hard furnishings, household goods and homewares and for the sale of ancillary goods which are part of the usual product mix of retailers of the foregoing and for no other purposes, unless prior written consent is obtained from the Local Planning Authority.

#### REASON

To accord with existing restrictions on the sale of goods from the premises, to protect the vitality and viability of town and local centres and to limit retail activity on sites which are more readily accessible by private motor vehicles than by public transport, bicycles or pedestrians, in accordance with Policy LE2 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

#### **6 COM14 No additional internal floorspace**

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

#### REASON

To enable the Local Planning Authority to assess all the implications of the development and to ensure that adequate parking and loading facilities can be provided on the site, in accordance with Policies AM14 and LE2 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

#### **7 COM27 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. General parking bays shall be provided at 4.8m long by 2.4m wide, with a clear manoeuvring area of 6.0m provided behind all parking bays.

#### 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).

### **8 NONSC Deliveries and Collections**

Deliveries and collections, including waste collections, shall be restricted to the following hours: 0800 hours to 1800 hours Monday to Fridays; 0800 hours to 1300 hours on Saturdays; and not at all on Sundays and Bank Holidays.

#### REASON

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

### **9 NONSC Platform Lift**

Details of the platform lift to be installed shall be submitted to and approved in writing by the Local Planning Authority. This should be of an enclosed cabin type and accord with the specifications detailed in Approved Document M to the Building Regulations.

#### REASON

To ensure that the development meets the needs of disabled people in accordance with London Plan (July 2011) Policy 7.2.

## **INFORMATIVES**

### **1 I52 Compulsory Informative (1)**

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

### **2 I53 Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) 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.

AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.

BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
LE2	Development in designated Industrial and Business Areas
OE1	Protection of the character and amenities of surrounding properties and the local area
LPP 2.15	(2011) Town Centres

### **3 115 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.

### **4 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.

#### **5 143 Keeping Highways and Pavements free from mud etc**

You are advised that care should be taken during the building works hereby approved to avoid spillage of mud, soil or related building materials onto the pavement or public highway. You are further advised that failure to take appropriate steps to avoid spillage or adequately clear it away could result in action being taken under the Highways Act 1980.

#### **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).

### **3. CONSIDERATIONS**

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

The application site covers 1.57 hectares and comprises two A1 retail units (Unit A and Unit B) measuring a total Gross External Area (GEA) of 4,970.7m<sup>2</sup>, with car parking at the front. Unit A was previously occupied by Focus DIY whilst Unit B was previously occupied by Land of Leather. The A1 retail units have been vacant since 2007 (Unit A) and 2009 (Unit B).

Unit A has a total Gross External Area (GEA) of 3973.3m<sup>2</sup> (including the existing mezzanine, external sales area and entrance porch and canopy). The site is accessed

from a traffic light controlled junction on Victoria Road, whilst the service yard is accessed via a road along the southeast boundary.

Residential and commercial properties are located opposite the application site along Victoria Road. Residential properties are located to the north and northeast along with commercial units within the Braintree Road Industrial Estate. The former Express Dairy/Arla Foods site is located south and southeast of the application site. Part of the High Speed 2 (HS2) Draft Safeguarding Area (October 2012) is located at the rear of the site lies, beyond which lies London Underground and Chiltern Railway Line. RAF Northolt lies approximately 440m west of the site.

The application site is located within the Braintree Road Industrial and Business Area (IBA) and has a Public Transport Accessibility Level of 1b. The site is located approximately 300m away from the South Ruislip Core Shopping Area.

### 3.2 Proposed Scheme

The applicant seeks planning permission for the refurbishment of Unit A. The scheme would involve the demolition of the existing mezzanine floor (139.2m<sup>2</sup> GEA), the external sales area (866.2m<sup>2</sup> GEA), and the entrance porch and canopy (62.2m<sup>2</sup> GEA). A new mezzanine floor (346.3m<sup>2</sup> GEA) would be installed and used for storage/stockroom, staff facilities and office accommodation. An additional storage/stockroom area along with toilet facilities will be located on the ground floor underneath the new mezzanine floor. The overall floor area of Unit A would be reduced by approximately 720m<sup>2</sup> and would have a total sales area of 2448.3m<sup>2</sup> Gross Internal Area (GIA). There would be no change to the Gross External Area (GEA) of the ground floor.

The scheme would also include a new shop front and the installation of trolley bays, alterations to elevations and alterations to the car parking arrangements.

### 3.3 Relevant Planning History

3953/DS/93/1523                      430 Victoria Road Ruislip

Demolition of existing buildings and the erection of 3,716m<sup>2</sup> of Non-Food Retail warehousing (Class A1), 929m<sup>2</sup> of open garden centre plus servicing, car parking, landscaping and access (outline application)

**Decision:** 16-05-1996    Approved

3953/EG/96/1602                      430 Victoria Road Ruislip

Variation of condition 11 of planning permission ref. 3953DS/93/1523 dated 16/05/96 for retail warehousing to allow sale of domestic electrical goods, gas appliances, and office equipment

**Decision:** 09-05-1997    Approved

3953/EH/96/1603                      430 Victoria Road Ruislip

Variation of condition 11 of planning permission ref. 3953DS/93/1523 dated 16/05/96 for retail warehousing to allow sale of pets and pet products, auto accessories, bicycles, domestic electrical goods, gas appliances, photographic goods, computers and office equipment

**Decision:** 15-12-1997    Refused                                      **Appeal:** 15-12-1997    Dismissed

64445/APP/2008/1295 428a Victoria Road Ruislip

VARIATION OF CONDITION 2 OF PLANNING PERMISSION REF. 3953EG/96/1602 DATED 09/05/97 TO ALLOW FOR EXTENSION OF THE RANGE OF GOODS AVAILABLE FOR SALE FROM THE PREMISES TO ALLOW FOR THE SALE OF SPORTS GOODS AND EQUIPMENT, BICYCLES AND ASSOCIATED EQUIPMENT, PLAY EQUIPMENT, BABY EQUIPMENT AND PRODUCTS, ELECTRONIC GAMES AND EQUIPMENT AND OTHER PRODUCTS ASSOCIATED WITH TOYS AND CHILDREN'S ENTERTAINMENT.

**Decision:** 03-09-2008 Approved

64445/APP/2008/2496 428a Victoria Road Ruislip

CHANGE OF USE OF RETAIL UNIT (A1) TO USE AS A BINGO CLUB (D2)

**Decision:**

64445/APP/2013/1050 428a Victoria Road Ruislip

Variation of condition No.1 of planning permission ref. 64445/APP/2008/1295 dated 03/09/2008 to allow the sale of A1 non food goods and preclude the sale of food and drink (variation of condition 2 of planning permission ref. 3953EG/96/1602 dated 09/05/97 to allow for extension of the range of goods available for sale from the premises to allow for the sale of sports goods and equipment, bicycles and associated equipment, play equipment, baby equipment and products, electronic games and equipment and other products associated with toys and children's entertainment)

**Decision:**

#### **Comment on Relevant Planning History**

An application for the variation of Condition 1 of planning permission ref: 64445/APP/2008/1295, dated 03/09/2008, to allow for a wider range of goods to be sold from Unit A, is being considered under planning application ref: 64445/APP/2013/1050.

#### **4. Planning Policies and Standards**

##### **UDP / LDF Designation and London Plan**

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

Part 1 Policies:

PT1.E5 (2012) Town and Local Centres

PT1.26 To encourage economic and urban regeneration in the Hayes/West Drayton Corridor, designated Industrial and Business Areas (IBA's) and other appropriate locations.

Part 2 Policies:

AM7 Consideration of traffic generated by proposed developments.

AM14 New development and car parking standards.

BE13 New development must harmonise with the existing street scene.

BE15	Alterations and extensions to existing buildings
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
LE2	Development in designated Industrial and Business Areas
OE1	Protection of the character and amenities of surrounding properties and the local area
LPP 2.15	(2011) Town Centres

## 5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

## 6. Consultations

### External Consultees

Consultation letters were sent to 45 local owners/occupiers and South Ruislip Residents Association. A site notice was also posted. One response was received:

i) will redevelopment of the old garden centre result in the demolition of the brick wall that separates the store from Tiptree Road?

NATS:

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.

Ministry of Defence:

The MOD has no safeguarding objections to this proposal.

### Internal Consultees

Highways:

Based on the existing use and the level of disabled parking provided, the proposed increase as shown on the attached drawing would be considered acceptable.

Further to reviewing the Trip Generation Assessment Note submitted in support of the above, I note that the sample sites selected from within the TRAVL Database are limited.

However, it is considered that based on the nature of the development and the operates of the selected sample sites, the trip generation provided within the Transport Statement is considered acceptable for a non specific, non food retail use.

Environmental Protection Unit:



No objection subject to standard construction informative and condition regarding deliveries:

Deliveries and collections, including waste collections, shall be restricted to the following hours: 0800 hrs to 1800 hrs Monday to Fridays; 0800 hrs to 1300 hrs on Saturdays; and not at all on Sundays and Bank Holidays.

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

Access Officer:

Victoria Road Retail Park comprises a pair of semi-detached retail units which are understood to have been vacant since 2007. Planning permission is sought to remove the entrance porch and canopy and carry out various other structural alterations and aesthetic enhancements, in addition to restoring the buildings to their original condition.

The works would also involve demolishing the existing mezzanine at the front of Unit A and constructing a new mezzanine floor for storage, staff facilities and office accommodation. The new floor would be accessible by stairs and a goods lift. In addition, a platform lift would also serve a mezzanine floor to allow access by disabled people. The site plan indicates that six accessible parking spaces will be provided immediately outside the entrance.

The proposal is acceptable from an accessibility standpoint with the exception of the following:

1. The number of accessible car parking spaces should be increased from 6 to 10% of the total number of spaces in line with UDP saved policy AM15.
2. Details of the platform lift to be installed should be submitted. This should be of an enclosed cabin type and accord with the specifications detailed in Approved Document M to the Building Regulations.

Conclusion: acceptable, subject to suitable planning conditions attached to any approval to secure the provisions raised in points 1 and 2 above.

Officer Comment:

The proposal is increasing the number of disabled parking spaces from 6 to 15. This represents a 7% provision. Given there is no increase in overall parking numbers and a reduction in sales area this provision is considered appropriate.

## **7. MAIN PLANNING ISSUES**

### **7.01 The principle of the development**

The application site is located within the Braintree Road Industrial and Business Area (IBA) and approximately 300m away from the South Ruislip Core Shopping Area. The proposal seeks to refurbish the existing A1 retail unit through the demolition of the existing mezzanine floor (139.2m<sup>2</sup> GEA), the external sales area (866.2m<sup>2</sup> GEA), and the entrance porch and canopy (62.2m<sup>2</sup> GEA). The refurbishment would include a new shop front and alterations to the elevations, along with alterations to the car parking arrangements. The A1 retail unit was previously occupied by Focus DIY but has been vacant since 2007 and the proposed external and internal alterations would allow for a new retail occupier (Matalan) to move into the vacant unit.

The proposed scheme would demolish the existing external sales area and entrance porch, thereby reducing the overall sales area of Unit A by approximately 720m<sup>2</sup>, although there would be no change to the Gross External Area (GEA) of the ground floor.



The original planning permission granted in May 1996 (ref: 3953/DS/93/1523) imposed a condition (condition 12) restricting the amount of retail floorspace to 3,716m<sup>2</sup>. Although the proposal includes the installation of a new mezzanine (346.3m<sup>2</sup> GEA), this would be used for storage/stockroom, staff facilities and office accommodation. The retail unit would have a total sales area of 2448.3m<sup>2</sup> Gross Internal Area (GIA), therefore remaining below the retail floorspace limit imposed by condition 2 of planning permission ref: 3953/DS/93/1523.

It is therefore considered that the proposal to refurbish Unit A through the demolition of the existing mezzanine and the external sales area is acceptable in principle.

**7.02 Density of the proposed development**

This is not applicable to this application.

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

This is not applicable to this application.

**7.04 Airport safeguarding**

The application has been examined by the various safeguarding authorities who do not raise any safeguarding objections to the proposals.

**7.05 Impact on the green belt**

This is not applicable to this application.

**7.07 Impact on the character & appearance of the area**

Policy BE13 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to ensure that new development complements and improves the character and amenity of the area. Policy BE15 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) require alterations and extensions to harmonise with the scale, form, architectural composition and proportions of the original building.

The scheme includes alterations to the existing elevations and would install a new shop front. The scheme would also demolish the existing external sales area and remove the internal walls between the external sales area and the car park. At present, the site is vacant and in a poor condition, due to vandalism and graffiti. It is considered that the alterations to the elevations and the new shop front would enhance the visual appearance of the vacant retail unit, which, along with the removal of the internal walls of the external sales area, would improve the character and appearance of the application site and the surrounding area.

The proposed scheme is considered to comply with Policies BE13 and BE15 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

**7.08 Impact on neighbours**

The existing boundary wall between the external sales area and Tiptree Road is to be retained which would prevent overlooking onto the adjoining properties from the car park. The proposal would improve the appearance of the retail unit through the installation of a new shop front and alterations to the elevations, and would not have a detrimental impact on the visual amenity of neighbouring residential properties.

**7.09 Living conditions for future occupiers**

This is not applicable to this application.

**7.10 Traffic impact, car/cycle parking, pedestrian safety**

Policy AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) does not allow developments that result in an unacceptable amount of traffic generation, prejudice the free flow of traffic or have a detrimental impact on highway and pedestrian safety. Policy AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November

2012) requires developments to be in accordance with the Council's adopted car parking standards, which states that A1 Shops (including retail warehouses) need to comply with the standards set out in Table 6.2 of the 2011 London Plan.

The proposed scheme involves alterations to the car parking arrangements within the application site, which has a Public Transport Accessibility Level of 1b. At present, the car park has a total of 218 parking spaces which includes 6 disabled parking spaces and 38 parking spaces located at the rear and to the side of Units A and B; 31 of these spaces would be relocated to the existing external sales area, which is to be demolished. The amended car park layout would retain the existing total of 218 car parking spaces and would have 15 spaces allocated to disabled parking. The scheme would provide 14 cycle parking spaces.

The Council's Highways Engineer considers that the proposed alterations to the car park and the retention of the existing car parking provision are acceptable. The proposal therefore complies with Policies AM7 and AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) subject to suitable conditions, as suggested by the Council's Highways Engineer.

#### **7.11 Urban design, access and security**

Design issues are discussed in section 7.07 of this report. There are no changes proposed in relation to access to the application site and security can be dealt with by way of condition on any consent granted.

#### **7.12 Disabled access**

The proposed scheme would provide level access to the retail unit, disabled WC facilities and a platform lift to allow disabled people access to the proposed mezzanine. Details of the proposed platform lift can be secured by way of a condition. The Council's Access Officer does not object to the proposed scheme.

#### **7.13 Provision of affordable & special needs housing**

This is not applicable to this application.

#### **7.14 Trees, Landscaping and Ecology**

Policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) advises that new development should retain topographical and landscape features of merit and that new planting and landscaping should be provided when necessary.

The application site already comprises landscaping around the site boundaries and within the car park, including a large number of trees. The existing landscaping will be retained and two new trees will be provided within the car park. The scheme also includes an additional 3.5m wide landscaping strip along the northwest boundary with Tiptree Road.

The proposal therefore complies with Policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) subject to a suitable landscaping scheme, which can be dealt with by way of a condition on any consent granted.

#### **7.15 Sustainable waste management**

The proposals will not result in any changes to waste and recycling arrangements.

#### **7.16 Renewable energy / Sustainability**

This is not applicable to this application.

#### **7.17 Flooding or Drainage Issues**

This is not applicable to this application.

#### **7.18 Noise or Air Quality Issues**

This is not applicable to this application.

#### **7.19 Comments on Public Consultations**

One response was received during the public consultation. This has been dealt with elsewhere in the report.

#### **7.20 Planning Obligations**

This is not applicable to this application.

#### **7.21 Expediency of enforcement action**

This is not applicable to this application.

#### **7.22 Other Issues**

##### **- Crime and Amenity of the area**

It should be noted that due to the vacancy of the unit, there has been a history of anti-social behaviour and vandalism at the site and such activity has a detrimental impact on the amenity of the area in general. Whilst this matter is currently dealt with through on-site security, bringing the retail unit back into use would be a preferable way to reduce such incidents and would serve to improve the amenity of the area. This benefit weighs in favour of the development.

##### **- Jobs**

Bringing the vacant unit back into use would ensure job provision to the benefit of the local economy. It is recommended that an employment strategy is secured to encourage local employment. The benefits of the additional local jobs also weighs in favour of the development.

### **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**

This is not applicable to this application.

## **10. CONCLUSION**

Planning permission is sought for refurbishment of Unit A (A1 retail), which has been vacant since 2007. The external sales area (866.2m<sup>2</sup> GEA) and the entrance porch and canopy (62.2m<sup>2</sup> GEA) would be demolished along with the existing mezzanine floor (139.2m<sup>2</sup> GEA), which would be replaced with a new mezzanine floor (346.3m<sup>2</sup> GEA). The overall floor area of Unit A would be reduced by approximately 720m<sup>2</sup> and would have a total sales area of 2448.3m<sup>2</sup> Gross Internal Area (GIA). There would be no change to the Gross External Area (GEA) of the ground floor. The scheme also includes a new shop front and the installation of trolley bays, alterations to elevations and alterations to the car parking arrangements.

The proposed scheme would not result in a detrimental impact on the character and appearance of the surrounding area or on the visual amenity of neighbouring residential properties, and would not cause harm to pedestrian or highway safety. The proposed development complies with Policies AM7, AM14, BE13, BE15 and BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

The application is therefore 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)

**Contact Officer:** Katherine Mills

**Telephone No:** 01895 250230



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

**Address** UNITS 1-4, RUISLIP RETAIL PARK VICTORIA ROAD RUISLIP

**Development:** Variation of Condition 11 of planning permission ref. 43510/APP/2000/2485 dated 14/03/2003 to remove the restrictions on the sale of goods that can be sold from Unit 3 and vary restrictions on the goods that can be sold from Units 1, 2 and 4.

**LBH Ref Nos:** 43510/APP/2012/3176

**Drawing Nos:** P002 Site Location Plan  
Covering Letter dated 21 December 2012  
Planning Statement  
Letter from Agent dated 23 April 2013  
Email from Agent dated 23 May 2013  
14538/SK06  
SK10  
Vehicle Tracking Plans  
14538/SK19B  
123A

**Date Plans Received:** 21/12/2012                      **Date(s) of Amendment(s):**

**Date Application Valid:** 11/01/2013

## 2. RECOMMENDATION

**A. That the Council enters into a legal agreement with the applicant under Section 106 of the 1990 Town & Country Planning Act (as amended) or other appropriate legislation to secure:**

**1: The gross internal floor area authorised for open A1 use shall not exceed 2,564m<sup>2</sup> within Unit 3.**

**2: No more than 40% of the gross internal floor area authorised for open A1 use shall be used for the sale of convenience goods within Unit 3.**

**3. Goods restriction conditions on Units 1, 2 and 4.**

**4. Neither permission implemented independently of the others.**

**5. Employment Strategy**

**B. That officers be authorised to negotiate and agree the detailed terms of the proposed agreement.**

**C. 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:**

**'In the absence of adequate controls to restrict the gross internal floor area and convenience goods sale area, the development would cause harm to the vitality**



**and viability of town and local centres. Accordingly, the proposal is contrary to Policy E5 of the Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), Policy 2.15 of the London Plan (July 2011) and the NPPF'.**

**D. 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 COM12 Use Within Same Use Class**

Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (as amended) or the Town and Country Planning (General Permitted Development) Order 1995 (as amended) Units 1, 2 and 4 shall not be used for the retail sale of food (other than refreshments restricted for consumption on the premises by customers), clothing and footwear (other than clothing, footwear and accessories intended for use in connection with building and construction, DIY, motor cycling, cycling or vehicle repair and maintenance activities), cosmetics, toiletries, pharmaceutical products, photographic equipment, newspapers, magazines and books (other than those related to DIY goods, vehicle repair and maintenance), stationery, jewellery, toys, luggage and sports goods.

Unit 3 may be used for any purpose within Use Class A1.

**REASON**

To accord with existing restrictions on the sale of goods from the premises, to protect the vitality and viability of town and local centres and to limit retail activity on sites which are more readily accessible by private motor vehicles than by public transport, bicycles or pedestrians, in accordance with Policy LE2 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

**3 COM13 Restrictions - Enlargement of Industrial/Warehouse Buildings**

Notwithstanding the provisions of Part 8, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), the building(s) shall not be extended without the prior written consent of the Local Planning Authority.

**REASON**

To enable the Local Planning Authority to assess all the implications of the development and in accordance with Policy LE2 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

**4 COM14 No additional internal floorspace**

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

**REASON**

To enable the Local Planning Authority to assess all the implications of the development and to ensure that adequate parking and loading facilities can be provided on the site, in



accordance with Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

#### **5 COM8 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 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

#### **6 COM9 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
2. Details of Hard Landscaping
  - 2.a Means of enclosure/boundary treatments
  - 2.b Car Parking Layouts (including demonstration that 5% of all parking spaces are served by electrical charging points)
  - 2.c Hard Surfacing Materials
  - 2.d External Lighting
  - 2.e Other structures

### 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/seedling 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

5.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 Two Saved UDP Policies (November 2012).

### **7 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 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and to comply with Section 197 of the Town and Country Planning Act 1990.

### **8 COM27 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 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (July 2011).

#### **9 COM7 Materials (Submission)**

No development shall take place until details of all materials and external surfaces 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 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

#### **10 NONSC Non Standard Condition**

No mezzanine or upper floor level floorspace may be used for retail purposes until details of access arrangements to the upper level have been submitted to and approved by the Local Planning Authority.

#### REASON

To ensure that people with disabilities have adequate access to the development in accordance with Policy R16 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and London Plan (July 2011) Policies 3.1, 3.8 and 7.2.

#### **11 NONSC Deliveries and Collections**

Deliveries and collections, including waste collections, shall be restricted to the following hours: 0800 hours to 1800 hours Monday to Fridays; 0800 hours to 1300 hours on Saturdays; and not at all on Sundays and Bank Holidays.

#### REASON

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

#### **12 COM22 Operating Hours**

The premises shall not be used except between:-  
0800 and 2000, Mondays - Fridays  
0800 to 2000 Saturdays  
1000 to 1800 Sundays, Public or Bank Holidays.

## REASON

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policy OE3 of the Hillingdon Local Plan: 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 Local Plan: Part 2 - Saved UDP Policies (November 2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
LE2	Development in designated Industrial and Business Areas
OE1	Protection of the character and amenities of surrounding properties and the local area
LPP 2.15	(2011) Town Centres

### 3 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 to 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.

#### **4            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.

#### **5            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).

## 6

It is acknowledged that conditions relating to the original planning permission ref: 43510/APP/2000/2485, dated 14/03/2003, have been discharged (refs: 43510/APP/2003/797 and 43510/APP/2004/232). You are advised that this consent does not override those approved details.

### 3. CONSIDERATIONS

#### 3.1 Site and Locality

The application site comprises four retail units, forming part of the larger Ruislip Retail Park (totalling 5,855m<sup>2</sup>). The retail park is located on the southwest corner of the junction of Field End Road and Victoria Road, South Ruislip and falls within the Stonefield Way Industrial and Business Area (IBA).

The current car parking provision for the retail park is 204 spaces (including 10 for disabled drivers). The 4 units in the Retail Park which are part of the applicant's landholding are currently occupied as follows:

- Unit 1: Furniture Village
- Unit 2: Carpetright
- Unit 3: Vacant (formerly occupied by MFI)
- Unit 4: Halfords

To the west of the four units is a Wickes DIY Store, which, whilst part of the Ruislip Retail Park, is not part of the applicant's landholding. There are a further 100 spaces in an adjoining car park for the neighbouring Wickes DIY Store. Servicing and deliveries to Units 3 and 4 are provided via Field End Road, whilst servicing access to Units 1 and 2 is provided via Stonefield Way.

Ruislip Retail Park is located in close proximity to a number of other retail outlets and retail parks. Stores include Argos Extra, Homebase, Brantano (on the Victoria Retail Park); Pets at Home, Allied Carpets (on the Brook Retail Park); Currys, DFS, Kwik Fit, Comet (now closed), Rosebys and Bensons Beds as well as a number of car showrooms (including Honda and VW).

Alongside the existing retail units and retail parks located along Victoria Road there are a variety of industrial units, which extend south of Victoria Road along Stonefield Way. This area, including Ruislip Retail Park, extending west to the defined South Ruislip Local Centre and south to the rail line, is designated within the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) as an Industrial and Business Area.

Unit 3 has been vacant following MFI's closure in 2008.

#### 3.2 Proposed Scheme

Planning permission ref: 43510/APP/2000/2485, for the refurbishment of existing retail units, (with new cladding on all elevations, new covered walkway on northern frontage (facing Victoria Road) and changes to service arrangements and car parking with



enhanced frontage landscaping, incorporating disused service road) was granted in March 2003. The permission related to Units 1, 2, 3 and 4.

Condition 11 of that consent states:

The premises shall not be used for the retail sale of food (other than refreshments restricted for consumption on the premises by customers), clothing and footwear (other than clothing, footwear and accessories intended for use in connection with building and construction, DIY, motor cycling, cycling or vehicle repair and maintenance activities), cosmetics, toiletries, pharmaceutical products, photographic equipment, newspapers, magazines and books (other than those related to DIY goods, vehicle repair and maintenance), stationery, jewellery, toys, luggage, sports goods and fancy goods.

#### REASON

To accord with existing restrictions on the sale of goods from the premises, to protect the vitality and viability of town and local centres and to limit retail activity on sites which are more readily accessible by private motor vehicles than by public transport, bicycles or pedestrians.

An application to vary condition 11 of the above consent in relation to Unit 3, by removing the restriction on the sale of 'fancy goods', was granted in October 2011 (ref: 43510/APP/2011/1344).

The varied condition is as follows:

The premises shall not be used for the retail sale of food (other than refreshments restricted for consumption on the premises by customers), clothing and footwear (other than clothing, footwear and accessories intended for use in connection with building and construction, DIY, motor cycling, cycling or vehicle repair and maintenance activities), cosmetics, toiletries, pharmaceutical products, photographic equipment, newspapers, magazines and books (other than those related to DIY goods, vehicle repair and maintenance), stationery, jewellery, toys, luggage and sports goods.

#### REASON

To accord with existing restrictions on the sale of goods from the premises, to protect the vitality and viability of town and local centres and to limit retail activity on sites which are more readily accessible by private motor vehicles than by public transport, bicycles or pedestrians, in compliance with London Plan Policies 2.15 and relevant policies contained in PPS4: Planning For Sustainable Economic Growth (December 2009). (Numbered Condition 6 on decision notice for 43510/APP/2011/1344).

Therefore, Unit 3 (former MFI) is not restricted from selling fancy goods.

Unit 1 (Furniture Village) can be used for any purpose within Use Class A1. This was confirmed by the Council in Lawful Development Certificate ref: 59190/APP/2012/1528, granted in August 2012.

Unit 2 (Carpentryright) and Unit 4 (Halfords) are restricted from selling fancy goods under condition 11 of planning permission ref: 43510/APP/2000/2485.

The current application is to:

i) remove the restriction on the sale of goods from Unit 3 (conditioned as part of ref: 43510/APP/2011/1344) to allow the vacant unit to be used for any purpose within Use Class A1 (as currently exists at Unit 1)



ii) remove the restriction on the sale of fancy goods from Unit 2 and Unit 4

iii) restrict the goods that can be sold from Unit 1 (which currently has no restrictions)

Units 1, 2 and 4 would be restricted from the retail sale of:

- \* food (other than refreshments restricted for consumption on the premises by customers),
- \* clothing and footwear (other than clothing, footwear and accessories intended for use in connection with building and construction, DIY, motor cycling, cycling or vehicle repair and maintenance activities),
- \* cosmetics,
- \* toiletries,
- \* pharmaceutical products,
- \* photographic equipment,
- \* newspapers, magazines and books (other than those related to DIY goods, vehicle repair and maintenance),
- \* stationery,
- \* jewellery,
- \* toys,
- \* luggage, and
- \* sports goods

### 3.3 Relevant Planning History

43510/APP/2000/2485 Mfi, Carpentry And Halfords Victoria Road Ruislip

REFURBISHMENT OF EXISTING RETAIL UNITS, WITH NEW CLADDING ON ALL ELEVATIONS, NEW COVERED WALKWAY ON NORTHERN FRONTAGE (FACING VICTORIA ROAD) AND CHANGES TO SERVICE ARRANGEMENTS AND CAR PARKING WITH ENHANCED FRONTAGE LANDSCAPING, INCORPORATING DISUSED SERVICE ROAD

**Decision:** 14-03-2003 Approved

43510/APP/2003/1447 Unit 1, Ruislip Retail Park Victoria Road Ruislip

VARIATION OF CONDITION 10 (TO ALLOW FOR INSTALLATION OF MEZZANINE FLOOR TO PROVIDE ADDITIONAL 1,170M<sup>2</sup> OF FLOORSPACE) TOGETHER WITH DETAILS OF ACCESS TO MEZZANINE AS REQUIRED BY CONDITION 8 OF THE SAME CONSENT OF PLANNING PERMISSION REF.43510/APP/2000/ 2485 DATED 14/03/2003; REFURBISHMENT OF EXISTING RETAIL UNITS, CLADDING ON ALL ELEVATIONS, NEW COVERED WALKWAY ON NORTHERN FRONTAGE

**Decision:** 10-09-2003 Approved

43510/APP/2003/1601 Unit 4 Victoria Road Ruislip

VARIATION OF CONDITION 10 (TO ALLOW INSTALLATION OF ADDITIONAL 158 SQUARE METRES OF FLOORSPACE AGAINST THE APPROVED) OF PLANNING PERMISSION REF. 43510/APP/2000/2485 DATED 14/03/2003; REFURBISHMENT OF EXISTING RETAIL UNITS, CLADDING ON ALL ELEVATIONS, NEW COVERED WALKWAY ON NORTHERN FRONTAGE

**Decision:** 11-09-2003 Approved

43510/APP/2003/797 Mfi, Carpetright And Halfords Victoria Road Ruislip

DETAILS OF LANDSCAPING SCHEME, LANDSCAPING MAINTENANCE, TREE PROTECTION, MATERIALS AND ACCESS IN COMPLIANCE WITH CONDITIONS 2, 3, 4, 7 AND 8 OF PLANNING PERMISSION REF. 43510/APP/2000/2485 DATED 14/03/2003; REFURBISHMENT OF EXISTING RETAIL UNITS, WITH NEW CLADDING ON ALL ELEVATIONS, NEW COVERED WALKWAY ON NORTHERN FRONTAGE (FACING VICTORIA ROAD) AND CHANGES TO SERVICE ARRANGEMENTS AND CAR PARKING WITH ENHANCED FRONTAGE LANDSCAPING, INCORPORATING DISUSED SERVICE ROAD

**Decision:** 29-10-2003 Approved

43510/APP/2010/1977 Unit 3, Ruislip Retail Park Victoria Road Ruislip

Variation of condition 11 (restricted sale of goods) of planning permission ref: 43510/APP/2000/2485 dated 14/03/2003: Refurbishment of existing retail units, with new cladding on all elevations, new covered walkway on northern frontage (facing Victoria Road) and changes to service arrangements and car parking with enhanced frontage landscaping, incorporating disused service road.

**Decision:** 27-01-2011 Withdrawn

43510/APP/2010/1979 Unit 3, Ruislip Retail Park Victoria Road Ruislip

Construction of a 1,810 sq.m mezzanine within Unit 3, Ruislip Retail Park.

**Decision:** 10-02-2011 Approved

43510/APP/2011/1343 Unit 3, Ruislip Retail Park Victoria Road Ruislip

Variation of condition 6, (to remove restrictions on the sales of goods), of planning permission ref. 43510/APP/2010/1979 dated 10/02/2011: Construction of a 1,810 sq.m mezzanine within Unit 3, Ruislip Retail Park.

**Decision:** 25-10-2011 Approved

43510/APP/2011/1344 Unit 3, Ruislip Retail Park Victoria Road Ruislip

Variation of condition 11 (to remove restrictions on the sales of fancy goods) of planning permission Ref: 43510/APP/2000/2485 dated 14/03/2003: (Refurbishment of existing retail units, with new cladding on all elevations, new covered walkway on northern frontage (facing Victoria Road) and changes to service arrangements and car parking with enhanced frontage landscaping, incorporating disused service road.

**Decision:** 25-10-2011 Approved

43510/APP/2012/3179 Unit 3, Ruislip Retail Park Victoria Road Ruislip

Removal of Condition 6 of planning permission ref. 43510/APP/2010/1979 dated 10/02/2011 to allow the sale of any goods within Use Class A1 from Unit 3.

**Decision:**

59190/APP/2012/1528 Unit 1, Ruislip Retail Park Victoria Road Ruislip

Use of Unit 1 for any purpose within Use Class A1 (Application for a Certificate of Lawful Development for a Proposed Use)

**Decision:** 21-08-2012    Approved

#### **Comment on Planning History**

#### **4. Planning Policies and Standards**

##### **UDP / LDF Designation and London Plan**

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

Part 1 Policies:

PT1.E5            (2012) Town and Local Centres

Part 2 Policies:

AM7              Consideration of traffic generated by proposed developments.

AM14             New development and car parking standards.

BE13             New development must harmonise with the existing street scene.

LE2               Development in designated Industrial and Business Areas

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

LPP 2.15        (2011) Town Centres

#### **5. Advertisement and Site Notice**

**5.1**    Advertisement Expiry Date:- **19th February 2013**

**5.2**    Site Notice Expiry Date:-    Not applicable

#### **6. Consultations**

##### **External Consultees**

Consultation letters were sent to 4 local owners/occupiers and South Ruislip Residents Association. A site notice was also posted. No responses were received.

London Borough of Harrow:

No objection subject to:

1. The applicant has failed to demonstrate that the sequential test and impact assessment for the assessment of retail development as required by paragraphs 24 and 26 of the National Planning Policy Framework 2012 have been satisfied. In the absence of an adequate assessment as to the appropriateness of the site for retail development, the variation of condition 11 of application 43510/APP/2000/2485 to allow for the unrestricted use within Planning Use Class A1 of Unit 3 of the retail park could potentially have an adverse impact upon the vibrancy and vitality of the Rayners Lane and South Harrow district centres of Harrow and nearby neighbourhood parades.

The decision to object to the development proposal has been taken having regard to the National Planning Policy Framework 2012 and the following policies and proposals in The London Plan 2011, the Harrow Core Strategy 2012 and the saved policies of Harrow's Unitary Development Plan 2004, and to all relevant material considerations:

- National Planning Policy Framework 2012
- The London Plan 2011: 4.7, 4.8, 6.3, 7.4
- Harrow Core Strategy 2012: CS1.B/L
- Harrow Unitary Development Plan 2004: D4, T6
- Development Plan Document: Development Management Policies: Policies DM1, DM46, DM54

2. These comments are provided by this Council as a Local Planning Authority affected by the development and are made in response to consultation under the provisions of Article 10 of the Town and Country Planning (Development Management Procedure) (England) Order 2010.

### **Internal Consultees**

INTERNAL

Section 106 Officer:

I consider that if you were minded to approve this application then a deed of variation to the original s106 (dated 3 March 2000) over the land would be required.

Projects & Environmental Planning:

I am not satisfied there is a case to be made with either application.

Firstly the LDC is not transferable from Unit 1 to Unit 3. The general aim will be to discourage A1 retail uses in the Estate as a general principle.

Floorspace

I do not accept the argument that there is no new floorspace to be created.

Whilst the proposal is not for new build it is an application for a change of use within Unit 3. Whilst I do not know the size of the floor plate associated with Unit 1, I am reasonably confident that Unit 3 is a larger Unit. In terms of floorspace size, comments on earlier applications suggested that Unit 3 was 1858 sq.m. Unit 3 also benefits from consent for a mezzanine floor measuring 1810 sq.m. I understand that whilst the mezzanine has not been implemented the area would be 1810 sq.m giving a total of 3668 sq.m nearly doubling the size of Unit 3 and probably at least double the floor space in Unit 1 subject to an A1 consent. Thus if this proposal was to be agreed it would represent a significant expansion of A1 use in Unit 3. For this reason a 'swap' is not acceptable. (There is no indication that the applicant will forgo the consent for the mezzanine floor or if developed to retain a non A1 use.)

In respect of the application to remove 'fancy goods' from the list of restricted goods there is no justification for such a removal. On earlier applications 'fancy goods' were removed from the list of restricted goods on Unit 3 because the Unit had been vacant for a number of years and potential tenants had been lost because of restrictions of this type on the sale of goods. To prevent the loss of future potential tenants it was agreed to remove fancy goods from the list of non saleable items in Unit 3 to assist in securing the satisfactory reuse of the Unit. In short this approval was agreed as an exception. As the adjoining Units are occupied there is no need or requirements to adopt a similar approach for these units.

If the applicant wishes to pursue this application further they should be advised that they are not exempt from complying with National Guidance (NPPF) on town centres.

Firstly they should be asked if they are willing to forfeit the approval of the mezzanine and/or non A1 uses as per the current consented use. If not and as they are proposing to increase retail uses above the default 2500 sq.m where the NPPF advises an impact test is required (it may be possible to reconsider this need if the proposal related only to the ground floor use of Unit 3). The impact test will be required to determine the effect on the vitality and viability of nearby retail centres and shopping parades.

In addition, as this proposal represents an out of centre application and an increase in A1 retail floorspace then a sequential test should also be undertaken. I do not accept the applicant's claim that there are no sequentially better sites.

At this stage I would recommend refusal on both applications.

Officer comments:

The applicant has agreed to enter into a legal agreement that will restrict the gross internal floor area authorised for open A1 use, and the percentage of the gross internal floor area authorised for the sale of convenience goods within Unit 3. This effectively means the proposals (this application and application ref: 43510/APP/2012/3179) would result in no change to the floorspace available for general A1 use. While additional sale of 'fancy goods' would be permitted, officers do not consider that this limited relaxation would cause an amount of harm which could justify refusal when balanced against the potential harm of the unit (Unit 3) remaining vacant.

## **7. MAIN PLANNING ISSUES**

### **7.01 The principle of the development**

The application site is located within the Stonefield Way Industrial and Business Area (IBA), and is therefore subject to Policy LE2 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), which designates Industrial and Business Areas (IBAs) for business, industrial and warehousing purposes (Use Classes B1-B8) and for Sui-Generis uses appropriate in an industrial area.

The application site has been used as Non-Food Retail warehousing (Class A1) since planning permission was granted in August 1986 at appeal (Planning Inspectorate ref: R5510/A/85/36786) for the erection of two single storey retail buildings (one building of 60,000 sq ft to be occupied by MFI (Units 1-4) and one of 29,000 sq ft to be occupied by Wickes).

The use of Units 1-4 as Class A1 Non-Food Retail within the Stonefield Way Industrial and Business Area (IBA) has therefore been firmly established in principle.

Unit 1 has unrestricted A1 use under Lawful Development Certificate ref: 59190/APP/2012/1528 (granted in August 2012) whilst Unit 3 is restricted in the range of goods that can be sold from the unit. Unit 3 has been vacant since 2008 and the applicant advises that due to the restrictions on the range of goods that can be sold, there has been insufficient interest from retailers. The proposal seeks to remove the goods restriction from Unit 3 and re-impose the restriction on Unit 1.

The Council's Policy Team raised concerns in relation to the difference in size between Units 1 and 3 and the fact that a straightforward 'swap' in the range of goods that can be sold from Units 1 and 3 is not possible. Unit 1 has a permitted gross internal floorspace of 2,564m<sup>2</sup> (including an existing mezzanine) whilst Unit 3 has a permitted gross internal floorspace of 3,668m<sup>2</sup> (including a mezzanine permitted under planning application ref: 43510/APP/2010/1979, dated 10 February 2011, which has not yet been implemented). Therefore, the permitted floorspace for Unit 3 is 1104m<sup>2</sup> larger than Unit 1, and so has a larger floorspace to sell A1 no-food retail goods.

Following discussions with the applicant, it was agreed that the Council and Applicant enter a legal agreement to restrict the permitted floorspace in Unit 3 to no more than 2,564m<sup>2</sup>, the amount of floorspace currently permitted in Unit 1, and to ensure that no more than 40% of the gross internal floor area authorised for open A1 use shall be used for the sale of convenience goods.

In relation to Units 2 and 4, the applicant seeks to remove the current restriction 'fancy' goods. It is considered that the removal of the 'fancy' goods restriction on Units 2 and 4 would not have a significant detrimental impact on town centre retailers which would be sufficient to justify refusal.

Subject to the legal agreement, it is considered that the variation of condition 11 of planning permission ref: 43510/APP/2000/2485, dated 14/03/2003, to allow the sale of any goods within Use Class A1 from Unit 3, the sale of 'fancy' goods from Units 2 and 4, and to restrict the goods that can be sold from Unit 1, would be acceptable in principle and would not have a detrimental impact on the Ruislip Retail Park.

**7.02 Density of the proposed development**

Not applicable to this application.

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

Not applicable to this application.

**7.04 Airport safeguarding**

Not applicable to this application.

**7.05 Impact on the green belt**

Not applicable to this application.

**7.06 Environmental Impact**

Not applicable to this application.

**7.07 Impact on the character & appearance of the area**

With regard to impact on the character and appearance of the area, this proposal seeks an alteration to a condition restricting the sale of goods at an existing retail unit. As this proposal does not involve any external alterations, the proposal would not harm the appearance of the application property and the street scene, in accordance with Policies BE13 and BE15 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

**7.08 Impact on neighbours**

With regard to impact on residential amenity, the proposal seeks an alteration to a condition restricting the sale of goods at an existing retail park. As the proposal does not involve any external alterations, the proposed development will not have a visual impact on nearby residential properties.

**7.09 Living conditions for future occupiers**

Not applicable to this application.

**7.10 Traffic impact, car/cycle parking, pedestrian safety**

In terms of additional traffic/shoppers attracted to the retail park, the site is within an established retail location where there are sufficient car parking facilities and also existing arrangements for accessing the site via public transport. There would be no change to the existing car park layout.

**7.11 Urban design, access and security**

Not applicable to this application.

**7.12 Disabled access**



Not applicable to this application.

**7.13 Provision of affordable & special needs housing**

Not applicable to this application.

**7.14 Trees, Landscaping and Ecology**

Not applicable to this application.

**7.15 Sustainable waste management**

Not applicable to this application.

**7.16 Renewable energy / Sustainability**

Not applicable to this application.

**7.17 Flooding or Drainage Issues**

Not applicable to this application.

**7.18 Noise or Air Quality Issues**

Not applicable to this application.

**7.19 Comments on Public Consultations**

No objections were received from local residents during the public consultation.

Whilst the concerns raised by the adjoining borough are acknowledged, subject to planning obligations secured by legal agreements, the scheme should not result in harmful retail impacts.

**7.20 Planning Obligations**

The Retail Park is the subject to a Section 52 Agreement which restricts the range of goods that can be sold from Unit 3 to that specified in condition 11 (Part 7 (Clause 1)) of the Section 52 Agreement). However Part 7 (Clause 2) of the Agreement goes on to state that if any planning permission is granted subsequently for any of the uses prohibited by Clause 1, such planning permission shall vary Clause 1 of the S52 Agreement, to allow those prohibited goods to be sold from the unit. In effect, should the current S73 application be approved, this would automatically vary Clause 1 of the S52 Agreement.

Unit 3 currently has planning permission for a 1,810 sq.m mezzanine (ref: 43510/APP/2010/1979, dated 10 February 2011) and has a permitted floorspace of 3,668m<sup>2</sup>, which is 1104m<sup>2</sup> larger than the permitted floorspace at Unit 1 (2,564m<sup>2</sup> gross internal floorspace). Unit 3 is currently restricted from selling certain A1 retail goods and seeks the removal of the current goods restriction to allow for open A1 retail use. Unit 1 already has open A1 retail use and the proposal seeks to re-impose restrictions on what goods can be sold from Unit 1, along with the removal of 'fancy' goods from Units 2 and 4.

The applicant has agreed to enter a legal agreement with the Council with the following heads of terms:

- 1: The Owner shall ensure that the gross internal floor area authorised for open A1 use under the Permission shall not exceed 2,564m<sup>2</sup>.
2. The Owner shall use no more than 40% of the gross internal floor area authorised for open A1 use under the Permission for the sale of convenience goods.
3. Goods restriction conditions on Units 1, 2 and 4.
4. Neither permission implemented independently of the others.

The legal agreement would bind this planning application for Units 1-4 with planning



application ref: 43510/APP/2012/3179 (Unit 3) in order to ensure that neither application can be implemented without the other, should consent be granted.

#### **7.21 Expediency of enforcement action**

Not applicable to this application.

#### **7.22 Other Issues**

Economic Impact:

It is noted that sustainable economic growth is a key consideration under the National Planning Policy Framework.

At current Unit 3 has been vacant since 2008 (5 years) and as a result of the vacancy has been boarded up for a significant period of time. This has led to some vandalism at the site and in general detracts from the general amenity and environment of the retail park. In turn the applicant has advised that this has led to concerns from other occupiers at the retail park regarding impacts on their trade levels. Bringing the unit back into use would reduce the potential for vandalism at the site and improve the amenity of the retail park overall, this will benefit the retail park as a whole and is a benefit which weighs in favour of the scheme.

The proposal will also assist in bringing the vacant unit back into use which will assist in the creation of jobs and a legal agreement would ensure appropriate measures were in place to encourage employment of local people. The creation of additional jobs is also a benefit which weights in favour of the scheme.

### **8. Observations of the Borough Solicitor**

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

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

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

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

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

**9. Observations of the Director of Finance**

Not applicable to this application.

**10. CONCLUSION**

The application seeks to vary condition 11 of planning permission ref: 43510/APP/2000/2485 which restricted the type of goods that could be sold from Units 1-4, Ruislip Retail Park.

The applicant seeks to vary the condition as follows:

i) remove the restriction on the sale of goods from Unit 3 (conditioned as part of ref: 43510/APP/2011/1344) to allow the vacant unit to be used for any purpose within Use Class A1, as currently exists at Unit 1 (Lawful Development Certificate ref: 59190/APP/2012/1528, granted August 2012)

ii) remove the restriction on the sale of fancy goods from Unit 2 and Unit 4

iii) restrict the goods that can be sold from Unit 1.

Approval is recommended subject to a legal agreement which restricts the amount of gross internal floor area that can be used for open A1 use, and restricts how much gross internal floor area can be used for the sale of convenience goods.

**11. Reference Documents**

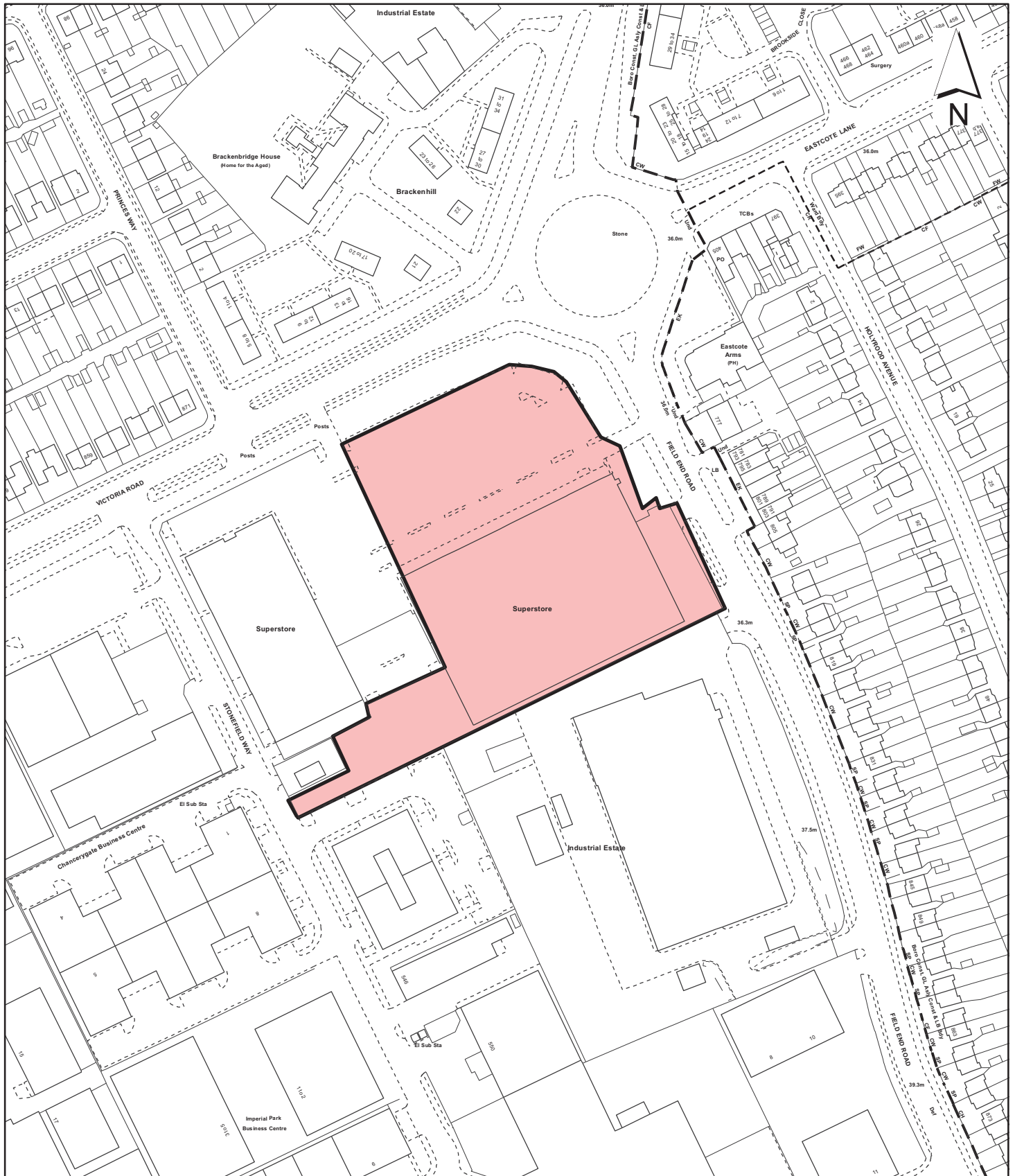
Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)

Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)

London Plan (July 2011)

**Contact Officer:** Katherine Mills

**Telephone No:** 01895 250230



**Notes**

 Site boundary

For identification purposes only.  
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Site Address

**Units 1 - 4, Ruislip Retail Park  
 Victoria Road  
 Ruislip**

Planning Application Ref:  
**43510/APP/2012/3176**

Planning Committee  
**Major Applications**

Scale  
**1:2,000**

Date  
**July 2013**

**LONDON BOROUGH  
 OF HILLINGDON  
 Residents Services**

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



**HILLINGDON**  
 LONDON

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

**Address** UNIT 3, RUISLIP RETAIL PARK VICTORIA ROAD RUISLIP

**Development:** Removal of Condition 6 of planning permission ref. 43510/APP/2010/1979 dated 10/02/2011 to allow the sale of any goods within Use Class A1 from Unit 3.

**LBH Ref Nos:** 43510/APP/2012/3179

**Drawing Nos:** PP-001 Site Location Plan  
Covering Letter dated 21 December 2012  
Planning Statement  
Letter from Agent dated 23 April 2013  
Email from Agent dated 23 May 2013  
PP-004 REV A Proposed Site Plan  
PP-003 Existing Ground Floor Plan, Section & Elevation  
PP-005 Proposed Ground Floor Plan, Section & Elevations  
PP-002 REV A Existing Site Plan

**Date Plans Received:** 21/12/2012                      **Date(s) of Amendment(s):**  
**Date Application Valid:** 11/01/2013

## 2. RECOMMENDATION

**A. That the Council enters into a legal agreement with the applicant under Section 106 of the 1990 Town & Country Planning Act (as amended) or other appropriate legislation to secure:**

**1: The gross internal floor area authorised for open A1 use under the Permission shall not exceed 2,564m<sup>2</sup> within Unit 3.**

**2. No more than 40% of the gross internal floor area authorised for open A1 use under the Permission for the sale of convenience goods within Unit 3.**

**3. Goods restriction conditions on Units 1, 2 and 4.**

**4. Neither permission implemented independently of the others.**

**5. Employment Strategy**

**B. That officers be authorised to negotiate and agree the detailed terms of the proposed agreement.**

**C. 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:**

**'In the absence of adequate controls to restrict the gross internal floor area and convenience goods sale area, the development would cause harm to the vitality and viability of town and local centres. Accordingly, the proposal is contrary to Policy E5 of the Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012), Policy**

## **2.15 of the London Plan (July 2011) and the NPPF'.**

### **D. 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 COM13 Restrictions - Enlargement of Industrial/Warehouse Buildings**

Notwithstanding the provisions of Part 8, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), the building(s) shall not be extended without the prior written consent of the Local Planning Authority.

#### **REASON**

To enable the Local Planning Authority to assess all the implications of the development and in accordance with Policy LE2 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

#### **3 COM14 No additional internal floorspace**

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

#### **REASON**

To enable the Local Planning Authority to assess all the implications of the development and to ensure that adequate parking and loading facilities can be provided on the site, in accordance with Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

#### **4 NONSC Non Standard Condition**

The mezzanine floor space hereby permitted shall not be used to form a separate unit, but shall be used solely in conjunction with the existing ground level floor space.

#### **REASON**

To enable the Local Planning Authority to assess the implications of the intensification of the use of the floorspace in the context of the relevant development plan policies for retail development, specifically in terms of its impact on traffic, car parking and other environmental issues, and to accord with Policies AM7, AM14 and OE1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

#### **5 NONSC Non Standard Condition**

Development shall not commence until details of the location and dimensions of the lift to the mezzanine have been submitted to and approved in writing by the Local Planning Authority. The approved facilities should be provided prior to the occupation of the development and shall be permanently retained thereafter.

#### **REASON**

To ensure that people with disabilities have adequate access to the development in

accordance with Policy R16 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and London Plan (July 2011) Policies 3.1, 3.8 and 7.2.

#### **6 OM19 Construction Management Plan**

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

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

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

#### **REASON**

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

#### **7 DIS1 Facilities for People with Disabilities**

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

#### **REASON**

To ensure that adequate facilities are provided for people with disabilities in accordance with Policies AM13 and R16 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and London Plan (July 2011) Policies 3.1, 3.8 and 7.2.

#### **8 MCD13 Extraction Vent or Chimney**

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

#### **REASON**

In order to safeguard the amenities of adjoining properties in accordance with Policy OE1 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and London Plan (July 2011) Policy 7.1 and 7.14.

#### **9 SUS1 Energy Efficiency Major Applications (full)**



The measures to reduce the energy demand and carbon dioxide emissions of the development and to provide 20% of the sites energy needs through renewable energy generation contained within the submitted report entitled [insert name/reference] shall be integrated into the development and thereafter permanently retained and maintained.

**REASON**

To ensure that the development incorporates appropriate energy efficiency measures in accordance with London Plan (July 2011) Policies 5.1, 5.3, 5.4, 5.5, 5.7, 5.9 and 5.10.

**10 NONSC Non Standard Condition**

The car parking areas, including marked out parking spaces, loading and servicing facilities for the Ruislip Retail Park shall be retained and made available for users of Unit 3 for its lifetime.

**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 NONSC Deliveries and Collections**

Deliveries and collections, including waste collections, shall be restricted to the following hours: 0800 hours to 1800 hours Monday to Fridays; 0800 hours to 1300 hours on Saturdays; and not at all on Sundays and Bank Holidays.

**REASON**

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

**12 COM22 Operating Hours**

The premises shall not be used except between:-  
0800 and 2000, Mondays - Fridays  
0800 to 2000 Saturdays  
1000 to 1800 Sundays, Public or Bank Holidays.

**REASON**

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policy OE3 of the Hillingdon Local Plan: 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 Local Plan: Part 2 - Saved UDP Policies (November 2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
LE2	Development in designated Industrial and Business Areas
OE1	Protection of the character and amenities of surrounding properties and the local area
LPP 2.15	(2011) Town Centres

### **3 115 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.

### **4 147 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).

## **3. CONSIDERATIONS**

### 3.1 Site and Locality

The application site is a 1,858m<sup>2</sup> retail unit, one of four retail outlets, forming part of the larger Ruislip Retail Park (totalling 5,855m<sup>2</sup>). The retail park is located on the southwest corner of the junction of Field End Road and Victoria Road, South Ruislip and falls within the Stonefield Way Industrial and Business Area (IBA).

The current car parking provision for the retail park is 204 spaces (including 10 for disabled drivers). The 4 units in the Retail Park which are part of the applicant's landholding are currently occupied as follows:

Unit 1: Furniture Village

Unit 2: Carpetright

Unit 3: Application Site. Vacant (formerly occupied by MFI)

Unit 4: Halfords

To the west of the four units is a Wickes DIY Store, which, whilst part of the Ruislip Retail Park, is not part of the applicant's landholding. There are a further 100 spaces in an adjoining car park for the neighbouring Wickes DIY Store. Servicing and deliveries to Units 3 and 4 are provided via Field End Road, whilst servicing access to Units 1 and 2 is provided via Stonefield Way.

Ruislip Retail Park is located in close proximity to a number of other retail outlets and retail parks. Stores include Argos Extra, Homebase, Brantano (on the Victoria Retail Park); Pets at Home, Allied Carpets (on the Brook Retail Park); Currys, DFS, Kwik Fit, Comet (now closed), Rosebys and Bensons Beds as well as a number of car showrooms (including Honda and VW).

Alongside the existing retail units and retail parks located along Victoria Road there are a variety of industrial units, which extend south of Victoria Road along Stonefield Way. This area, including Ruislip Retail Park, extending west to the defined South Ruislip Local Centre and south to the rail line, is designated within the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) as an Industrial and Business Area.

Unit 3 has been vacant following MFI's closure in 2008.

### 3.2 Proposed Scheme

The applicant seeks to remove condition 6 of planning permission ref: 43510/APP/2010/1979, dated 10 February 2011, for the construction of a 1,810 sq.m mezzanine within Unit 3.

Condition 6 states:

The premises shall not be used for the retail sale of food (other than refreshments restricted for consumption on the premises by customers), clothing and footwear (other than clothing, footwear and accessories intended for use in connection with building and construction, DIY, motor cycling, cycling or vehicle repair and maintenance activities), cosmetics, toiletries, pharmaceutical products, photographic equipment, newspapers, magazines and books (other than those related to DIY goods, vehicle repair and maintenance), stationery, jewellery, toys, luggage, sports goods and fancy goods.

REASON

To accord with existing restrictions on the sale of goods from the premises, to protect the vitality and viability of town and local centres and to limit retail activity on sites which are

more readily accessible by private motor vehicles than by public transport, bicycles or pedestrians in compliance with London Plan Policies 2A.8 and 3D.1 and relevant policies contained in PPS4: Planning For Sustainable Economic Growth (December 2009).

An application to vary condition 6 of the above consent, by removing the restriction on the sale of 'fancy goods', was granted in October 2011 (ref: 43510/APP/2011/1343).

The varied condition 6 states:

The premises shall not be used for the retail sale of food (other than refreshments restricted for consumption on the premises by customers), clothing and footwear (other than clothing, footwear and accessories intended for use in connection with building and construction, DIY, motor cycling, cycling or vehicle repair and maintenance activities), cosmetics, toiletries, pharmaceutical products, photographic equipment, newspapers, magazines and books (other than those related to DIY goods, vehicle repair and maintenance), stationery, jewellery, toys, luggage and sports goods.

#### REASON

To accord with existing restrictions on the sale of goods from the premises, to protect the vitality and viability of town and local centres and to limit retail activity on sites which are more readily accessible by private motor vehicles than by public transport, bicycles or pedestrians in compliance with London Plan Policy 2.151 and relevant policies contained in PPS4: Planning For Sustainable Economic Growth (December 2009).

The removal of condition 6 would allow Unit 3 to sell any goods within Use Class A1.

### 3.3 Relevant Planning History

43510/APP/2000/2485 Mfi, Carpetright And Halfords Victoria Road Ruislip

REFURBISHMENT OF EXISTING RETAIL UNITS, WITH NEW CLADDING ON ALL ELEVATIONS, NEW COVERED WALKWAY ON NORTHERN FRONTAGE (FACING VICTORIA ROAD) AND CHANGES TO SERVICE ARRANGEMENTS AND CAR PARKING WITH ENHANCED FRONTAGE LANDSCAPING, INCORPORATING DISUSED SERVICE ROAD

**Decision:** 14-03-2003 Approved

43510/APP/2003/1447 Unit 1, Ruislip Retail Park Victoria Road Ruislip

VARIATION OF CONDITION 10 (TO ALLOW FOR INSTALLATION OF MEZZANINE FLOOR TO PROVIDE ADDITIONAL 1,170M<sup>2</sup> OF FLOORSPACE) TOGETHER WITH DETAILS OF ACCESS TO MEZZANINE AS REQUIRED BY CONDITION 8 OF THE SAME CONSENT OF PLANNING PERMISSION REF.43510/APP/2000/ 2485 DATED 14/03/2003; REFURBISHMENT OF EXISTING RETAIL UNITS, CLADDING ON ALL ELEVATIONS, NEW COVERED WALKWAY ON NORTHERN FRONTAGE

**Decision:** 10-09-2003 Approved

43510/APP/2003/1601 Unit 4 Victoria Road Ruislip

VARIATION OF CONDITION 10 (TO ALLOW INSTALLATION OF ADDITIONAL 158 SQUARE METRES OF FLOORSPACE AGAINST THE APPROVED) OF PLANNING PERMISSION REF. 43510/APP/2000/2485 DATED 14/03/2003; REFURBISHMENT OF EXISTING RETAIL UNITS, CLADDING ON ALL ELEVATIONS, NEW COVERED WALKWAY ON NORTHERN FRONTAGE

**Decision:** 11-09-2003 Approved

43510/APP/2003/797 Mfi, Carpentryright And Halfords Victoria Road Ruislip

DETAILS OF LANDSCAPING SCHEME, LANDSCAPING MAINTENANCE, TREE PROTECTION, MATERIALS AND ACCESS IN COMPLIANCE WITH CONDITIONS 2, 3, 4, 7 AND 8 OF PLANNING PERMISSION REF. 43510/APP/2000/2485 DATED 14/03/2003; REFURBISHMENT OF EXISTING RETAIL UNITS, WITH NEW CLADDING ON ALL ELEVATIONS, NEW COVERED WALKWAY ON NORTHERN FRONTAGE (FACING VICTORIA ROAD) AND CHANGES TO SERVICE ARRANGEMENTS AND CAR PARKING WITH ENHANCED FRONTAGE LANDSCAPING, INCORPORATING DISUSED SERVICE ROAD

**Decision:** 29-10-2003 Approved

43510/APP/2010/1977 Unit 3, Ruislip Retail Park Victoria Road Ruislip

Variation of condition 11 (restricted sale of goods) of planning permission ref: 43510/APP/2000/2485 dated 14/03/2003: Refurbishment of existing retail units, with new cladding on all elevations, new covered walkway on northern frontage (facing Victoria Road) and changes to service arrangements and car parking with enhanced frontage landscaping, incorporating disused service road.

**Decision:** 27-01-2011 Withdrawn

43510/APP/2010/1979 Unit 3, Ruislip Retail Park Victoria Road Ruislip

Construction of a 1,810 sq.m mezzanine within Unit 3, Ruislip Retail Park.

**Decision:** 10-02-2011 Approved

43510/APP/2011/1343 Unit 3, Ruislip Retail Park Victoria Road Ruislip

Variation of condition 6, (to remove restrictions on the sales of goods), of planning permission ref. 43510/APP/2010/1979 dated 10/02/2011: Construction of a 1,810 sq.m mezzanine within Unit 3, Ruislip Retail Park.

**Decision:** 25-10-2011 Approved

43510/APP/2011/1344 Unit 3, Ruislip Retail Park Victoria Road Ruislip

Variation of condition 11 (to remove restrictions on the sales of fancy goods) of planning permission Ref: 43510/APP/2000/2485 dated 14/03/2003: (Refurbishment of existing retail units, with new cladding on all elevations, new covered walkway on northern frontage (facing Victoria Road) and changes to service arrangements and car parking with enhanced frontage landscaping, incorporating disused service road.

**Decision:** 25-10-2011 Approved

43510/APP/2012/3176 Units 1-4, Ruislip Retail Park Victoria Road Ruislip

Variation of Condition 11 of planning permission ref. 43510/APP/2000/2485 dated 14/03/2003 to remove the restrictions on the sale of goods that can be sold from Unit 3 and vary restrictions

on the goods that can be sold from Units 1, 2 and 4.

**Decision:**

59190/APP/2012/1528 Unit 1, Ruislip Retail Park Victoria Road Ruislip

Use of Unit 1 for any purpose within Use Class A1 (Application for a Certificate of Lawful Development for a Proposed Use)

**Decision:** 21-08-2012 Approved

**Comment on Planning History**

None

**4. Planning Policies and Standards**

**UDP / LDF Designation and London Plan**

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

Part 1 Policies:

PT1.E5 (2012) Town and Local Centres

Part 2 Policies:

AM7 Consideration of traffic generated by proposed developments.

AM14 New development and car parking standards.

BE13 New development must harmonise with the existing street scene.

LE2 Development in designated Industrial and Business Areas

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

LPP 2.15 (2011) Town Centres

**5. Advertisement and Site Notice**

**5.1** Advertisement Expiry Date:- **19th February 2013**

**5.2** Site Notice Expiry Date:- Not applicable

**6. Consultations**

**External Consultees**

Consultation letters were sent to 4 local owners/occupiers and South Ruislip Residents Association. A site notice was also posted. No responses were received.

London Borough of Harrow:

No objection subject to:

1. The applicant has failed to demonstrate that the sequential test and impact assessment for the



assessment of retail development as required by paragraphs 24 and 26 of the National Planning Policy Framework 2012 have been satisfied. In the absence of an adequate assessment as to the appropriateness of the site for retail development, the removal of condition 6 of application 43510/APP/2010/1979 to allow for the unrestricted use within Planning Use Class A1 of Unit 3 of the retail park could potentially have an adverse impact upon the vibrancy and vitality of the Rayners Lane and South Harrow district centres of Harrow and nearby neighbourhood parades.

The decision to object to the development proposal has been taken having regard to the National Planning Policy Framework 2012 and the following policies and proposals in The London Plan 2011, the Harrow Core Strategy 2012 and the saved policies of Harrow's Unitary Development Plan 2004, and to all relevant material considerations:

- National Planning Policy Framework 2012
- The London Plan 2011: 4.7, 4.8, 6.3, 7.4
- Harrow Core Strategy 2012: CS1.B/L
- Harrow Unitary Development Plan 2004: D4, T6
- Development Plan Document: Development Management Policies: Policies DM1, DM46, DM54

2. These comments are provided by this Council as a Local Planning Authority affected by the development and are made in response to consultation under the provisions of Article 10 of the Town and Country Planning (Development Management Procedure) (England) Order 2010.

#### **Internal Consultees**

Section 106 Officer:

I consider that if you were minded to approve this application then a deed of variation to the original s106 (dated 3 March 2000) over the land would be required.

Projects & Environmental Planning:

I am not satisfied there is a case to be made with either application.

Firstly the LDC is not transferable from Unit 1 to Unit 3. The general aim will be to discourage A1 retail uses in the Estate as a general principle.

Floorspace

I do not accept the argument that there is no new floorspace to be created.

Whilst the proposal is not for new build it is an application for a change of use within Unit 3. Whilst I do not know the size of the floor plate associated with Unit 1, I am reasonably confident that Unit 3 is a larger Unit. In terms of floorspace size, comments on earlier applications suggested that Unit 3 was 1858 sq.m. Unit 3 also benefits from consent for a mezzanine floor measuring 1810 sq.m. I understand that whilst the mezzanine has not been implemented the area would be 1810 sq.m giving a total of 3668 sq.m nearly doubling the size of Unit 3 and probably at least double the floor space in Unit 1 subject to an A1 consent. Thus if this proposal was to be agreed it would represent a significant expansion of A1 use in Unit 3. For this reason a 'swap' is not acceptable. (There is no indication that the applicant will forgo the consent for the mezzanine floor or if developed to retain a non A1 use.)

In respect of the application to remove 'fancy goods' from the list of restricted goods there is no justification for such a removal. On earlier applications 'fancy goods' were removed from the list of restricted goods on Unit 3 because the Unit had been vacant for a number of years and potential tenants had been lost because of restrictions of this type on the sale of goods. To prevent the loss of future potential tenants it was agreed to remove fancy goods from the list of non saleable items in Unit 3 to assist in securing the satisfactory reuse of the Unit. In short this approval was agreed as an exception. As the adjoining Units are occupied there is no need or requirements to adopt a



similar approach for these units.

If the applicant wishes to pursue this application further they should be advised that they are not exempt from complying with National Guidance (NPPF) on town centres.

Firstly they should be asked if they are willing to forfeit the approval of the mezzanine and/or non A1 uses as per the current consented use. If not and as they are proposing to increase retail uses above the default 2500 sq.m where the NPPF advises an impact test is required (it may be possible to reconsider this need if the proposal related only to the ground floor use of Unit 3). The impact test will be required to determine the effect on the vitality and viability of nearby retail centres and shopping parades.

In addition, as this proposal represents an out of centre application and an increase in A1 retail floorspace then a sequential test should also be undertaken. I do not accept the applicant's claim that there are no sequentially better sites.

At this stage I would recommend refusal on both applications.

Officer comments:

The applicant has agreed to enter into a legal agreement that will restrict the gross internal floor area authorised for open A1 use, and the percentage of the gross internal floor area authorised for the sale of convenience goods. This effectively means the proposals (this application and application ref: 43510/APP/2012/3176) would result in no change to the floorspace available for general A1 use. While additional sale of 'fancy goods' would be permitted, officers do not consider that this limited relaxation would cause an amount of harm which could justify refusal when balanced against the potential harm of the unit remaining vacant.

## **7. MAIN PLANNING ISSUES**

### **7.01 The principle of the development**

The application site is located within the Stonefield Way Industrial and Business Area (IBA), and is therefore subject to Policy LE2 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), which designates Industrial and Business Areas (IBAs) for business, industrial and warehousing purposes (Use Classes B1-B8) and for Sui-Generis uses appropriate in an industrial area.

The application site has been used as Non-Food Retail warehousing (Class A1) since planning permission was granted in August 1986 at appeal (Planning Inspectorate ref: R5510/A/85/36786) for the erection of two single storey retail buildings (one building of 60,000 sq ft to be occupied by MFI (Units 1-4) and one of 29,000 sq ft to be occupied by Wickes).

The use of Unit 3 as Class A1 Non-Food Retail within the Stonefield Way Industrial and Business Area (IBA) has therefore been firmly established in principle.

The Council's Policy Team raised concerns in relation to the difference in size between Units 1 and 3 and the fact that a straightforward 'swap' in the range of goods that can be sold from Units 1 and 3 is not possible. Unit 1 has a permitted gross internal floorspace of 2,564m<sup>2</sup> (including an existing mezzanine) whilst Unit 3 has a permitted gross internal floorspace of 3,668m<sup>2</sup> (including a mezzanine permitted under planning application ref: 43510/APP/2010/1979, dated 10 February 2011, which has not yet been implemented). Therefore, the permitted floorspace for Unit 3 is 1104m<sup>2</sup> larger than Unit 1, and so has a larger floorspace to sell A1 no-food retail goods.

Following discussions with the applicant, it was agreed that the Council and Applicant

enter a legal agreement to restrict the permitted floorspace for the sale of goods in Unit 3 to no more than 2,564m<sup>2</sup>, the amount of floorspace currently permitted in Unit 1, and to ensure that no more than 40% of the gross internal floor area authorised for open A1 use shall be used for the sale of convenience goods.

Subject to the legal agreement, it is considered that the removal of condition 6 of planning permission ref: /APP/2010/1979, dated 10 February 2011, to allow for Unit 3 to sell any goods within Use Class A1 would be acceptable in principle and would not have a detrimental impact on the Ruislip Retail Park.

**7.02 Density of the proposed development**

Not applicable to this application.

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

Not applicable to this application.

**7.04 Airport safeguarding**

Not applicable to this application.

**7.05 Impact on the green belt**

Not applicable to this application.

**7.06 Environmental Impact**

Not applicable to this application.

**7.07 Impact on the character & appearance of the area**

With regard to impact on the character and appearance of the area, this proposal seeks the removal of a condition restricting the sale of goods at an existing retail unit. As this proposal does not involve any external alterations, the proposal would not harm the appearance of the application property and the street scene, in accordance with Policies BE13 and BE15 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

**7.08 Impact on neighbours**

With regard to impact on residential amenity, the proposal seeks the removal of a condition restricting the sale of goods at an existing retail park. As the proposal does not involve any external alterations, the proposed development will not have a visual impact on nearby residential properties.

**7.09 Living conditions for future occupiers**

Not applicable to this application.

**7.10 Traffic impact, car/cycle parking, pedestrian safety**

The site is within an established retail location where there are sufficient car parking facilities and also existing arrangements for accessing the site via public transport. It is considered that removing the restriction on the type of goods that can be sold at Unit 3 would not have a detrimental impact on the amount of traffic/shoppers attracted to the retail park. There would be no change to the existing car park layout.

**7.11 Urban design, access and security**

Not applicable to this application.

**7.12 Disabled access**

Not applicable to this application.

**7.13 Provision of affordable & special needs housing**

Not applicable to this application.

**7.14 Trees, Landscaping and Ecology**

Not applicable to this application.

**7.15 Sustainable waste management**

Not applicable to this application.

**7.16 Renewable energy / Sustainability**

Not applicable to this application.

**7.17 Flooding or Drainage Issues**

Not applicable to this application.

**7.18 Noise or Air Quality Issues**

Not applicable to this application.

**7.19 Comments on Public Consultations**

No objections were received from local residents during the public consultation.

Whilst the concerns raised by the adjoining borough are acknowledged, subject to planning obligations secured by legal agreements, the scheme should not result in harmful retail impacts.

**7.20 Planning Obligations**

The Retail Park is subject to a Section 52 Agreement which restricts the range of goods that can be sold from Unit 3 to that specified in condition 11 (Part 7 (Clause 1)) of the Section 52 Agreement). However, Part 7 (Clause 2) of the Agreement goes on to state that if any planning permission is granted subsequently for any of the uses prohibited by Clause 1, such planning permission shall vary Clause 1 of the S52 Agreement, to allow those prohibited goods to be sold from the unit. In effect, should the current S73 application be approved, this would automatically vary Clause 1 of the S52 Agreement.

Unit 3 currently has planning permission for a 1,810 sq.m mezzanine (ref: 43510/APP/2010/1979, dated 10 February 2011) and has a permitted floorspace of 3,668m<sup>2</sup>. Unit 3 is currently restricted from selling certain A1 retail goods and seeks the removal of the current goods restriction to allow for open A1 retail use.

The applicant has agreed to enter a legal agreement with the Council with the following heads of terms:

1: The gross internal floor area authorised for open A1 use under the Permission shall not exceed 2,564m<sup>2</sup> within Unit 3.

2: No more than 40% of the gross internal floor area authorised for open A1 use under the Permission for the sale of convenience goods within Unit 3.

3. Goods restriction conditions on Units 1, 2 and 4.

4. Neither permission implemented independently of the others.

5. Employment Strategy

The legal agreement would bind this planning application for Unit 3 with planning application ref: 43510/APP/2012/3176 (Units 1-4) in order to ensure that neither application can be implemented without the other, should consent be granted.

**7.21 Expediency of enforcement action**

Not applicable to this application.

**7.22 Other Issues**

Economic Impact:

It is noted that sustainable economic growth is a key consideration under the National

Planning Policy Framework.

At current Unit 3 has been vacant since 2008 (5 years) and as a result of the vacancy has been boarded up for a significant period of time. This has led to some vandalism at the site and in general detracts from the general amenity and environment of the retail park. In turn the applicant has advised that this has led to concerns from other occupiers at the retail park regarding impacts on their trade levels. Bringing the unit back into use would reduce the potential for vandalism at the site and improve the amenity of the retail park overall, this will benefit the retail park as a whole and is a benefit which weighs in favour of the scheme.

The proposal will also assist in bringing the vacant unit back into use which will assist in the creation of jobs and a legal agreement would ensure appropriate measures were in place to encourage employment of local people. The creation of additional jobs is also a benefit which weights in favour of the scheme.

#### **8. Observations of the Borough Solicitor**

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

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

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

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

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

#### **9. Observations of the Director of Finance**

Not applicable to this application.

#### **10. CONCLUSION**

The application seeks to remove condition 6 of planning permission ref: 43510/APP/2010/1979, dated 10 February 2011, which restricts the type of goods which can be sold from Unit 3, Ruislip Retail Park. The removal of condition 6 would allow Unit 3

to sell any goods within Use Class A1.

Approval is recommended subject to a legal agreement which restricts the amount of gross internal floor area that can be used for open A1 use, and restricts how much gross internal floor area can be used for the sale of convenience goods.

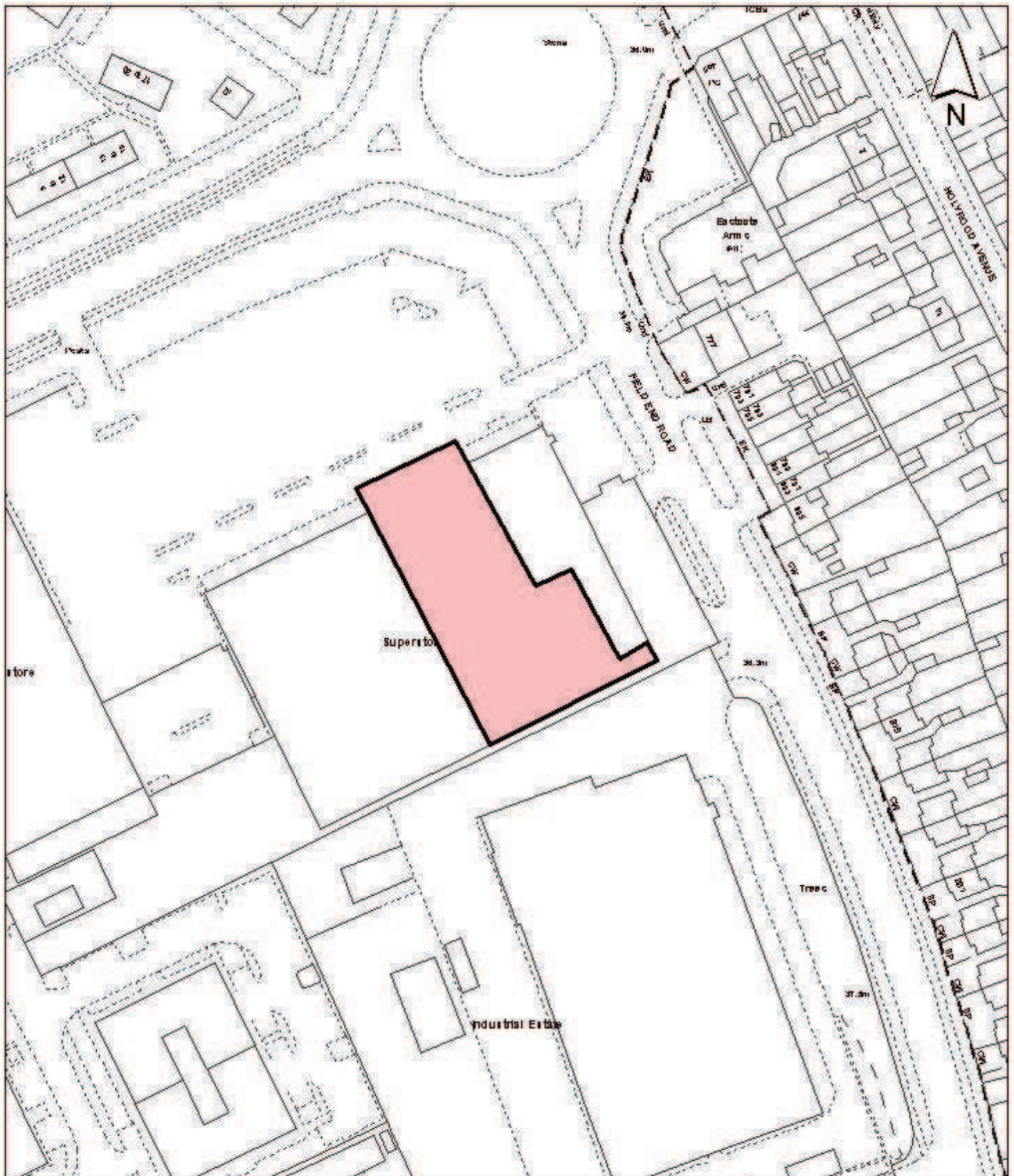
#### **11. Reference Documents**

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)  
London Plan (July 2011)


**Contact Officer:** Katherine Mills

**Telephone No:** 01895 250230





**Notes**

 Site boundary

For identification purposes only.

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Site Address

**Units 3  
Ruislip Retail Park  
South Ruislip**

**LONDON BOROUGH  
OF HILLINGDON  
Residents Services**

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

Planning Application Ref.  
**43510/APP/2012/3179**

Scale  
**1:1,250**

Planning Committee  
**MAJOR APPLICATIONS**

Date  
**October 2013**



**HILLINGDON**  
LONDON

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

**Address** FORMER RAF UXBRIDGE HILLINGDON ROAD UXBRIDGE

**Development:** Reserved matters (appearance, landscaping, layout and scale) in compliance with conditions 2 and 3 for the construction of the central access of planning permission ref: 585/APP/2009/2752 dated 18/01/2012, for the proposed mixed-use redevelopment of the RAF Uxbridge site.

**LBH Ref Nos:** 585/APP/2013/1963

**Drawing Nos:** 5105977/UXB/CA/0103 A01  
5105977/UXB/CA/0101 A06  
5105977/UXB/CA/0111 A01  
5105977/UXB/CA/0112 A01  
5105977/UXB/CA/1301 A02  
5105977/UXB/CA/0145 A01  
5105977/UXB/CA/0141 A01  
5105977/UXB/CA/0122 A02  
5105977/UXB/CA/0142 A01  
5105977/UXB/CA/0142 C1  
5105977/UXB/CA/0144 A01  
Design and Access Statement (July 2013)

**Date Plans Received:** 12/07/2013                      **Date(s) of Amendment(s):**

**Date Application Valid:** 12/07/2013

### 1. SUMMARY

The application seeks to discharge the reserved matters relating to Layout, Scale, Appearance and Landscaping in respect of the detailed designs of road infrastructure works for the construction of the central access into the former RAF Uxbridge site, from Hillingdon Road. This follows on from the outline consent granted on 18th January 2012, application ref: 585/APP/2009/2752, for a major mixed use development on the site.

It is important to recognise that this application relates to the reserved matters only. Details relating to signals and junction improvements are dealt with in detail through the S106 legal agreement (off site highway works) and condition 8 of the consent, which also control what must be completed before the road can be used.

Detailed technical requirements to highways drainage and lighting specifications will comprise part of the S278/38 Agreements.

Access was approved at the outline stage. This included the creation of a number of new access to the site, including a new signalised junction (known as the central access) will be provided off Hillingdon Road into the site between phases 3 and 4 of the development.

The design of the access consists of a main vehicular carriageway measuring 8.6 metres in width, opening into a junction, with a 2 metre wide pedestrian pavement on either side.

The access has been designed in accordance with the parameter plans and design code approved at outline stage. The proposed layout has been reviewed by the Highways



Officer who has raised no objection to the proposal in terms of highway and pedestrian safety. The materials selected and proposed landscaping would have a positive impact on the character and appearance of the surrounding area, in accordance with the vision of the approved design code. Therefore, it is recommended that the application be approved.

The layout has been developed since outline stage following inputs from a range of specialist Council officers and is now satisfactory in terms of safety, accessibility, design and functional effectiveness with regard to pedestrian and vehicle movements. The scale of these infrastructure works is appropriate in relation to the context of the site and the volume of traffic movements anticipated.

## **2. RECOMMENDATION**

**APPROVAL subject to the following:**

### **1 COM4 Accordance with Approved Plans**

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans:

5105977/UXB/CA/0103 A01  
5105977/UXB/CA/0101 A06  
5105977/UXB/CA/0111 A01  
5105977/UXB/CA/0112 A01  
5105977/UXB/CA/1301 A02  
5105977/UXB/CA/0141 A01  
5105977/UXB/CA/0122 A02  
5105977/UXB/CA/0142 A01  
5105977/UXB/CA/0142 C1  
5105977/UXB/CA/0144 A01  
5105977/UXB/CA/0145 A01  
Design and Access Statement (July 2013)

The scheme 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).

## **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 on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
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.
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
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
LPP 2.6	(2011) Outer London: vision and strategy
LPP 2.8	(2011) Outer London: Transport
LPP 3.7	(2011) Large residential developments
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 6.1	(2011) Strategic Approach
LPP 6.7	(2011) Better Streets and Surface Transport
LPP 6.9	(2011) Cycling
LPP 6.10	(2011) Walking
LPP 6.11	(2011) Smoothing Traffic Flow and Tackling Congestion and reducing traffic
LPP 7.1	(2011) Building London's neighbourhoods and communities
LPP 7.2	(2011) An inclusive environment
LPP 7.4	(2011) Local character
LPP 7.5	(2011) Public realm
LPP 7.16	(2011) Green Belt
LPP 7.21	(2011) Trees and woodland

### 3. CONSIDERATIONS

#### 3.1 Site and Locality

The application site forms part of St Andrews Park (the former RAF Uxbridge Site), for which outline consent was granted under application reference 585/APP/2009/2752 for a residential led, mixed-use development.

The site consists of 1.8 hectare, roughly L-shaped plot of land, which covers the areas where the southern section of the new spine road will be developed within the application

site. Previously contained within the application site were sections of vacant buildings, which formed part of the former RAF Uxbridge Base. These buildings were approved for demolition as part of the outline consent and the majority have been subsequently demolished. Construction of the development has commenced across the earlier phases of the site.

The application only relates to the central access to the site from Hillingdon Road. This proposed new entrance will be one of three vehicular entrances into the site off Hillingdon and Park Roads. It is therefore an important gateway into this large and strategically significant regeneration site. Access points into and through the site, including the positioning of this application site, were approved as part of the 2012 outline scheme.

### **3.2 Proposed Scheme**

The application seeks to discharge the reserved matters relating to Layout, Scale, Appearance and Landscaping for the creation of the central access to the St Andrews Park Development (former RAF Uxbridge) as part of the infrastructure of the development.

The proposal is to create a new vehicular access into the former RAF site, as approved in principle in the outline planning consent, together with associated pedestrian access. The new route will enable vehicles to enter from Hillingdon Road, providing convenient access to the central and western portions of the site.

The design of the access consists of a main vehicular carriageway measuring 8.6 metres in width, opening into a junction, with a 2 metre wide pedestrian pavement on either side. The vehicle carriageway would be black tarmac with the pavements finished using tegula pavers. The kerbs would be conservation style kerbs, with drainage gulleys provided through the kerbs to ensure the flow surface water from the highway into the drainage system.

A small number of trees are to be felled to accommodate the new access junction's configuration. However the proposed Masterplan and landscaping plan allows for this, with comprehensive planting proposed across the site, which demonstrates a good quality of design with an appropriate degree of greenery and formality to signify this important entrance into and out of the site.

The road surfacing will be tarmac while the pavements will comprise tegula block paving. The kerbs are proposed to be a good quality 'conservation kerb'. New lighting is also proposed which adheres to the Council's lighting requirements and standards.

This new entrance will provide a link to connect to the major north-south spine road through the western part of the RAF Uxbridge site. The roads within the site and their junctions with Hillingdon Road, including this proposed junction, will then be adopted by the Council as highway authority.

### **3.3 Relevant Planning History**

585/APP/2009/2752          R A F Uxbridge Hillingdon Road Uxbridge

1. Outline application (all matters reserved, except for access) including demolition of some existing buildings and:
  - a) Creation of up to 1,296 residential dwellings (Class C3) of between 2 to 6 residential storeys;
  - b) Creation of up to 77 one-bedroom assisted living retirement accommodation of between 3 to 4 storeys;

- c) Creation of a three-form entry primary school of 2 storeys;
- d) Creation of a hotel (Class C1) of 5 storeys of up to 90 beds;
- e) Creation of a 1,200 seat theatre with ancillary cafe (Sui Generis); office (Class B1a) of up to 13,860sq.m; energy centre (Sui Generis) of up to 1,200sq.m; and retail (Class A1, A2, A3, A4, A5) of up to 2,850sq m; in buildings of between 4 to 6 storeys as well as a tower element associated with the theatre of up to 30m;
- f) Creation of a local centre to provide up to 150sq.m of retail (Class A1 and A2) and 225sq.m GP surgery (Class D1); Means of access and improvements to pedestrian linkages to the Uxbridge Town centre; car parking; provision of public open space including a district park; landscaping; sustainable infrastructure and servicing.

2. In addition to the above, full planning permission for:

- a) Creation of 28 residential dwellings (Class C3) to the north of Hillingdon House of between 2 to 3 storeys as well as associated amenity space and car parking;
- b) Change of use of Lawrence House (Building No. 109) to provide 4 dwellings (Class C3), associated amenity space and car parking including a separate freestanding garage;
- c) Change of use and alterations to the Carpenters building to provide 1 residential dwelling (Class C3);
- d) Change of use and alterations to the Sick Quarters (Building No. 91) to provide 4 dwellings (Class C3) as well as associated amenity space and car parking;
- e) Change of use of Mons barrack block (Building No. 146A) to provide 7 dwellings (Class C3) as well as associated amenity space and car parking.
- f) Change of use of the Grade II listed former cinema building to provide 600sq.m Class D1/2 use (no building works proposed);
- g) Change of use and alterations to the Grade II listed Hillingdon House to provide 600sq.m for a restaurant (Class A3) on the ground floor and 1,500sq.m of office (Class B1) on the ground, first and second floors;

**Decision:** 18-01-2012    Approved

#### **Comment on Relevant Planning History**

Outline planning consent was granted on 18th January 2012, application ref: 585/APP/2009/2752, for a major mixed use development on the site. This consent also agreed 'Access' into and out of the site including at this junction.

Since the approval the applicant has discharged a number of the pre commencement and other conditions attached to the permission relating to the application site.

#### **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 - Accessible Hillingdon

#### **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.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains
- PT1.EM6 (2012) Flood Risk Management
- PT1.T1 (2012) Accessible Local Destinations

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.
- 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.
- 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
- 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
- LPP 2.6 (2011) Outer London: vision and strategy
- LPP 2.8 (2011) Outer London: Transport
- LPP 3.7 (2011) Large residential developments
- LPP 5.12 (2011) Flood risk management
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- LPP 6.1 (2011) Strategic Approach
- LPP 6.7 (2011) Better Streets and Surface Transport
- LPP 6.9 (2011) Cycling
- LPP 6.10 (2011) Walking
- LPP 6.11 (2011) Smoothing Traffic Flow and Tackling Congestion and reducing traffic
- LPP 7.1 (2011) Building London's neighbourhoods and communities
- LPP 7.2 (2011) An inclusive environment
- LPP 7.4 (2011) Local character
- LPP 7.5 (2011) Public realm

- LPP 7.16 (2011) Green Belt  
LPP 7.21 (2011) Trees and woodland

## **5. Advertisement and Site Notice**

- 5.1** Advertisement Expiry Date:- Not applicable  
**5.2** Site Notice Expiry Date:- **9th August 2013**

## **6. Consultations**

### **External Consultees**

Consultation letters were sent to 21 local owner/occupiers on 18/07/13. The application was also advertised by way of site notices. No letters of objection were received.

### **TRANSPORT FOR LONDON:**

TfL is concerned with any application which could have an impact on the transport networks. Hillingdon Road (A4020) is part of the strategic road network.

Having reviewed the supporting information, TfL have no problems in principle with the application. The Borough and the developer are working with TfL signal colleagues on the detail of this new junction which may lead to amendments to the design.

### **Internal Consultees**

#### **HIGHWAYS OFFICER:**

No objection to the principle of the scheme, subject to the technical detail of the junction being approved.

Officer Comment: The technical approval of the junction is considered under separate legislation, and will form part of the Section 38 and Section 278 approvals for the development.

#### **TREE AND LANDSCAPE OFFICER:**

This submission includes Atkins' drawing Nos. 505977/UXB/CA010 Rev A06, CA/0122 Rev A02, LA/1301 Rev A02 (amongst others) showing details of the proposed central access, including associated footways, and the removal of existing trees to accommodate the new works. These works appear to be in accordance with the approved site masterplan of 24 January 2011. Site fencing and/or tree protection should be indicated to safeguard the trees on the periphery of the site. Landscape proposals and replacement trees planting is required for the adjacent soft landscape areas to the inner edge of the new footpaths.

## **7. MAIN PLANNING ISSUES**

### **7.01 The principle of the development**

The principle of a new vehicular and pedestrian access point into the site in this location was established at outline consent stage in January 2012. The creation of an additional pedestrian entrance is considered acceptable in that it allows for disabled access by ensuring a sufficiently gentle gradient.

### **7.02 Density of the proposed development**

Not applicable given the application is for infrastructure works.

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



The development does not involve any works within the setting of a listed building, or within a Conservation Area. As such, there would be no impact on the heritage of the borough.

#### **7.04 Airport safeguarding**

The proposed development is within the height parameters approved at outline stage to which National Air Traffic Services raised no objection. Therefore, the proposed development is considered to have an acceptable impact in terms of airport safeguarding. The proposals accord with relevant conditions on the outline permission.

#### **7.05 Impact on the green belt**

The development would not encroach onto the green belt land to the west and the development is not considered to cause harm to the setting of the Green Belt. Therefore, the development is considered to comply with Policy OL5 of the Hillingdon Local Plan.

#### **7.06 Environmental Impact**

Not applicable given the application is for infrastructure works.

#### **7.07 Impact on the character & appearance of the area**

The scheme has been carefully designed and well landscaped. It will not therefore have an adverse impact on the character and appearance of the site.

The access will form one of the primary vehicle access points into the St Andrews Park development. The materials selected for highway are in keeping with the prominence of the site and the wider area. It is, therefore, considered that the design and appearance of the spine road would have a positive impact on the visual amenities of the surrounding area, in accordance with Policies BE13, BE15 & BE19 of the Hillingdon Local Plan.

#### **7.08 Impact on neighbours**

As the application is for the development of a highway access, the proposed development would cause no significant harm to residential amenity of the occupiers of the neighbouring residential dwellings in terms of loss of light, loss of outlook or sense of dominance. Therefore, the development is in accordance with Policy BE20 & BE21 of the Hillingdon Local Plan.

The development would include the erection of various streetlights around the access point, however, these have been designed to ensure no unacceptable light spill from the site, and would be in keeping with the lighting provided on any major road street such as this. Therefore, the development is considered to comply with Policy OE1 of the Hillingdon Local Plan.

#### **7.09 Living conditions for future occupiers**

Not applicable given the application is for infrastructure works.

#### **7.10 Traffic impact, car/cycle parking, pedestrian safety**

The principle of the development for this new junction was granted outline consent in January 2012, application ref: 585/APP/2009/2752. The detailed designs that form part of this application have been designed to ensure a safe and accessible junction for all users and residents of the RAF Uxbridge site.

The applicant has been in extensive pre-application discussions with regards to highways safety, given the location of the access points. Furthermore, the spine road will be limited to 20 mph to ensure a greater level of pedestrian and highway safety. The Highways Officer have reviewed the final design, including the access points into the smaller residential side streets and is satisfied that the development will ensure the protection of highway and pedestrian safety in accordance with Policy AM7 of the Hillingdon Local Plan.

The proposed development has included pavements within the design of the access into the site. At 2 metres the width of the pedestrian footways are considered acceptable and suitable crossing points have been provided at the junctions. The highways officer has reviewed this arrangement and raised no objection. Therefore, the development is considered to comply with Policy AM8 of the Hillingdon Local Plan.

No car parking is proposed as part of this application.

#### **7.11 Urban design, access and security**

The design of the junction is in accordance with the Design Code approved at Outline Stage and is considered acceptable in terms of Urban Design. The road surfacing will be tarmac while the pavements will comprise tegula block paving. The kerbs are proposed to be of a good quality 'conservation kerb'.

The detailed designs are accompanied by a landscape plan that provides for a good quality scheme that will create a green and well planted entrance to the site. New street lighting is proposed to ensure a well lit environment, further enhancing pedestrian safety.

#### **7.12 Disabled access**

Having reviewed plans and the Design & Access Statement related to the above Reserved Matters, the accessibility considerations would result in acceptable pedestrian access for people with restricted mobility. The design of the footpath has been undertaken to be DDA compliant and tactile paving would be provided at pedestrian crossing point for blind users of the road. Street furniture has been kept to a minimum along the pedestrian footways. Therefore, the development is considered to comply with the Hillingdon Design and Accessibility Statement Accessible Hillingdon and Policy 7.2 of the London Plan (July 2011).

#### **7.13 Provision of affordable & special needs housing**

Not applicable given the application is for infrastructure works.

#### **7.14 Trees, Landscaping and Ecology**

The location of the proposed access will require the removal of a number of trees from the site. The Trees and Landscaping Officer has reviewed the proposal and none of these trees would be considered as having a high landscape importance. Therefore no objection is raised to their removal or the proposed tree protection measures for the retained trees in close proximity of the access. Therefore, the development is considered to comply with Policy BE38 of the Hillingdon Local Plan.

While the proposal will result in the loss of trees on the site, a well designed landscape scheme will provide for a green and pleasant entrance in this location that is also safe to use.

#### **7.15 Sustainable waste management**

It is considered that the kerb radii would be acceptable to allow refuse vehicles to enter and exit the residential side streets. Therefore, no objection is raised in this regard.

#### **7.16 Renewable energy / Sustainability**

Not applicable given the application is for infrastructure works.

#### **7.17 Flooding or Drainage Issues**

The scheme has been designed with appropriate levels and gradients to ensure appropriate drainage and surface water run off. While the drainage will run into the existing system compensatory measures will counteract this run off elsewhere on the site.

Furthermore, the S106 also requires an Estate Management Plan to be submitted to the Council for its approval prior to the occupation of any dwelling. The Council has approved

the SUDS management plan and is in the process of agreeing the responsibilities of the estate management company. It is considered that the SUDS would provide an acceptable capacity and greenfield run-off rate and would not increase flood risk in the surrounding area. Therefore, the application is considered to comply with Policy OE7 of the Hillingdon Local Plan and Policy 5.12 of the London Plan (July 2011).

#### **7.18 Noise or Air Quality Issues**

Not applicable given the application is for infrastructure works.

#### **7.19 Comments on Public Consultations**

No public comments have been received.

#### **7.20 Planning Obligations**

Planning obligations were secured as part of the Outline Planning approval. Therefore, there is no requirement for any obligations as part of this Reserved Matters application.

#### **7.21 Expediency of enforcement action**

No Enforcement action is required in this instance.

#### **7.22 Other Issues**

No other issues are considered relevant to the application.

### **8. Observations of the Borough Solicitor**

None.

### **9. Observations of the Director of Finance**

None.

### **10. CONCLUSION**

This application is for the approval of 'Reserved Matters' as they relate to infrastructure provision, namely the development of the central vehicular access point into the former RAF site. The works are required to enable the development of a major mixed use development on the site, approved in January 2012, ref. 585/APP/2009/2752, to commence.

The location of the vehicular access point and the volume of traffic it is to cater for was previously agreed as part of the outline consent.

This application presents the detailed designs for the new junction and associated landscaping works which have been worked up in close consultation with officers and which are now considered acceptable.

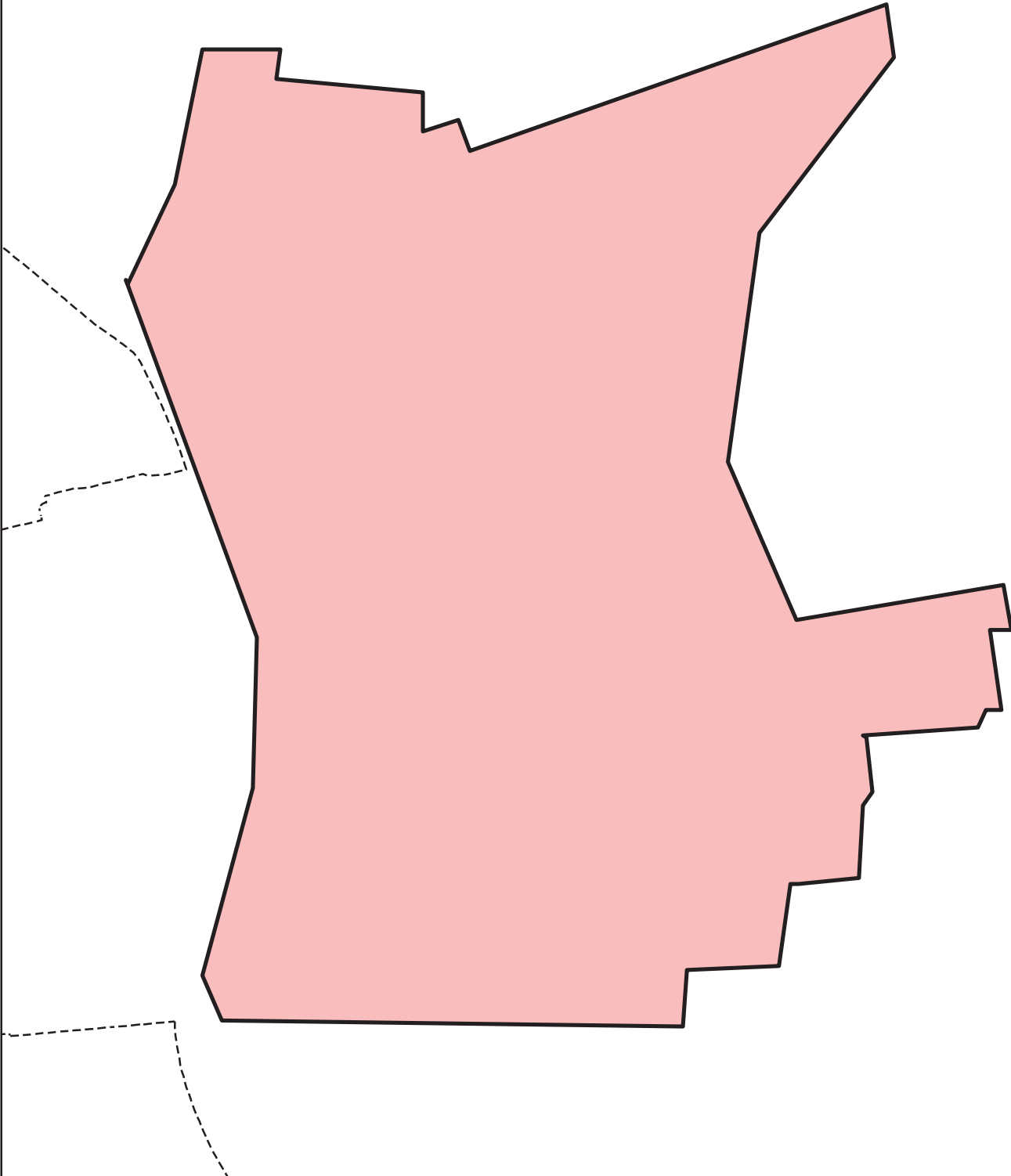
It is therefore recommended that planning consent be granted.



### **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 - Accessible Hillingdon

**Contact Officer:** Adam Flynn

**Telephone No:** 01895 250230



<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><b>Former RAF Uxbridge Hillingdon Road Uxbridge</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><b>585/APP/2013/1963</b></p>	<p>Scale</p> <p><b>1:4,000</b></p>	
	<p>Planning Committee</p> <p><b>Major Applications</b></p>	<p>Date</p> <p><b>October 2013</b></p>	

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

**Address** RAF UXBRIDGE HILLINGDON ROAD UXBRIDGE

**Development:** Reserved matters (appearance, landscaping, layout and scale) in compliance with conditions 2 and 3 for the construction of the northern access of planning permission ref: 585/APP/2009/2752 dated 18/01/2012, for the proposed mixed-use redevelopment of the RAF Uxbridge site.

**LBH Ref Nos:** 585/APP/2013/2474

**Drawing Nos:**

- 5105977/UXB/SCA/0121 A02
- 5105977/UXB/CPR/0126 A01
- 5105977/UXB/SCA/0107
- 5105977/UXB/SCA/0101 A04
- 5105977/UXB/SCA/0102 A04
- 5105977/UXB/SCA/0111 A02
- 5105977/UXB/SCA/0112 A01
- 5105977/UXB/SCA/0122 A01
- 5105977/UXB/SCA/0123 A01
- 5105977/UXB/SCA/0124 A01
- 5105977/UXB/SCA/0125 A01
- 5105977/UXB/SCA/0140 A01
- 5105977/UXB/SCA/0141
- 5105977/UXB/SCA/0142
- 5105977/UXB/SCA/1301 A01
- 5105977/UXB/SCA/1302
- 5105977/UXB/CPR/0101 A04
- 5105977/UXB/CPR/0113 A02
- 5105977/UXB/CPR/0122 A01
- 5105977/UXB/SCA/0106
- 5105977/UXB/CPR/2606 A
- 5105977/UXB/CPR/2604 A
- 5105977/UXB/CPR/2605 A
- 2152-NA-TS-03 A
- 2152-NA-TS-02 A
- 2152-NA-TS-01 A
- Design and Access Statement (August 2013)
- 5105977/UXB/CPR/0504
- 5105977/UXB/CPR/1303 A01
- 5105977/UXB/CPR/2501 A
- 5105977/UXB/CPR/2502 A
- 5105977/UXB/CPR/2603 A
- 5105977/UXB/CPR/2504 A
- 5105977/UXB/CPR/2505 A
- 5105977/UXB/CPR/2601 A
- 5105977/UXB/CPR/2602 A
- 5105977/UXB/CPR/2503 A

**Date Plans Received:** 28/08/2013      **Date(s) of Amendment(s):**

**Date Application Valid:** 28/08/2013



## 1. **SUMMARY**

The application seeks to discharge the reserved matters relating to Layout, Scale, Appearance and Landscaping in respect of the detailed designs of road infrastructure works for the construction of the northern access into the former RAF Uxbridge site and the northern (school) access road. This follows on from the outline consent granted on 18th January 2012, application ref: 585/APP/2009/2752, for a major mixed use development on the site.

This application has been assessed in conjunction with a separate planning application, ref: 585/APP/2013/2475, also related to this access, which seeks consent to develop a new pavement within the site, to the northern edge of the proposed new access road. It will provide a safe pedestrian access from the northern access point of the site through to the proposed new school to the north of the site.

Combined, these proposals will create a safe and good quality entrance into and out of the northern part of the RAF Uxbridge site for both pedestrians and vehicular traffic.

It is important to recognise that this application relates to the reserved matters only. Details relating to signals and junction improvements are dealt with in detail through the S106 legal agreement (off site highway works), which also control what must be completed before the road can be used.

Detailed technical requirements to highways drainage and lighting specifications will comprise part of the S278/38 Agreements.

Access was approved at the outline stage. This included the creation of a number of new accesses to the site, including a new access from the Chippendale Road roundabout (known as the northern access) into the site. The application is for the northern access road across the site from the Chippendale Road roundabout through to the school to the north of the site.

The access has been designed in accordance with the parameter plans and design code approved at outline stage. The proposed layout has been reviewed by the Highways Officer who has raised no objection to the proposal in terms of highway and pedestrian safety. The materials selected and proposed landscaping would have a positive impact on the character and appearance of the surrounding area, in accordance with the vision of the approved design code. Therefore, it is recommended that the application be approved.

The layout has been developed at outline stage following inputs from a range of specialist Council officers and is now satisfactory in terms of safety, accessibility, design and functional effectiveness with regard to pedestrian and vehicle movements. The scale of these infrastructure works is appropriate in relation to the context of the site and the volume of traffic movements anticipated.

## 2. **RECOMMENDATION**

**APPROVAL subject to the following:**

### 1 COM4 **Accordance with Approved Plans**

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans:

5105977/UXB/SCA/0121 A02

5105977/UXB/SCA/0106  
5105977/UXB/SCA/0107  
5105977/UXB/SCA/0101 A04  
5105977/UXB/SCA/0102 A04  
5105977/UXB/SCA/0111 A02  
5105977/UXB/SCA/0112 A01  
5105977/UXB/SCA/0122 A01  
5105977/UXB/SCA/0123 A01  
5105977/UXB/SCA/0124 A01  
5105977/UXB/SCA/0125 A01  
5105977/UXB/SCA/0140 A01  
5105977/UXB/SCA/0141  
5105977/UXB/SCA/0142  
5105977/UXB/SCA/1301 A01  
5105977/UXB/SCA/1302  
5105977/UXB/CPR/0101 A04  
5105977/UXB/CPR/0113 A02  
5105977/UXB/CPR/0122 A01  
5105977/UXB/CPR/0126 A01  
5105977/UXB/CPR/0504  
5105977/UXB/CPR/1303 A01  
5105977/UXB/CPR/2501 A  
5105977/UXB/CPR/2502 A  
5105977/UXB/CPR/2503 A  
5105977/UXB/CPR/2504 A  
5105977/UXB/CPR/2505 A  
5105977/UXB/CPR/2601 A  
5105977/UXB/CPR/2602 A  
5105977/UXB/CPR/2603 A  
5105977/UXB/CPR/2604 A  
5105977/UXB/CPR/2605 A  
5105977/UXB/CPR/2606 A  
2152-NA-TS-01 A  
2152-NA-TS-02 A  
2152-NA-TS-03 A  
Design and Access Statement (August 2013)

The scheme 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).

#### INFORMATIVES

##### 1 I52 Compulsory Informative (1)

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

## 2 153 **Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) 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 on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
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.
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
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
LPP 2.6	(2011) Outer London: vision and strategy
LPP 2.8	(2011) Outer London: Transport
LPP 3.7	(2011) Large residential developments
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 6.1	(2011) Strategic Approach
LPP 6.7	(2011) Better Streets and Surface Transport
LPP 6.9	(2011) Cycling
LPP 6.10	(2011) Walking
LPP 6.11	(2011) Smoothing Traffic Flow and Tackling Congestion and reducing traffic
LPP 7.1	(2011) Building London's neighbourhoods and communities
LPP 7.2	(2011) An inclusive environment
LPP 7.4	(2011) Local character
LPP 7.5	(2011) Public realm
LPP 7.16	(2011) Green Belt
LPP 7.21	(2011) Trees and woodland

### 3. **CONSIDERATIONS**

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

The application site forms part of St Andrews Park (the former RAF Uxbridge Site), for which outline consent was granted under application reference 585/APP/2009/2752 for a residential led, mixed-use development.

The site consists of 1.8 hectare, roughly L-shaped plot of land, which covers the areas where the southern section of the new spine road will be developed within the application site. Previously contained within the application site were sections of vacant buildings, which formed part of the former RAF Uxbridge Base. These buildings were approved for demolition as part of the outline consent and the majority have been subsequently demolished. Construction of the development has commenced across the earlier phases of the site.

The application only relates to the northern access to the site from Park Road, through to the school to the north of the site. This proposed new entrance will be one of three vehicular entrances into the site off Hillingdon and Park Roads. It is therefore an important gateway into this large and strategically significant regeneration site. Access points into and through the site, including the positioning of this application site, were approved as part of the 2012 outline scheme.

### **3.2 Proposed Scheme**

The application seeks to discharge the reserved matters relating to Layout, Scale, Appearance and Landscaping for the creation of the northern access to the St Andrews Park Development (former RAF Uxbridge) and the northern access road, as part of the infrastructure of the development.

The proposal is to create a new vehicular access into the former RAF site, as approved in principle in the outline planning consent, together with associated pedestrian access. The new route will enable vehicles to enter from Park Road, at the Chippendale Road roundabout, providing convenient access to the central and western portions of the site.

The design of the access consists of a main vehicular carriageway measuring 6 metres in width, opening into the roundabout junction, with a 2 metre wide pedestrian pavement on either side. The vehicle carriageway would be black tarmac with the pavements finished using tegula pavers. The kerbs would be conservation style kerbs, with drainage gulleys provided through the kerbs to ensure the flow surface water from the highway into the drainage system.

A small number of trees are to be felled to accommodate the new access junction's configuration. However the proposed Masterplan and landscaping plan allows for this, with comprehensive planting proposed across the site, which demonstrates a good quality of design with an appropriate degree of greenery and formality to signify this important entrance into and out of the site.

The road surfacing will be tarmac while the pavements will comprise tegula block paving. The kerbs are proposed to be a good quality 'conservation kerb'. New lighting is also proposed which adheres to the Council's lighting requirements and standards.

This new entrance will provide a link to connect to the major northern access road through to the north eastern part of the RAF Uxbridge site. The roads within the site and their junctions with Hillingdon Road, including this proposed junction, will then be adopted by the Council as highway authority.

### **3.3 Relevant Planning History**

1. Outline application (all matters reserved, except for access) including demolition of some existing buildings and:
- a) Creation of up to 1,296 residential dwellings (Class C3) of between 2 to 6 residential storeys;
  - b) Creation of up to 77 one-bedroom assisted living retirement accommodation of between 3 to 4 storeys;
  - c) Creation of a three-form entry primary school of 2 storeys;
  - d) Creation of a hotel (Class C1) of 5 storeys of up to 90 beds;
  - e) Creation of a 1,200 seat theatre with ancillary cafe (Sui Generis); office (Class B1a) of up to 13,860sq.m; energy centre (Sui Generis) of up to 1,200sq.m; and retail (Class A1, A2, A3, A4, A5) of up to 2,850sq m; in buildings of between 4 to 6 storeys as well as a tower element associated with the theatre of up to 30m;
  - f) Creation of a local centre to provide up to 150sq.m of retail (Class A1 and A2) and 225sq.m GP surgery (Class D1); Means of access and improvements to pedestrian linkages to the Uxbridge Town centre; car parking; provision of public open space including a district park; landscaping; sustainable infrastructure and servicing.
2. In addition to the above, full planning permission for:
- a) Creation of 28 residential dwellings (Class C3) to the north of Hillingdon House of between 2 to 3 storeys as well as associated amenity space and car parking;
  - b) Change of use of Lawrence House (Building No. 109) to provide 4 dwellings (Class C3), associated amenity space and car parking including a separate freestanding garage;
  - c) Change of use and alterations to the Carpenters building to provide 1 residential dwelling (Class C3);
  - d) Change of use and alterations to the Sick Quarters (Building No. 91) to provide 4 dwellings (Class C3) as well as associated amenity space and car parking;
  - e) Change of use of Mons barrack block (Building No. 146A) to provide 7 dwellings (Class C3) as well as associated amenity space and car parking.
  - f) Change of use of the Grade II listed former cinema building to provide 600sq.m Class D1/2 use (no building works proposed);
  - g) Change of use and alterations to the Grade II listed Hillingdon House to provide 600sq.m for a restaurant (Class A3) on the ground floor and 1,500sq.m of office (Class B1) on the ground, first and second floors;

**Decision:** 18-01-2012 Approved

#### **Comment on Relevant Planning History**

Outline planning consent was granted on 18th January 2012, application ref: 585/APP/2009/2752, for a major mixed use development on the site. This consent also agreed 'Access' into and out of the site including at this junction.

Since the approval the applicant has discharged a number of the pre commencement and other conditions attached to the permission relating to the application site.

#### **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 - Accessible Hillingdon

#### **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.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains
- PT1.EM6 (2012) Flood Risk Management
- PT1.T1 (2012) Accessible Local Destinations

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.
- 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.
- 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
- 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
- LPP 2.6 (2011) Outer London: vision and strategy
- LPP 2.8 (2011) Outer London: Transport
- LPP 3.7 (2011) Large residential developments
- LPP 5.12 (2011) Flood risk management
- LPP 5.13 (2011) Sustainable drainage
- LPP 6.1 (2011) Strategic Approach
- LPP 6.7 (2011) Better Streets and Surface Transport
- LPP 6.9 (2011) Cycling
- LPP 6.10 (2011) Walking
- LPP 6.11 (2011) Smoothing Traffic Flow and Tackling Congestion and reducing traffic
- LPP 7.1 (2011) Building London's neighbourhoods and communities
- LPP 7.2 (2011) An inclusive environment
- LPP 7.4 (2011) Local character



- LPP 7.5 (2011) Public realm  
LPP 7.16 (2011) Green Belt  
LPP 7.21 (2011) Trees and woodland

## **5. Advertisement and Site Notice**

- 5.1** Advertisement Expiry Date:- Not applicable  
**5.2** Site Notice Expiry Date:- **8th October 2013**

## **6. Consultations**

### **External Consultees**

Consultation letters were sent to 20 local owner/occupiers on 06/09/13. The application was also advertised by way of site notices. No letters of objection were received.

### **TRANSPORT FOR LONDON:**

Having reviewed the application and supporting information TfL have no comments to make on the application and therefore no objection.

### **Internal Consultees**

#### **HIGHWAYS OFFICER:**

The horizontal layout generally accords with that approved at outline stage with minor alterations at junctions to accommodate easy manoeuvring by coaches and refuse vehicles and to address highway safety concerns.

The road is designed as a 20 mph road and is to be adopted under a section 38 agreement of the Highways Act 1980. The detailed design check leading to technical approval is currently in progress and is being undertaken under the Highways Act. Street lighting will be provided and waiting restrictions introduced prior to the school opening in September 2014.

A zebra crossing is required on the main access road close to the school (precise location to be agreed), particularly to cater for pedestrians walking along the northern footway of St Andrews Road.

No objections are raised on highway grounds subject to the provision of a zebra crossing.

Officer Comment: The technical approval of the junction is considered under separate legislation, and will form part of the Section 38 and Section 278 approvals for the development.

#### **TREE AND LANDSCAPE OFFICER:**

This application is for the Northern / School Access from the Park Road roundabout. The General Arrangement drawings by Atkins, ref. 5105977/UXB/SCA/0101 Rev A04 and 0102 rev 04 generally adhere to the approved masterplan proposals. Following pre-application discussion a second footpath has been added to the north side of St Andrews Road.

The Design & Access Statement confirms that the St Andrews Road is to be maintained at 5.5 metres in width (as opposed to the new Northern Access at 6.1 metres) in order to safeguard the Green Belt and existing roadside trees to the south of the road. However, the new /second

footpath to the north of St Andrews Road will result in the loss of additional trees to those identified at the Masterplan stage.

In addition to the 5 trees which were due to be removed to accommodate the new school access, the introduction of the new northern footway will result in the loss of a further 4 Ash trees, all of which have been assessed as category 'C' (or 'C/b', 'C/u') trees. While the tree loss is regrettable, the loss of trees relatively poor quality and useful life expectancy is, in this case, acceptable.

The Allen Pyke drawings also specify the root protection areas (RPA's) of trees to be retained together with appropriate tree protection measures, in accordance with the recommendations of BS5837:2012.

No objection in principle. Details of 'no-dig' construction measures are required in accordance with the Allen Pyke recommendations to safeguard the retained trees.

Officer Comment: Tree protection details will form part of an application to discharge a separate planning condition.

## **7. MAIN PLANNING ISSUES**

### **7.01 The principle of the development**

The principle of a new vehicular and pedestrian access point into the site in this location was established at outline consent stage in January 2012. The creation of an additional pedestrian entrance is considered acceptable in that it allows for disabled access by ensuring a sufficiently gentle gradient.

### **7.02 Density of the proposed development**

Not applicable given the application is for infrastructure works.

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

The development does not involve any works within the setting of a listed building, or within a Conservation Area. As such, there would be no impact on the heritage of the borough.

### **7.04 Airport safeguarding**

The proposed development is within the height parameters approved at outline stage to which National Air Traffic Services raised no objection. Therefore, the proposed development is considered to have an acceptable impact in terms of airport safeguarding. The proposals accord with relevant conditions on the outline permission.

### **7.05 Impact on the green belt**

The development would not encroach onto the green belt land to the west and the development is not considered to cause harm to the setting of the Green Belt. Therefore, the development is considered to comply with Policy OL5 of the Hillingdon Local Plan.

### **7.06 Environmental Impact**

Not applicable given the application is for infrastructure works.

### **7.07 Impact on the character & appearance of the area**

The scheme has been carefully designed and well landscaped. It will not therefore have an adverse impact on the character and appearance of the site.

The access will form one of the primary vehicle access points into the St Andrews Park development. The materials selected for highway are in keeping with the prominence of the site and the wider area. It is, therefore, considered that the design and appearance of the spine road would have a positive impact on the visual amenities of the surrounding area, in accordance with Policies BE13, BE15 & BE19 of the Hillingdon Local Plan.

### **7.08 Impact on neighbours**

As the application is for the development of a highway access, the proposed development would cause no significant harm to residential amenity of the occupiers of the neighbouring residential dwellings in terms of loss of light, loss of outlook or sense of dominance. Therefore, the development is in accordance with Policy BE20 & BE21 of the Hillingdon Local Plan.

The development would include the erection of various streetlights around the access point, however, these have been designed to ensure no unacceptable light spill from the site, and would be in keeping with the lighting provided on any major road street such as this. Therefore, the development is considered to comply with Policy OE1 of the Hillingdon Local Plan.

#### **7.09 Living conditions for future occupiers**

Not applicable given the application is for infrastructure works.

#### **7.10 Traffic impact, car/cycle parking, pedestrian safety**

The principle of the development for this new junction was granted outline consent in January 2012, application ref: 585/APP/2009/2752. The detailed designs that form part of this application have been designed to ensure a safe and accessible junction for all users and residents of the RAF Uxbridge site.

The applicant has been in extensive pre-application discussions with regards to highways safety, given the location of the access points. Furthermore, the spine road will be limited to 20 mph to ensure a greater level of pedestrian and highway safety. The Highways Officer have reviewed the final design, including the access points into the smaller residential side streets and is satisfied that the development will ensure the protection of highway and pedestrian safety in accordance with Policy AM7 of the Hillingdon Local Plan.

The proposed development has included pavements within the design of the access into the site. At 2 metres the width of the pedestrian footways are considered acceptable and suitable crossing points have been provided at the junctions. The highways officer has reviewed this arrangement and raised no objection. Therefore, the development is considered to comply with Policy AM8 of the Hillingdon Local Plan.

No car parking is proposed as part of this application.

#### **7.11 Urban design, access and security**

The design of the junction is in accordance with the Design Code approved at Outline Stage and are considered acceptable in terms of Urban Design. The road surfacing will be tarmac while the pavements will comprise tegula block paving. The kerbs are proposed to be of a good quality 'conservation kerb'.

The detailed designs are accompanied by a landscape plan that provides for a good quality scheme that will create a green and well planted entrance to the site. New street lighting is proposed to ensure a well lit environment, further enhancing pedestrian safety.

#### **7.12 Disabled access**

Having reviewed plans and the Design & Access Statement related to the above Reserved Matters, the accessibility considerations would result in acceptable pedestrian access for people with restricted mobility. The design of the footpath has been undertaken to be DDA compliant and tactile paving would be provided at pedestrian crossing point for blind users of the road. Street furniture has been kept to a minimum along the pedestrian footways. Therefore, the development is considered to comply with the Hillingdon Design and Accessibility Statement Accessible Hillingdon and Policy 7.2 of the London Plan (July 2011).

### **7.13 Provision of affordable & special needs housing**

Not applicable given the application is for infrastructure works.

### **7.14 Trees, Landscaping and Ecology**

The location of the proposed access will require the removal of a number of trees from the site. The Trees and Landscaping Officer has reviewed the proposal and none of these trees would be considered as having a high landscape importance. Therefore no objection is raised to their removal or the proposed tree protection measures for the retained trees in close proximity of the access. Therefore, the development is considered to comply with Policy BE38 of the Hillingdon Local Plan.

While the proposal will result in the loss of trees on the site, a well designed landscape scheme will provide for a green and pleasant entrance in this location that is also safe to use.

### **7.15 Sustainable waste management**

It is considered that the kerb radii would be acceptable to allow refuse vehicles to enter and exit the residential side streets. Therefore, no objection is raised in this regard.

### **7.16 Renewable energy / Sustainability**

Not applicable given the application is for infrastructure works.

### **7.17 Flooding or Drainage Issues**

The scheme has been designed with appropriate levels and gradients to ensure appropriate drainage and surface water run off. While the drainage will run into the existing system compensatory measures will counteract this run off elsewhere on the site.

Furthermore, the S106 also requires an Estate Management Plan to be submitted to the Council for its approval prior to the occupation of any dwelling. The Council has approved the SUDS management plan and is in the process of agreeing the responsibilities of the estate management company. It is considered that the SUDS would provide an acceptable capacity and greenfield run-off rate and would not increase flood risk in the surrounding area. Therefore, the application is considered to comply with Policy OE7 of the Hillingdon Local Plan and Policy 5.12 of the London Plan (July 2011).

### **7.18 Noise or Air Quality Issues**

Not applicable given the application is for infrastructure works.

### **7.19 Comments on Public Consultations**

No public comments have been received.

### **7.20 Planning Obligations**

Planning obligations were secured as part of the Outline Planning approval. Therefore, there is no requirement for any obligations as part of this Reserved Matters application.

### **7.21 Expediency of enforcement action**

No Enforcement action is required in this instance.

### **7.22 Other Issues**

No other issues are considered relevant to the application.

## **8. Observations of the Borough Solicitor**

None.

## **9. Observations of the Director of Finance**

None.

## 10. CONCLUSION

This application is for the approval of 'Reserved Matters' as they relate to infrastructure provision, namely the development of the northern vehicular access point into the former RAF site and the northern (school) access road. The works are required to enable the development of a major mixed use development on the site, approved in January 2012, ref. 585/APP/2009/2752, to commence.

The location of the vehicular access point and the volume of traffic it is to cater for was previously agreed as part of the outline consent.

This application presents the detailed designs for the new junction and associated landscaping works which have been worked up in close consultation with officers and which are now considered acceptable.

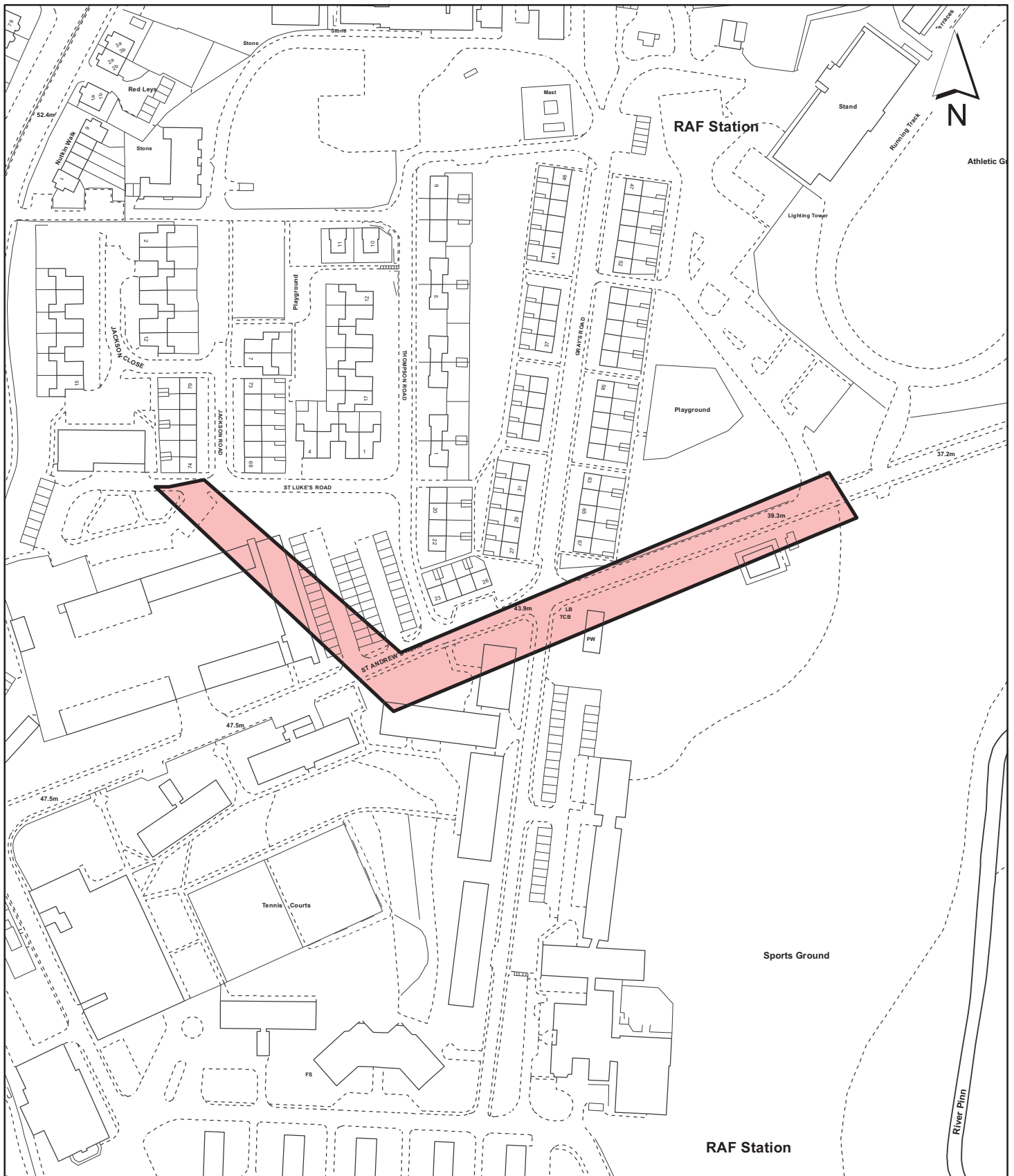
It is therefore recommended that planning consent be granted.


## 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 - Accessible Hillingdon

**Contact Officer:** Adam Flynn

**Telephone No:** 01895 250230



<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 style="text-align: center;"><b>Former RAF Uxbridge</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 style="text-align: center;"><b>585/APP/2013/2474</b></p>	<p>Scale</p> <p style="text-align: center;"><b>1:2,000</b></p>	
	<p>Planning Committee</p> <p style="text-align: center;"><b>Major Applications</b></p>	<p>Date</p> <p style="text-align: center;"><b>October 2013</b></p>	



**HILLINGDON**  
LONDON



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

- Address** KITCHENER HOUSE WARWICK ROAD WEST DRAYTON
- Development:** Erection of a part single, two, three and 4 storey building to provide 23 residential units, consisting of 14 x 2 bedroom, 9 x 1 together with 250sqm of retail/commercial space, with associated parking, cycle and bin storage and amenity space, involving demolition of existing buildings.
- LBH Ref Nos:** 18218/APP/2013/2183
- Drawing Nos:** 2013-10-15 Transport Statement 01 Rev C.  
12034-02-01  
12034-02-02  
12034-02-03  
12034-02-04  
12034-02-05  
12034-02-06  
12034-02-07  
12034-02-08  
12034-02-09  
12034-02-10  
12034-02-11  
12034-02-12  
12034-02-13  
12034-02-14 Rev. B  
12034-02-15 Rev. A  
12034-02-16. Rev. A  
12034-02-17 Rev. A  
12034-02-18. Rev. A  
12034-02-19 Rev. C  
12034-02- 20 Rev. B.  
12034-02-21  
12034-02-22  
12034-02-23 Rev. A  
12034-02-24 Rev. A  
12034-02-25 Rev. A  
12034-02-26  
12034-02-27 Rev. A  
12034-02-28 Rev. A  
12034-02-29 Rev. A  
12034-02-30 Rev. A  
12034-02-31 Rev. A  
12034-02-32 Rev. A  
12034-02-33 Rev. A  
12034-02-34 Rev. A  
12034-02-35 Rev. A  
12034-02-36  
12034-02-37  
12034-02-38  
12034-02-39  
12034-02-40  
12034-02-41

12034-02-42  
Bat Survey dated 14 June 2013  
Low and Zero Carbon Technologies Options Appraisal dated July 2013  
Design & Access Statement  
Air Quality Assessment dated 6 June 2013  
Phase 1 Habitat Survey dated 10 June 2013  
Noise Impact Assessment (Report No. 3158/05/13) dated 29 March 2013  
Contamination Report (Report 163/DS) dated April 2013  
Community Consultation document

**Date Plans Received:** 31/07/2013                      **Date(s) of Amendment(s):** 18/10/2013  
**Date Application Valid:** 06/08/2013                      15/10/2013

## 1. SUMMARY

The application seeks full planning permission for the erection of a mixed use scheme (residential/retail) consisting of 23 flats, 14 x 2 bedroom, 9 x 1 bedroom flats (of which 2 of the 1 bedroom units would be disabled units) together with 250 square metres of A1 retail space located on the ground floor (towards the West Drayton Station entrance) contained within a part single storey, part 3 storey and part 4 storey building with car parking on the ground floor and outdoor amenity space provided by means of two communal roof terraces, a series of private roof terraces and private balconies.

The scheme would involve the demolition of the existing set of buildings on site and the loss of a set of small office spaces and light industry works shops (B1(a) and B1 (c) Use Class) and the loss of an relatively large unauthorised car wash operation.

The site is 0.11 hectares (0.28 of an acre). The northern boundary of the site backs onto the foot of the railway embankment that serves a platform to West Drayton Railway Station. The station will be served by Crossrail trains that are scheduled to arrive in 2018.

Immediately to the north east of the site is the southern entrance to the station. Warwick Road weaves around the southern and eastern edge of the site and is residential in character with predominantly 2 bedroom houses finished with pitched roofs although there are 2 bungalows due south of the site, on the opposite side of a the road and one 3 storey (flat roof) block set further to the south west of the site.

There is no objection to the principle of a mixed use development in planning policy terms given: the site's location within the designated town centre, that some of the uses are unauthorised uses; the site is not located on a designated Industrial and Business Area and B1(a) uses (offices) that are not afforded protection by policies within the Hillingdon Local Plan: Part One (November 2012) and Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

The density of the development accords with the recommendations of the London Plan. The scheme would not result in any significant detrimental impact on the amenity of nearby residential properties in respect to privacy, overlooking, loss of daylight/sunlight or over-dominance. The level of car parking provision and vehicle access arrangements for the retail and residential are considered acceptable. The internal floor areas to the additional units comply with the London Plan's minimum space standards and the private external amenity space areas meets the Council's minimum standards.

The proposal would not provide any on site affordable housing units. A Financial Viability Appraisal for affordable housing was submitted any its financial analysis accepted. Subject to a S106 agreement, the proposal is recommended for approval.

## **2. RECOMMENDATION**

**1. 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 including but not exhaustively the following**

**(a) Provision of a service delivery bay for larger length vehicles (up to maximum 12 metre)**

**(b) Provision of a realigned pavement and kerb edge on the eastern edge of the site and the provision of a section of pavement where presently there is none.**

**(c) Provision of pavement on eastern edge of site where presently there is none.**

**(d) A Service and Delivery Plan limiting the hours of delivery by large service vehicles to the hours of 10am and 2pm Monday to Saturday and not at all on Sunday, Bank Holidays and Public Holidays**

**(e) Provision of 1 additional resident permit holders/metre car parking bay.**

**(f) All future occupants of the development removed the opportunity to gain Hillingdon resident's on street parking permits, for the life of the development**

**(ii) Public Realm: A contribution of £5,000 in respect to public realm improvements arising from Cross Rail improvements to the West Drayton Station surroundings**

**(iii) Education: a contribution in the sum of £62,652 should be secured.**

**(iv) Health: a contribution in the sum of £8,872.64 (£216.67 x 40.95) should be secured.**

**(v) Libraries: a contribution in the sum of £941.85 (£23 x 40.95) should be secured.**

**(vi) Construction Training: either a financial contribution or an in kind scheme delivered equivalent to the formula of £2,500 for every £1m build cost + number of units /160 x £71,675= total contribution, including the submission of an Employment Strategy for construction phase and end user phase (the latter in respect to the retail unit)**

**(vii) Air Quality: a financial contribution towards air quality should be secured in the sum of £12,500.**

**(viii) Affordable Housing: A time review mechanism is to be put in place.**

**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 and public realm 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, air quality, health facilities, library improvements, construction and employment training) The proposal therefore conflicts with Policy BE19, AM2, AM7, OE16, R7 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 following conditions be imposed subject to any changes negotiated by the Head of Planning, Green Spaces and Culture prior to issuing the decision.**

**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 12034-02-01, 12034-02-02, 12034-02-09, 12034-02-10, 12034-02-12, 12034-02-13, 12034-02-14 Rev. B, 12034-02-15 Rev. A, 12034-02-16. Rev. A, 12034-02-17, Rev. A, 12034-02-18. Rev. A, 12034-02-19 Rev. C, 12034-02-20 Rev. B, 12034-02-23 Rev. A, 12034-02-24 Rev. A, 12034-02-25 Rev. A, 12034-02-26, 12034-02-36, 12034-02-37, 12034-02-38, 12034-02-39, 12034-02- and shall thereafter be retained/maintained for as long as the development remains in existence.

**REASON**

To ensure the development complies with the provisions 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:  
Reduction in energy use and renewable technology installation [Report/Drawing ]

Energy Provision: Low and Zero Carbon Technologies Options Appraisal dated July 2013  
External Appearance/Materials: Drawing 12034-02-040 (Material Schedule)  
Noise and Vibration Control & Attenuation: Noise Impact Assessment (Report No. 3158/05/13) dated 29 March 2013  
Compliance with Lifetime Homes: Lifetime Homes Checklist (Document 12034-02-26)  
Secure by Design Compliance: Secure by Design Checklist (Document 12034-02-42)  
Allocated Car Parking for Residential Units: (Document 12034-02-14 Rev. B)

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 BE19 and OE5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

#### **4 COM15 Sustainable Water Management**

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 and in written agreement with Network Rail. 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.

- vi) a sustainable drainage plan shall be submitted that shows the soakaways should not be constructed within 20 metres of Network Rail's boundary.

#### 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.

#### **5 COM22 Operating Hours**

The retail unit within the scheme shall not be open to the public except between 07:00 and 23:00

#### REASON



To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policy OE1 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

**6 NONSC Control of Advertisements and views into the retail unit**

1. Any future occupant to the retail unit retain for the life of the development that a minimum 70% of the approved glazed frontage to the retail unit with unobstructed views into the retail premises without any window transfers or shop shelf stands or equivalent barriers within 1.5m of the windows.

2) Notwithstanding the provisions of Town and Country Planning (Control of Advertisements) Regulations 2007 (or any order revoking and re-enacting that Order with or without modification) no advertisement or other signage shall be attached to the shop front without full details of the advertisements/signage been submitted to and approved in writing by the Local Planning Authority.

**REASON**

In order to maintain an active frontage at street level, to safeguard the future visual integrity and attractiveness of the development and to retain the high degree of natural surveillance for pedestrians walking to and from West Drayton Station and in accordance with policies BE19, BE27 and BE28 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and relevant policies of the London Plan.

**7 COM11 Restrictions on Changes of Uses (Part 3, Sch. 2 GPDO 1995)**

Notwithstanding the provisions of Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), the A1 retail unit within the development 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).

**REASON**

In accordance with policies OE1, BE13 and BE19 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan policies 3.5, 7.5 and 7.6.

**8 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 and with the express written agreement to the submitted landscape scheme from Network Rail. 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 Details of the enclosed refuse storage facilities serving the retail unit and the residential units

2.b Cycle Storage

2.c Means of enclosure/boundary treatments, including details of a trespass proof fence (of at least 1.8m in height) adjacent to Network Rail's boundary.

2.d Hard Surfacing Materials

2.e External Lighting

3. Living Walls and Roofs

3.a Details of the inclusion of 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

6.c A no excavation buffer alongside the boundary to Network Rail.

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, provide adequate facilities and safeguard the safety of the railway embankment 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)

#### **9 NONSC Traffic Arrangements**

Development shall not begin until details of all the traffic arrangements to the scheme (including the re-alignment of the kerb and footway, details of the new section of pavement to the south west of the station entrance where there is currently none, the vehicle crossover, the retail unit service and delivery bay, kerb radi, the sightlines at road junctions, the means of surfacing, the details of the roller blind shutter providing access to the residential car park including means of key entry) have been submitted to and approved in writing by the Local Planning Authority.

Thereafter the traffic arrangements must be permanently retained and used for no other purpose at any time.

#### REASON

To safeguard pedestrian and vehicular safety and convenience in compliance with Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (July 2011).

#### **10 RES16 Code for Sustainable Homes**

The dwellings 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 London Plan (July 2011) Policies 5.1 and 5.3.

#### **11 NONSC Nose and vibration protection measures**

No development shall take place until full details have been submitted to and approved in writing by the Local Planning Authority of the acoustic measures that accord with the principles, recommendations of the noise attenuation measures and acoustic values set out in the submitted Acoustic Report specifically including

1) Evidence, using test results from a reputable test laboratory that demonstrate the glazing to the residential units and the doors serving the balconies provide for:

1a) all the living spaces to provide a minimum Rw of 39dB

1b) all the bedrooms a minimum 46dB

1c) with the exception of the living rooms on the ground floor and those facing to the south a minimum 35dB and for these bedrooms a minimum 38dB.

2) Details of the alternative means of ventilation to all habitable rooms, including details for the bedrooms of a Passivent or similar proprietary system.

3) With regard to the avoidance of future vibration, details of the construction of the building that includes the adoption of a solid rigid forms (such as continuous concrete slabs at each floor level together with concrete columns or a anti vibration design specification equivalent) and no the use of lightweight forms of construction.

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

#### REASON

To safeguard the future amenity of occupants of the development and to ensure that the development complies with the objectives of Policy OE5 to of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### **12 NONSC No Piling without prior submission of details**

Piling or any other foundation designs shall not be permitted other than with the prior express written consent of the Local Planning Authority and following the written agreement of Network Rail's Asset Protection Engineer where vibro-compaction/displacement piling plant is to be used including prior submission of a method statement in regarding their use.

#### REASON

To safeguard the integrity of the railway embankment and other railway structures.

#### **13 NONSC No excavations near railway embankment**

No excavations should be carried out near railway embankments, retaining walls or bridges without prior approval of Network Rail.

REASON

In the interests of public safety and to safeguard the integrity of the railway embankment and other railway structures.

**14 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

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

**16 NONSC Details of energy provision**

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. Where a scheme to mitigate emissions is required, this shall be submitted to the LPA for approval. The said scheme should be implemented, and maintained 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 Two Saved UDP Policies (November 2012).

**Note:**

This condition relates to the operational phase of residential or commercial development and is intended for the protection of future residents in a designated AQMA and Smoke Control Area. Advice on the types of authorised fuels and appliances can be found at [www.defra.gov.uk](http://www.defra.gov.uk). The Council would recommend using ultra low NOx gas CHP, to limit emissions.

**17 NONSC Ingress of Polluted Air**

Before the development is commenced a scheme for protecting the proposed accommodation from external air pollution, and pollution emissions 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.

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

**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 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.

**19 NONSC Details of excavation and earthworks**

All excavations / earthworks carried out in the vicinity of Network Rail's property / structures must be designed and executed such that no interference with the integrity of that property / structure can occur. If temporary compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail. Prior to commencement of works, full details of excavations and earthworks to be carried out near the railway undertaker's boundary fence should be submitted for approval of the Local Planning Authority acting in consultation with the railway undertaker and the works shall only be carried out in accordance with the approved details. Where development may affect the railway, consultation with the Asset Protection Engineer should be undertaken.

#### REASON

To protect Network Rail structural assets and in the interests of rail users and general public safety in accordance with policies of the London Plan.

#### **20 NONSC Level access**

Level access shall be provided to and into the dwelling houses and the retail unit, designed in accordance with technical measurements and tolerances specified by Part M to the Building Regulations 2000 (2004 edition), and shall be retained for the life of the development.

#### REASON:

To ensure adequate access for all, in accordance with London Plan policy 3.8, is achieved and maintained, and to ensure an appropriate standard of accessibility in accordance with the Building Regulations

#### **21 COM6 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)

### 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.

AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
BE13	New development must harmonise with the existing street scene.
BE27	Advertisements requiring express consent - size, design and location
BE28	Shop fronts - design and materials
BE29	Advertisement displays on business premises
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.
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.
OE1	Protection of the character and amenities of surrounding properties and the local area
H4	Mix of housing units
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
LLP 3.18	(2011) Education facilities
LPP 2.14	(2011) Areas for regeneration
LPP 3.12	(2011) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 3.17	(2011) Health and social care facilities
LPP 3.18	(2011) Education Facilities
LPP 5.17	(2011) Waste capacity
LPP 3.3	(2011) Increasing housing supply
LPP 4.4	(2011) Managing Industrial Land & Premises
LPP 4.7	(2011) Retail and town centre development
LPP 5.11	(2011) Green roofs and development site environs
LPP 5.13	(2011) Sustainable drainage
LPP 5.15	(2011) Water use and supplies
LPP 5.5	(2011) Decentralised energy networks
LPP 6.13	(2011) Parking
LPP 6.9	(2011) Cycling
LPP 7.1	(2011) Building London's neighbourhoods and communities
LPP 7.14	(2011) Improving air quality
LPP 7.15	(2011) Reducing noise and enhancing soundscapes
LPP 7.5	(2011) Public realm
LPP 7.6	(2011) Architecture
LPP 8.2	(2011) Planning obligations

LPP 8.3	(2011) Community infrastructure levy
NPPF	
R16	Accessibility for elderly people, people with disabilities, women and children
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
DAS-SF	Shopfronts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006

### **3            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.

### **4            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).

### **5            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.

### **6            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).

### **7            I15            Control of Environmental Nuisance from Construction Work**

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

A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on

Sundays, Bank or Public Holidays.

B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance 'The Control of dust and emissions from construction and demolition.

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

You are advised to consult the Council's Environmental Protection Unit ([www.hillingdon.gov.uk/noise](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.

#### **8 119 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).

#### **9 123A Re-instatement of a Vehicle Access.**

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.

#### **10 123B Heavy Duty Vehicle Crossover**

Prior to work commencing, you are advised to submit an application for a Heavy Duty Vehicle Crossover to Highways Maintenance, 4W/07, Civic Centre, Uxbridge, UB8 1UW to prevent damage to the highway from construction vehicles entering and leaving the site.

#### **11 160 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))

#### **12**

No work should be carried out on the development site that may endanger the safe operation of the railway or the stability of Network Rail's structures and adjoining land. In view of the close proximity of these proposed works to the railway boundary the developer should contact Richard Selwood at Network Rail on

AssetProtectionWestern@networkrail.co.uk so that the risk of their works can be assessed and enter into a Basic Asset Protection Agreement (BAPA).before works begin.

### 13

If not already in place, the Developer/applicant must provide at their expense a suitable trespass proof fence (of at least 1.8m in height) adjacent to Network Rail's boundary and make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point either during construction or after works are completed on site should the foundations of the fencing or wall or any embankment therein be damaged, undermined or compromised in any way. Any vegetation on Network Rail land and within Network Rail's boundary must also not be disturbed.

### 14

The developers should be made aware that Network Rail needs to be consulted on any alterations to ground levels. No excavations should be carried out near railway embankments, retaining walls or bridges.

### 15

Where trees/shrubs are to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary.

Certain broad leaf deciduous species should not be planted adjacent to the railway boundary. We would wish to be involved in the approval of any landscaping scheme adjacent to the railway. Where landscaping is proposed as part of an application adjacent to the railway it will be necessary for details of the landscaping to be known and approved to ensure it does not impact upon the railway infrastructure. Any hedge planted adjacent to Network Rail's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Network Rail from maintaining its boundary fence. Lists of trees that are permitted and those that are not are provided below and these should be added to any tree planting conditions:

Permitted:

Birch (Betula), Crab Apple (Malus Sylvestris), Field Maple (Acer Campestre), Bird Cherry (Prunus Padius), Wild Pear (Pyrus Communis), Fir Trees - Pines (Pinus), Hawthorne (Cretaeagus), Mountain Ash - Whitebeams (Sorbus), False Acacia (Robinia), Willow Shrubs (Shrubby Salix), Thuja Plicatata "Zebrina"

Not Permitted:

Alder (Alnus Glutinosa), Aspen - Poplar (Populus), Beech (Fagus Sylvatica), Wild Cherry (Prunus Avium), Hornbeam (Carpinus Betulus), Small-leaved Lime (Tilia Cordata), Oak (Quercus), Willows (Salix Willow), Sycamore - Norway Maple (Acer), Horse Chestnut (Aesculus Hippocastanum), Sweet Chestnut (Castanea Sativa), London Plane (Platanus Hispanica).

### 16

Any scaffold which is to be constructed adjacent to the railway should be erected in such

a manner that at no time will any poles or cranes over-sail or fall onto the railway. All plant and scaffolding should be positioned, that in the event of failure, it will not fall on to Network Rail land.

#### **17**

The set of drawings contained within the Transport Statement including 1 untitled drawing, and Drawings 2013/1754 -002 Rev. B, /007 Rev. D, /008 Rev. C, 009 Rev. D, 010 Rev. D should not be treated as approved drawings in respect to the internal arrangements on the ground floor (e.g. layout and location of refuse stores, car parking bays). They are material only in regard to the highway/vehicle movements aspect of the scheme).

#### **18**

All future parties to the approved scheme should take attention to condition 3 (general compliance with supporting documentation) and the individual allocated car parking plan for the residential units: (Document 12034-02-14 Rev. B)

### **3. CONSIDERATIONS**

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

The site is loosely rectangular in shape with 2 'long' boundaries facing west and east. Warwick Road is located to the south of the site and runs due east/west before linking through to Station Road to the south west. On the site is Kitchener House that wraps around three sides of the site and is of brick construction and two storey in height and finished with a flat roof. On the south west corner of the development site is a 2 storey detached building that was built as a shop on ground floor with residential above and is finished with a ridged roof and appears to be vacant office space. The site is located in the designated West Drayton Town Centre and has a Public Transport Accessibility Level (PTAL) of 2 although this PTAL shall improve with the arrival of Crossrail.

A separate cul-de-sac spur road (also known as Warwick Road) runs along the eastern site boundary and serves at the south entrance to West Drayton over-ground Railway Station for pedestrians and vehicles to drop off/collect. The West Drayton Station is locally listed as one of Brunel's built Great Western Railway station.

Immediately to the west of site is a highway that is known as Tachbrook Road, which is not an adopted highway and is land not registered at the Land Registry and which serves as a vehicle entrance to the car wash that operates from the site (with vehicles exiting from the car wash operation through the building and past the station entrance).

To the west of Tachbrook is a plot of open land that appears to be used for unauthorised storage purposes and parking of vehicles and beyond that the Blues Bar Public House fronting Station Road and to the north of that adjacent to railway the Railway Arms a Grade II listed building.

Immediately to the south of the site on the opposite side of Warwick Road are three detached bungalows (Nos. 2, 4 and 6 Warwick Road). Warwick Road is residential in character and mainly a mix of 2 storey semi-detached houses some other detached houses and a short terrace of houses located to the south west of the site. Warwick Road and all the surrounding residential streets benefit from a control parking management scheme with permit parking for residents and a number of 2 hour maximum parking metre

bays (that also each provide a maximum 30 minute no fee parking, including 7 such parking bays adjacent to the site on the spur road approach to the station.

### **3.2 Proposed Scheme**

The proposed scheme would involve the erection of a part single, part two, part three and part 4 storey building to provide 23 residential units and a ground floor retail unit of 250sq.m. The main frontage to the retail unit would face east and front the spur road that serves the southern entrance to West Drayton Rail station. The retail unit would also have a shorter length of glazed frontage facing south as the shop unit would turn the street corner to the main west-east length of Warwick Road.

The scheme would consist of 14 x 2 bedroom, 9 x 1 bedroom flats (2 of these 1 bedroom units would be fully wheelchair accessible). The car parking to the residential units would be contained within the ground floor of the scheme with 1 allocated car parking space per flat with vehicular access by entrance in the north east corner of the site next to the station entrance and in the same location as an exit to the current drive through car wash operation. The outdoor amenity space for the scheme would be provided through 2 communal roof terraces, a series of private roof terraces in addition there would be a set of private balconies to a number of the residential flats. The scheme would involve the demolition of all the existing buildings on site. Secure bin stores would be built into the main frame of the building and serviceable direct from the street. Secure cycle provision would be contained within the car park area. The car parking would be entirely masked from the street to the east and south (and the railway embankment to the north) by the retail unit, two entrance lobbies serving the 2 unlinked residential cores and by a maisonette flat that is set on ground and first floor on the south west corner of the site. The undercroft car parking would also be largely masked from the street by a brick screening feature.

The south frontage to the scheme would be articulated in a manner as to read as the principal frontage to the scheme with a small landscaped area to street, a pedestrian entrance to 1 of the 2 residential building cores (and to the car park) and the introduction of a 'lighter architectural form' on the south west corner consisting a glazed feature that runs from the ground floor up to the 3rd storey.

With Tachbrook Road to the west of the site not being an adopted road, or indeed any other party having known legal possession of it the applicant has stated in their submission (accompanied by legal advice) that the proposed development would have no legal guarantee of a future right way across Tachbrook Road and this informed/compelled the designer's of the scheme to provide the proposed vehicle access to the residential car park from the eastern side to ensure access and to avoid the need to create a vehicle entrance through the southern site edge that was considered undesirable in urban design terms and problematical in highway terms. The scheme provides no on-site servicing to the retail unit, instead the scheme proposes to provide an on street service delivery bay for 12m long delivery vehicles on the eastern frontage. A service delivery plan secured by legal agreement would limit the size of service delivery vehicles and limit the hours of servicing. As highway works secured by a legal to the scheme would (i) provide a pavement on the western edge of the site where there is none now (ii) reduce the width of the existing pavement to the eastern facilitate frontage to help facilitate service deliveries to manoeuvre past parked cars on the spur road and (iii) provide a short section of pavement outside the side adjacent to the station entrance where presently there is none to improve pedestrian safety.

The application is accompanied by a Financial Viability Assessment that record the



scheme would not prove viable if affordable housing was provided as part of the scheme or financial contribution in lieu. The Council have independently reviewed the FAV and accept its conclusions.

### **3.3 Relevant Planning History**

#### **Comment on Relevant Planning History**

22870/APP/2012/899 - Change of use from Use Class B1 (Business) to Use Class C3 (Residential) and single storey rear extension to create 3 x studio apartments with associated amenity space and parking involving demolition of existing rear element, installation of Juliette balcony to rear and alterations to elevations. Granted on 16 April 2012.

This approval related to the section of the site known as No 15 Kitchener House contained with the dual pitched roof building on site located in the south east corner.

## **4. Planning Policies and Standards**

### **UDP / LDF Designation and London Plan**

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

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.E5 (2012) Town and Local Centres
- PT1.EM11 (2012) Sustainable Waste Management
- PT1.EM6 (2012) Flood Risk Management
- PT1.H1 (2012) Housing Growth

Part 2 Policies:

- AM7 Consideration of traffic generated by proposed developments.
- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons
- BE13 New development must harmonise with the existing street scene.
- BE27 Advertisements requiring express consent - size, design and location
- BE28 Shop fronts - design and materials
- BE29 Advertisement displays on business premises
- 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.

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.
OE1	Protection of the character and amenities of surrounding properties and the local area
H4	Mix of housing units
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
LLP 3.18	(2011) Education facilities
LPP 2.14	(2011) Areas for regeneration
LPP 3.12	(2011) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 3.17	(2011) Health and social care facilities
LPP 3.18	(2011) Education Facilities
LPP 5.17	(2011) Waste capacity
LPP 3.3	(2011) Increasing housing supply
LPP 4.4	(2011) Managing Industrial Land & Premises
LPP 4.7	(2011) Retail and town centre development
LPP 5.11	(2011) Green roofs and development site environs
LPP 5.13	(2011) Sustainable drainage
LPP 5.15	(2011) Water use and supplies
LPP 5.5	(2011) Decentralised energy networks
LPP 6.13	(2011) Parking
LPP 6.9	(2011) Cycling
LPP 7.1	(2011) Building London's neighbourhoods and communities
LPP 7.14	(2011) Improving air quality
LPP 7.15	(2011) Reducing noise and enhancing soundscapes
LPP 7.5	(2011) Public realm
LPP 7.6	(2011) Architecture
LPP 8.2	(2011) Planning obligations
LPP 8.3	(2011) Community infrastructure levy
NPPF	
R16	Accessibility for elderly people, people with disabilities, women and children
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
DAS-SF	Shopfronts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006

## 5. Advertisement and Site Notice

**5.1** Advertisement Expiry Date:- **4th September 2013**

**5.2** Site Notice Expiry Date:- Not applicable

## **6. Consultations**

### **External Consultees**

A press notice for the application was placed in the local newspaper. A site notice was displayed and the owner/ occupier of 11 neighbouring properties were consulted individually on the planning application.

The applicant also undertook a limited exercise in community consultation placing a leaflet of the scheme and contact details for feedback through the letter box of about 40 properties.

Two written responses were received from neighbours to the Council's statutory process of consultation, both neighbours are objecting to the scheme. The reasons of objection can be summarised as follows:

1. The scheme is a shocking proposal. Warwick Road is already very busy and building another 23 flats will make the roads very dangerous for children and the elderly. The building itself will be far too tall, blocking light and overlooking many houses.

2. Whilst we welcome the redevelopment of the site, the planned elevations are substantially taller than the immediate neighbours and overbearing and impeding the current skyline of several properties. Whilst such a development would be fine in a high street environment it is not amenable to the site on which it is planned the properties in the immediate vicinity of the proposed development consist of 2 stories houses, single story bungalows and 2 story maisonettes.

3. The provision of A1 premises provides no discernible benefit to the local community. It is clear from a simple observation of West Drayton and Yiewsley High Street that there are a large number of vacant commercial premises, particularly those that have been incorporated into a residential development. There is an abundance of active commercial premises within a few minutes walk of the site that provide all the necessary amenities to local residents. The transport implications of having an A1 premises would not in any way add to the amenity of the site. The space would be far better used for residential accommodation. The size of the unit lends itself to a 'Tesco Metro' type operation, the servicing of this type of outlet is by articulated vehicle that would bring unacceptable highway issues to the narrow surrounding streets.

4. With the recent amendments to permitted development (prior consent applications) the A1 could be converted to residential use without express consent. This is indicative the applicant is seeking to smuggle another residential unit in via the back door.

5. The proposed development would have a significant effect on the distributed daylight in the premises of 4 Warwick Road as a result of increased elevation and massing to the existing buildings on site based on BRE report "Site layout planning for daylight and sunlight - a guide to good practice" by PJ Littlefair.

6. The bulk of the housing in the immediate area is family housing of low density and with generous garden areas. The scheme should provide for larger sized residential units in keeping with the existing residential mix of the area. It is anomaly this site is designated as town centre. The housing density proposed is too great for the area and exceeds London Plan Housing SPG density matrix.

7. The scheme provides for no visitor parking in an area with a controlled parking zone, therefore insufficient car parking provision. The scheme provides for no parking 2 wheeled motor vehicles.

8. The developments design is incongruous with the area and fails to comply with the requirements of policy BE13.

#### CROSSRAIL:

Crossrail is a proposed new railway that will link Heathrow and Maidenhead in the west to Shenfield and Abbey Wood in the east using existing Network Rail tracks and new tunnels under Central London. The Crossrail Bill which was introduced into Parliament by the Secretary of State for Transport in February 2005 was enacted as the Crossrail Act on the 22nd July 2008. The first stage of Crossrail preparatory construction works began in early 2009. Main construction works have started with works to the central tunnel section to finish in 2018, to be followed by a phased opening of services. Crossrail Limited administers a Direction issued by the Department for Transport on 24th January 2008 for the safeguarding of the proposed alignment of Crossrail. The site of this planning application is identified outside the limits of land subject to consultation under the Safeguarding Direction. The implications of the Crossrail proposals for the application have been considered and I write to inform you that Crossrail Limited do not wish to make any comments on this application as submitted.

#### NETWORK RAIL:

Whilst there is no objection in principle to this proposal I give below my comments and requirements for the safe operation of the railway and the protection of Network Rail's adjoining land.

#### SAFETY

No work should be carried out on the development site that may endanger the safe operation of the railway or the stability of Network Rail's structures and adjoining land. In view of the close proximity of these proposed works to the railway boundary the developer should contact Richard Selwood at Network Rail on [AssetProtectionWestern@networkrail.co.uk](mailto:AssetProtectionWestern@networkrail.co.uk) so that the risk of their works can be assessed and enter into a Basic Asset Protection Agreement (BAPA).before works begin.

#### FENCING

If not already in place, the Developer/applicant must provide at their expense a suitable trespass proof fence (of at least 1.8m in height) adjacent to Network Rail's boundary and make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point either during construction or after works are completed on site should the foundations of the fencing or wall or any embankment therein be damaged, undermined or compromised in any way. Any vegetation on Network Rail land and within Network Rail's boundary must also not be disturbed.

#### DRAINAGE

Additional or increased flows of surface water should not be discharged onto Network Rail land or into Network Rail's culvert or drains. In the interest of the long-term stability of the railway, it is recommended that soakaways should not be constructed within 20 metres of Network Rail's boundary.

#### GROUND LEVELS

The developers should be made aware that Network Rail needs to be consulted on any alterations to ground levels. No excavations should be carried out near railway embankments, retaining walls or bridges.

## SITE LAYOUT

It is recommended that all buildings be situated at least 2 metres from the boundary fence, to allow construction and any future maintenance work to be carried out without involving entry onto Network Rail's infrastructure. Where trees exist on Network Rail land the design of foundations close to the boundary must take into account the effects of root penetration in accordance with the Building Research Establishment's guidelines.

## PILING

Where vibro-compaction/displacement piling plant is to be used in development, details of the use of such machinery and a method statement should be submitted for the approval of Network Rail's Asset Protection Engineer prior to the commencement of works and the works shall only be carried out in accordance with the approved method statement.

## EXCAVATIONS/EARTHWORKS

All excavations / earthworks carried out in the vicinity of Network Rail's property / structures must be designed and executed such that no interference with the integrity of that property / structure can occur. If temporary compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail. Prior to commencement of works, full details of excavations and earthworks to be carried out near the railway Undertaker's boundary fence should be submitted for approval of the Local Planning Authority acting in consultation with the railway undertaker and the works shall only be carried out in accordance with the approved details. Where development may affect the railway, consultation with the Asset Protection Engineer should be undertaken.

## ENVIRONMENTAL ISSUES

The design and siting of buildings should take into account the possible effects of noise and vibration and the generation of airborne dust resulting from the operation of the railway.

## LANDSCAPING

Where trees/shrubs are to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary. We would wish to be involved in the approval of any landscaping scheme adjacent to the railway. Where landscaping is proposed as part of an application adjacent to the railway it will be necessary for details of the landscaping to be known and approved to ensure it does not impact upon the railway infrastructure. Any hedge planted adjacent to Network Rail's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Network Rail from maintaining its boundary fence. Lists of trees that are permitted and those that are not are provided below and these should be added to any tree planting conditions:

Permitted: Birch (Betula), Crab Apple (Malus Sylvestris), Field Maple (Acer Campestre), Bird Cherry (Prunus Padus), Wild Pear (Pyrs Communis), Fir Trees - Pines (Pinus), Hawthorne (Cretaegus), Mountain Ash - Whitebeams (Sorbus), False Acacia (Robinia), Willow Shrubs (Shrubby Salix), Thuja Plicatat "Zebrina"

Not Permitted:

Alder (Alnus Glutinosa), Aspen - Poplar (Populus), Beech (Fagus Sylvatica), Wild Cherry (Prunus Avium), Hornbeam (Carpinus Betulus), Small-leaved Lime (Tilia Cordata), Oak (Quercus), Willows (Salix Willow), Sycamore - Norway Maple (Acer), Horse Chestnut (Aesculus Hippocastanum), Sweet Chestnut (Castanea Sativa), London Plane (Platanus Hispanica).

## PLANT, SCAFFOLDING AND CRANES

Any scaffold which is to be constructed adjacent to the railway must be erected in such a manner that at no time will any poles or cranes over-sail or fall onto the railway. All plant and scaffolding

must be positioned, that in the event of failure, it will not fall on to Network Rail land.

#### SAFETY BARRIER

Where new roads, turning spaces or parking areas are to be situated adjacent to the railway; which is at or below the level of the development, suitable crash barriers or high kerbs should be provided to prevent vehicles accidentally driving or rolling onto the railway or damaging the lineside fencing.

#### CASE OFFICER RESPONSE:

The issues raised by Network Rail in respect to fencing, landscaping drainage, levels, piling, excavation, earthworks, the effects of noise and vibration are dealt with by a series of pre-commencement conditions that require the written agreement of Network Rail and/or the local planning authority for the relevant works and measures to be undertaken. With regard to scaffolding in proximity to Network Rail land an informative is applied. In regard to concerns raised in respect of erection of safety barrier this is not considered applicable to this site as the railway line is on land far above the level of the development site.

#### METROPOLITAN POLICE CRIME PREVENTION DESIGN ADVISOR

The scheme is informed by Secure by Design principles including good levels of natural surveillance, defensible space is provided in front of the ground floor residential unit, the undercroft car parking is secure and would benefit from CCCTV. The bin stores are well located, of a robust design being integrated into the building frame. The cycling stores are in a secure location. A Secure by Design checklist has been submitted as part of the supporting documentation No objection subject to a condition in respect to the scheme achieving Secure by Design accreditation

#### Internal Consultees

##### URBAN DESIGN OFFICER:

The revised scheme is of a careful design, with interesting architecture elements such as the first floor arcaded screen to the rooftop amenity space and glazed corner features. The discrete stepped and recessed top floors, would minimise the visual impact of building so that it would sit comfortably within the existing townscape. The choice of traditional materials for the elevations, such as yellow stock brick, would also reflect the materials of surrounding local buildings, including the nearby Locally Listed station. At ground floor, the active frontages onto the principal streets would create a more welcoming, attractive and probably safer approach to the station than currently exists.

##### WASTE DEVELOPMENT MANAGER:

##### Residential Provision:

a) I would estimate the waste arising from the residential development to be 3,350 litres per week based on the mix on 1 and 2 bedroom units. The waste could therefore be accommodated in a total of 3 x 1,100 litre bulk. Leaving space for an additional container, would be advisable, to provide for additional recycling bins at a later point.

b) The details of the design of the bin enclosure can be addressed by condition [as dealt with in a sub-section of the landscape condition].

##### Commercial Unit:

c) The occupiers would have to make an arrangement with either the Council or a licensed waste



carrier for the collection of the waste produced from the premises.

d) The producers of waste from commercial premises have a Duty of Care to contain the waste safely until it is collected by the Council or a licensed waste carrier. They can best comply with this through the use of bulk bins or presenting sacks on the day of collection.

Conclusion: No objection

#### ENVIRONMENTAL PROTECTION UNIT:

An Air Quality Assessment by Aether, dated June 2013 was submitted and a land contamination: Environmental Desk Study Report by Alpha Environmental.

It is recommended the following conditions are included in any permission that may be given.

#### Air Quality:

The proposed development is within the declared AQMA and in an area which currently appears to be exceeding the EU limit value based on CERC modelling for 2011 carried out on behalf of the London Borough of Hillingdon. The emission sources in the modelling appears to be from the main road and the railway, which appears to be contributing significantly to the modelling output. Air quality has been modelled using a mapped background of 32.7 mg/m<sup>3</sup> which is considered to be in line with local monitoring and representative of a worst case scenario, for baseline year 2011 and future year 2016. The report considers both with and without development assuming both a drop in background levels and no drop in background. The no drop in background outputs seem reasonably realistic and possibly conservative (although the traffic in the area does appear to be an underestimate). The new receptors as a consequence of the development were considered, consisting of three locations at ground level, thought to be at the building facade (although only one residential unit is indicated on the ground floor plans at receptor 1). It has been assumed the NO<sub>2</sub> levels at the facade of floor one and above will be lower. The NO<sub>2</sub> levels at the worst affected receptor location (bearing in mind railway emissions were not considered) for baseline year 2011 was 35.8 mg/m<sup>3</sup>, without development 2016 is indicated to be 35.6 mg/m<sup>3</sup> and with development 2016 is indicated to be 35.4 mg/m<sup>3</sup>. With development is indicated to result in a reduction in NO<sub>2</sub> of 0.2 mg/m<sup>3</sup> at all three receptor locations as a consequence of the change in use for part of the site, which is identified as a hand carwash. The model output suggest the facade is likely to be below the EU limit value for NO<sub>2</sub> of 40 mg/m<sup>3</sup>. There is a negligible reduction in NO<sub>2</sub> as a consequence of the development.

As the development is in an area already suffering poor air quality and is likely to make the air quality worse the following are requested: Section 106 Section 106 obligation for a £12,500 should be sought for contribution to the air quality monitoring network in the area. The likelihood the EU limit value would be exceeded at the facade of the building is probably low, although it cannot be entirely ruled out for the ground floor apartment. The use of natural ventilation seems acceptable, however the ground floor bedroom, if it remains a bedroom, should also have alternative means of ventilation.

The ingress of polluted air condition is recommended for the ground floor bedroom and should also be considered with regard to any exhaust flue at the site and in relation to ventilation of the car park, due to a lack of detail with the application.

#### Air Quality Condition 1:

Ingress of Polluted Air Before the development is commenced a scheme for protecting the

proposed accommodation from external air pollution, and pollution emissions 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.

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. Based on the Low and Zero Carbon Technologies Options Appraisal, July 2013 the use of a gas fired CHP was indicated to be the most suitable option for the site. The Code for Sustainable Homes Pre-Assessment Report indicated boilers that emit less than 40mg/kWh of NOx is assumed to be used to pick up three points. No details of the unit, or the flue details have been provided. The following condition is recommended with regard to energy generation on site. We would recommend using ultra low NOx gas CHP, to limit emissions.

**Air Quality Condition 2**

**Details of Energy Provision**

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. Where a scheme to mitigate emissions is required, this shall be submitted to the LPA for approval. The said scheme should be implemented, and maintained for the life of the development.

**REASON:**

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

Notes: This condition relates to the operational phase of residential or commercial development and is intended for the protection of future residents in a designated AQMA and Smoke Control Area. Advice on the types of authorised fuels and appliances can be found at [www.defra.gov.uk](http://www.defra.gov.uk).

**Soil Contamination:**

The desk study is quite limited and has not identified any specific contamination issues, although there was a reference to possible asbestos roofing. Our records indicate there were previous applications for a light engineering electrical assembly work and aluminium window and door manufacturing. There are also references to a former air raid shelter on site and some fire damage at the site. The proposed development is such that direct contact pathways are minimised, however suitable assessment of gas and vapour contamination is required as well as any contamination that could affect building materials and water pipes etc. The application also seems to have areas of green landscaping at and above ground level, therefore please ensure any imported soils are tested for contamination.

The standard contaminated land condition (RES 26) is recommended.

## RES26 - Contaminated Land (i)

### Noise:

No objection subject to the recommendations made in the submitted acoustic report are implemented.

### TREES & LANDSCAPE OFFICER:

#### Landscape Character / Context:

The site is occupied by a group of four industrial buildings on the edge of West Drayton Town Centre. Situated immediately to the south of West Drayton station, there is access to the station and a turning circle to the east of the site. The west is bounded by Tachbrook Road and the south by Warwick Road which is a residential street featuring a mix of housing styles.

The only vegetation nearby is the wooded embankment of the railway on the northern boundary. There are no Tree Preservation Orders or Conservation area designations affecting the site or the immediate surroundings.

#### Landscape Considerations:

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

- No trees or other landscape features of merit will be affected by the proposal. Existing off-site trees are indicated on Hester drawing No. 12034-03-004.
- Lilacs Land Consultants Phase 1 Habitat Survey confirms that the site has no significant natural habitats, requiring further surveys.
- The Design & Access Statement considers landscaping in section 14.
- The D&AS describes the proposal as having communal amenity decks with paving and plants in containers together with roof-edged areas of Sedum (green / non-amenity) roof. These are illustrated on drawing No. 12034-02-025 Typical Sections and in the series of rendered Proposed Visuals.
- At ground level there will be a modest area of planting beside the communal entrance to Block A and unit 1 (see 14.2) and Ground-floor Plan, drawing No. 12034-02-014.
- While the available amenity / green space is modest, the illustrative landscape proposals indicate that the site will be enhanced, subject to detail.
- The illustrations show the edges of the garden decks to be hedged. 'Structural' planting in the form of hedges or large plants / small trees (albeit containerised) will be necessary to produce the desired quality of landscape.
- 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. Full supporting details will be required (including the provision of watering points) to roof garden proposals are implemented and maintained in accordance with the indicative proposals.

#### Conclusion:

No objection subject to the above observations and conditions RES9 (parts 1,2,3,4,5 and 6).

### FLOOD AND WATER MANAGEMENT OFFICER:

No objection subject to imposition of a standard condition dealing with standard water management efficiency condition that addresses the provision of details of a sustainable urban drainage scheme for the site.

### ACCESS OFFICER:

No objection. The following condition should be provided to any approval.

Level access shall be provided to and into the dwelling houses, designed in accordance with technical measurements and tolerances specified by Part M to the Building Regulations 2000 (2004 edition), and shall be retained in perpetuity.

REASON: to ensure adequate access for all, in accordance with London Plan policy 3.8, is achieved and maintained, and to ensure an appropriate standard of accessibility in accordance with the Building Regulations.

SUSTAINABILITY OFFICER:

I have no objections to the proposed development.

HIGHWAY ENGINEER:

The development proposals are for the construction of 23, 1 and 2 bedroom apartments and a 250m<sup>2</sup> retail unit within the existing site. As part of the proposals, car and cycle parking will be provided for the residential use at 1 parking space per apartment. There are no proposals to provide car parking for the retail use at the site, however, 4 cycle parking spaces will be provided for the use of staff.

Access to the site will be provided from Warwick Road, adjacent to the pedestrian entrance of West Drayton train station, with servicing of the proposed retail use being undertaken along Warwick Road (east of the site). In order to facilitate servicing along the adjacent highway, it is proposed to amend the existing Pay and Display/Permit Holder parking bays and associated traffic orders to allow servicing by 12m delivery vehicle's between the hours of 0700 and 1100.

When reviewing the Transport Statement submitted in support of the proposals, an assessment of the existing and proposed trip generation at the site has been undertaken using the TRICS and TRAVL Databases. However, it is noted that the number of selected sample sites are limited and not all sites are representative.

From assessment of the PTAL index within the adjacent area, this has been identified as 2/3, which is classified as poor to moderate. As a result, it is considered that the proposed car parking provision of 1 parking spaces per apartment is acceptable.

When reviewing the proposed access arrangements at the site, it is noted that the width of the vehicle access will be 3.2m, which will not allow two vehicles to pass side by side when entering and existing the site. This will require vehicles to queue along the adjacent highway, within the turning area adjacent to the pedestrian entrance of West Drayton train station.

When considering servicing of the proposed retail use, it is noted that Warwick Road, (east of the site) is a cul-de-sac and provides pedestrian access to West Drayton rail station and vehicle access to approximately 8 residential garages. In addition, from site observations during the morning and evening peak times, it is noted that there is a high pedestrian demand along Warwick Road associated with the adjacent rail station, which becomes congested due to the demand for kerbside parking, including by those who are dropping off/picking up rail passengers, which would potentially be increased under the Crossrail development. Furthermore, it is noted that the arrival and departure of rail passengers continues throughout the day.

While it is noted that the delivery of items such as newspapers and magazines are normally

undertaken by small panel type vans, the size and type of delivery vehicles used by third parties for other goods will be outside the applicant's control.

The Council has visited a number of other similar stores and have found vehicles of up to 14m are used for servicing. Deliveries were often made on a multi drop basis and at times, more than one delivery vehicle would arrive at a particular store, leading to conditions detrimental to highway and pedestrian safety and the free flow of traffic.

When taking account of the size, type and the frequency of deliveries used on a multi drop basis, these will also be outside of the control of the applicant. While the council would have powers to require compliance with a Service Management Plan through a S106 Agreement, the temporary nature of any breach would make enforcement difficult. In any event, however onerous the penalties, it would not be desirable to rely on a scheme, which requires a high and constant level of management intervention throughout the life of the development, which may include a change of operators. Furthermore, the window of servicing opportunity provided by the proposed changes to parking bays, would not be adequate for all deliveries.

When considering the adopted Hillingdon Local Plan, this requires sufficient space for the standing and manoeuvring of all goods vehicles that are likely to serve a development at any one time, to be provided within the site. Layouts should allow all vehicles to enter and leave the site in a forward gear.

It is considered that to allow servicing from the kerbside at this location would be detrimental to highway safety and would increase the risks of vehicle and pedestrian conflicts along Warwick Road, setting an unacceptable precedent when considering future development proposals of a similar nature.

In addition, it is noted that the development proposals will reduce the availability of kerbside parking between 0700 hrs and 1100 hrs, at a time when parking is required for the dropping off and picking up of rail passengers. This would be further exasperated due to the lack of car parking to serve the proposed retail use and the potential increased demand associated with the proposed Crossrail development. Furthermore, it is noted that the size of the proposed servicing bay provided within the Transport Statement is substandard and will not allow a serving vehicle to completely park within the bay.

Therefore, an objection is raised, as the development proposals would be contrary to Policy AM7, AM8 and AM14 and guidance on loading arrangements of the adopted Hillingdon Local Plan, 2012, (Part 2).

#### CASE OFFICER COMMENT:

The comments of the Highways Officer are noted, however the application must be considered having regard to the National Planning Policy Framework, the development plan in its entirety and other material considerations. A full commentary is provided in the relevant highway section of the report. The applicant has also provided at late notice a revised set of plans showing the vehicle entrance widened to 4.1m to provide cars to pass each other (entr/exit) at same address the concern that ye

## **7. MAIN PLANNING ISSUES**

### **7.01 The principle of the development**

The site is located within West Drayton Town Centre. The site is not located within a designated Industrial and Business Area. Map 5.1 in the Local Plan identifies the wider West Drayton area as a proposed Area of Growth for hotel and office. However paragraph 5.12 of the Local Plan and Policy E1 of the Local plan does identify this

section of Warwick Road as an area suitable for the managed release of industrial land, based on a survey of existing industrial land in the Borough undertaken by the Council as part of the production of the Employment Land Study evidence base to the Local Plan.

Part One Local Plan Policy H1 identifies the housing need in the area over the plan period.

Policy LE4 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) Proposals which involve the loss of existing industrial floorspace or land outside designated industrial and business areas will normally only be permitted if:-

(i) The existing use seriously affects amenity, through disturbance to neighbours, visual intrusion or an adverse impact in the character of an area; or

(ii) The site is unsuitable for industrial redevelopment because of the size, shape, location or lack of vehicular access; or

(iii) There is no realistic prospect of the land being used for industrial and warehousing purposes in the future; or

(iv) They are in accordance with the council's regeneration policies for an area.

Policy H4 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) states that a mix of housing units of different sizes should be provided in residential developments and in particular one and two bedroom units within Town Centre locations will be preferable. The supporting text states: 'The Council recognises the importance of residential accommodation in town centres as a part of the overall mix of uses which is necessary to ensure their vitality and attractiveness. Such housing offers particular advantages in terms of accessibility to town centre facilities, employment opportunities and public transport. In order to maximise the residential potential of town centre sites, residential development within them should comprise predominantly one or two-bedroom units.

In view of the following: (i) the site being recognised as an area suitable for release from industrial land; (ii) with the Council have no policy in place to protect B1 (a) office space; (iii) given the condition of the existing buildings not readily lending themselves to modern industrial floor space; (iv) and the constraints on the site in respect of servicing by large number of heavy goods lorries, it is not considered the scheme on balance is contrary with Policy LE4 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012). The provision of residential accommodation in this sustainable location is consistent with Policy H1 of the Hillingdon Local Plan: Part One, and the Council's achievement of the target provision of new housing.

On the basis that there is an established need for housing, and that the re-use of brownfield land is encouraged provided site specific issues are addressed the principle for the re-use of the site for residential and retail use is acceptable.

## **7.02 Density of the proposed development**

London Plan Policy 3.4 seeks to maximise the potential of sites. The site is in Major Town Centre with an urban character with a PTAL of 2.3. The London Plan (2011) provides for a density range between 70-170u/ha or 200-450 habitable rooms per hectare (hr/ha) for sites with a PTAL 2 in an urban location and with an indicative average unit size of 2.7hr-3.0hr/unit.



The proposed scheme has 301.5 habitable rooms per hectare and therefore falls within the London Plan recommended density. Subject to the scheme achieving an appropriate design in relation to other planning policies and other material considerations the proposed density is considered acceptable.

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

The site is not located within an Archaeological Priority Area or an Areas of Special Local Character or a Conservation Area.

#### **7.04 Airport safeguarding**

The scheme raises no air safety implications.

#### **7.05 Impact on the green belt**

Not applicable to this application.

#### **7.07 Impact on the character & appearance of the area**

The mixed use scheme would have a good degree of prominence in the streetscape and wider locality given the building envelope would have 3 street frontages, the site is located next to the entrance to West Drayton station and the scheme would rise in part to 4 storeys, which is a greater storey height than exists on the site presently or on other surrounding sites located to the south of the main railway line.

The existing residential and commercial buildings on Warwick Road are predominantly two storey buildings (primarily semi-detached houses) with pitched roofs, although immediately to the south of the site on the opposite side of Warwick Road are 2 in number single storey detached bungalows, and further to the south west of the site a 3 storey development.

Set against this existing built environment the proposed scheme would represent a larger in footprint and taller in scale development compared to its immediate neighbours. However the design of the scheme seeks to avoid an undue overbearing appearance in the townscape and to its immediate neighbours through its general design approach and through the adoption of a number of specific design elements to the scheme, these include:

1. Visually breaking the development into different massing elements that help articulate the step down from the 4 storey element (set up against the high railway embankment to the north) down to the single storey retail element on the east elevation, that in turn part wraps around around the 3 storey residential element to the scheme.

2. To aid the massing/articulation of the block and to break up its massing different facing materials to the elevations are proposed including a yellow London Stock brick, a contrasting red brick, a glazed tile to the retail unit & the 'framing wall device' to the roof terrace set above the retail unit, and use of zinc cladding on the 4th storey and elsewhere. All these materials are tripe and tested, robust and weather well

3. Setting the building line for the residential component on the southern frontage further back from the building line of the existing development (i.e. Kitchner House) and softening this street frontage with planting.

4. Providing an active glazed frontage elevation at street level on the eastern elevation serving the station entrance

5. Stepping the build line to the upper floors on the east elevation further back from the

street than the existing 2 storey building facing east.

6. The front of the 4th storey is set back from the lower storeys and clad in dark zinc, these features taken together would reduce its visual bulk and impact as viewed from street level.

7. Revisions to the scheme to accentuate the recess on the window frames to offer opportunities for fuller shadow lines to provide more perception of depth and visual interest.

8. The introduction on the south west corner of a greater proportion of void to solid (i.e. more glazing to brick) across the 3 storeys to act as a vertical feature, that is light in design and would help announce the development when the scheme would be first viewed when approaching the site along Warwick Road from the Station Road end.

The Council's Supplementary Planning Document (SPD) HDAS: Residential Layouts requires that new housing development, of whatever scale, should not be viewed in isolation. Considerations of design and layout must be informed by the wider context, having regard not just to any immediate neighbouring buildings but the townscape and landscape of the wider locality. The National Planning Policy Framework emphasises the need for good design and paragraphs 56 & 64 state "The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions."

Policy BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) the importance of designing new development to harmonise with the existing streetscene, while Policy BE19 seeks to ensure that new development within residential areas complements or improves the amenity and character of the area.

From an urban design point of view, the regeneration of the site would be welcomed in principle to consolidate the existing urban fabric, improve the character and appearance of the area and achieve a more attractive, safe and well functioning neighbourhood with a building that will improve and complement the southern entrance to West Drayton Station

The Council's Urban Design Officer considers that the scale, height and massing of the proposed development is appropriate for the site, and responds well to the scale of the existing built environment and considers the design to have integrity and show some signs of architectural merit.

The proposed design approach has been significantly modified since pre-application stage and since submission as a planning application following discussions with planning officers to address initial concerns over the appearance, scale, massing and visual amenity of the scheme. The use of brick will provide a unity to the scheme would be robust, have longevity and weathers well and is harmonious with the local vernacular. On balance it is considered the scheme would provide a reasonably attractive form, harmonious with the adjacent buildings and avoids over-dominance to neighbours and to wider general townscape. The applicant has also provided in writing a commitment to secure for the future the open appearance of the shop front.

Overall, it is considered that the scheme would provide for an attractive mixed use scheme with the refuse storage and car parking elements well integrated, discrete and not featuring strongly in the streetscene. There is also scope for a series of small private and larger shared open roof based spaces that would create a sense of place within the development. The proposal would appropriately harmonise and integrate with the existing character and appearance of the area in accordance with Policies BE13 and BE19 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### **7.08 Impact on neighbours**

Policy BE21 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) requires new residential developments to be designed to protect the outlook of adjoining residents. The design guide 'Residential Layouts' advises that for two or more storey buildings, adequate distance should be maintained to avoid over dominance. A minimum distance of 15m is required, although this distance will be dependent on the extent and bulk of the buildings.

Policies BE20 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seek to ensure that new development does not generate adverse impacts in respect to significant loss of sunlight/daylight because of the orientation of the site, and the size and siting of the proposed building.

Policy BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) requires that new buildings should protect the privacy of residential neighbours. The Council's 'Residential Layouts' supplementary planning document requires new development to avoid the introduction of non-obscured window located within 21 metres of existing habitable rooms and which are within a 45 degree radius from the centre of the new window.

The nearest residential properties with habitable room windows facing the site are No. 4 and No 6 Warwick Road and these are located a minimum 21 metres from the 2nd and 3rd storey element of the scheme that contains habitable rooms accordingly the scheme complies with Policies BE20 and BE21.

With regard to daylight/sunlight the scheme is located to the north of No 2 and No 4 Warwick Road so there is no potential for overshadowing or significant loss of sunlight/daylight to occur. With regard to the rear gardens of Nos. 19 and 21 Warwick Road a shadow diagram has been produced by Council officers that demonstrates that the rear elevation of these properties and their respective rear gardens will be cast in no additional shadow from the proposed scheme due to these rear gardens and rear elevations being cast in shadow from their own dwelling houses and the garages/ rear garden boundary walls. Accordingly the scheme complies with Policy BE20 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

With regard to issues of privacy all the nearest residential properties to the scheme are separated from the development by intervening streets. In respect to the potential loss of privacy overlooking into the rear gardens of No 19 and No 21 Warwick Road the applicant has provided a section drawing with a view cone taken from the outdoor amenity space that satisfactorily demonstrates no overlooking would practically result from the roof terrace into the gardens of No 19 and No 21. With respect to the nearest proposed habitable room windows facing towards No. 19 and No 21 Warwick Road the distance would be greater than 21m therefore complies with the Council' policy. Furthermore the vista would be 'disrupted' by a brick framing device surrounding the outdoor amenity

space. It is also worth noting the new habitable room windows on this east elevation would be set further away from No. 19 than the existing 1st floor window in the east elevation of Kitchener House. In respect to No 2 Warwick Road there no non-obscured habitable windows facing the site. With regard to privacy in respect to No. 4 and No. 6 Warwick Road a section drawing has been taken with a view cone taken from the outdoor amenity space above the ground floor that faces south that demonstrates there would no overlooking into No 4 from an individual using this roof terrace. There would be minimum 21m separation distance between the habitable room windows in the south elevation and No 4 Warwick Road. Accordingly the scheme complies with the minimum separation distance to secure privacy to residential neighbours and accordingly complies with Policy BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### **7.09 Living conditions for future occupiers**

The scheme is considered to comply with all relevant guidance within the SPD HDAS: Residential Layouts and the London Plans minimum internal space standards.

The London Plan (July 2011) requires all 1 bedroom flats to provide a minimum 50sq.m of floor area and all 2 bedroom 3 person flats to provide a minimum of 61sq.m and all 2 bedroom 4 person flats 70sq.m. All the 1 and 2 bedroom flats would meet these standards. In addition the scheme was revised followings discussions with Council officers to where possible set bedrooms against bedrooms on party walls to minimise the risk of noise transfer associated with main living/dining areas. In addition the design of the scheme was divided into 2 building cores to remove the requirement for an extended windowless internal corridor and to minimise the number of flats on any floor served by one core in line with recommendations made in the adopted Mayor's Housing Supplementary Planning Guidance and consistent with minimising the risk of anti social behaviour.

The scheme proposes 1 in number two bedroom maisonette that contains a habitable room (a bedroom) located on the ground floor. This arrangement is considered acceptable, notwithstanding the proximity of the bedroom windows that faces Tachbrook Road (to the east) given the unit and the bedroom itself is dual aspect and has a 3.65m deep garden in front of it (on its south facing elevation) that would be fronted with a park style railing and structural hedging to providing a defensible space. It is also worth noting this unit has a 2nd bedroom on the 2nd storey where the main living/dining room space would be located.

Policy BE23 of the of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) requires the provision of external amenity space which is sufficient to protect the amenity of the development and surrounding buildings and which is usable in terms of its shape and siting. The council's HDAS Residential Layout provides further guidance on this issue and indicates that in flatted development communal amenity space should be provided in a quantum equating to 20sq.m per 1 bedroom unit and 25sq.m per 2 bedroom unit. With 14 x 2 bedroom units and 9 x 1 bedroom units the total minimum useable outdoor amenity space should be equal to 530sqm.

The application would provide for 388sq.m of usable communal amenity space (these calculations exclude the area of sedum roof treatment on the fringes of the outdoor spaces). In addition 7 of the individual residential units would have their own private roof terraces ranging in size from 12sq.m to 60sq.m (totalling 219sq.m). Alongside this 11 of the residential units would have private balconies all in excess of 3.5sq.m.

The design of the 2 private roof terraces located upon the roof of the ground floor retail

unit (facing east) have also been amended since the original submission with the addition of a framing device to the street. This alteration is designed to provide greater sense of definition and solidity to this external space and to provide a greater perception of privacy both to the users of these roof terraces and to neighbours. A glazed screen would prohibit the occupants of these gardens from getting within 1.65m of the front of the roof terrace to avoid overlooking to neighbours.

Taken in consideration the mix of communal space, private roof terraces is considered to readily meet meets the external amenity space standards set out in the Council's Residential Layouts SPD and complies with Policy BE23 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012). Overall, it is considered that the proposed development would result in an appropriate residential environment for future occupiers. No objection is therefore raised in this regard and the scheme is considered to comply with Policy 3.5 of the London Plan.

#### **7.10 Traffic impact, Car/cycle parking, pedestrian safety**

Policy AM14 states that new development will only be permitted where it is in accordance with the Council's adopted car parking standards.

Policy AM8 states the Council will accord priority to the needs and comfort of pedestrians in the design and implementation of road construction and traffic management schemes except where safety considerations dictate otherwise. In particular it will seek to minimise the diversion of pedestrian routes from pedestrian desire lines and the delays experienced by pedestrians at signal controlled road crossings.

Policy AM9 of the UDP requires cyclist facilities to be provided for development proposals

The scheme provides 1 on-site allocated car parking bay in the undercroft car park per residential unit, including 2 marked out to the standard dimensions required for disabled users and 2 others parking bays that are capable of adaptation to the full wheelchair standards. This level of provision is consistent with the Council's adopted parking standard, Accessible Hillingdon SPD and the standards set out in the London Plan.

12 electrical car charging points are detailed on plan located within the undercroft car parking, each point able to serve 2 bays that more than meets the London Plan standards. 32 secure cycle standard are proposed in the car park and would benefit from key entrance and CCTV and the requirements secured by planning condition of the Secure by Design accreditation .

With respect to demand for car parking arising from the retail unit a Transport Statement has been submitted that present evidence that the retail aspect of the scheme would not increase net demand for car parking provision on the surrounding street or result in significant additional traffic on the surrounding road network from customers to the retail unit if compared to the existing set of uses on the site. The Council's Highway Engineer has reviewed the Transport Statement and is minded to concur with that conclusion. Informing this view is the relative small floor area of the retail unit, the proximity to the railway station and the reasonable expectation the customer draw will be very local with large number of the customers arriving by foot. Furthermore the site is located in a control parking zone safeguarding against pressure on residents parking. The scheme proposes a net retention of 6 of the 2 hour metre car parking bays located on the spur road to the east of the site that include a maximum 30 minutes free car parking without a fee.



The Highway Engineer has raised concerns and an objection to the scheme on highway grounds based upon:

1. The servicing of the retail unit from street
2. The resultant loss of 2 metred parking bay during the hours of operation of the on-street service delivery bay placing pressure upon on street car park
3. The pedestrian and vehicle conflict arising from the large delivery lorries servicing the retail unit with a requirement to reverse these service lorries in the spur road resulting in pedestrian vehicle conflict as rail passengers leave/enter West Drayton Station.
4. The inadequate length of the on street service delivery bay proposed.

The applicant has provided further information including following receipt of these Highway Comments and it is considered these help to address these concerns or could be address by planning condition and the legal agreement. These include a wider entrance to the undercroft car park to permit two vehicles to pass each other.

Swept analysis has been provided to demonstrate 12 metre long service delivery lorries could reverse in front of the station and enable vehicles to pass parked vehicles on each side of the road, albeit single lane.

With regard to the potential pedestrian/vehicle the applicant has revised the expressed a revised Service & Delivery Plan that would limit the maximum size of vehicles to 12 metres and restrict deliveries for larger vehicles to between 10am and 2pm, controlled by legal agreement thereby avoiding the peak rail commuter hours in the morning and early evening thereby minimising the pedestrian conflict or the pressure upon on street car parking.

Furthermore the applicant has highlighted that the 6 or 7 service deliveries that might occur a day to service the retail store of this size it is not unreasonable to suppose the majority of these would be smaller light vans or transit vehicles.

Notwithstanding the anticipation of greater use of this station entrance following the arrival of Crossrail and the concerns maintained by the Highway Engineer Team it is not considered on balance sustainable to refuse the scheme on inadequate car parking of highway safety ground in view of the legal agreement that is considered is capable of limiting the size of the service delivery vehicles to 12 metres and to deliveries to 10am to 2pm. In arriving at this conclusion consideration is given:

- (i) To the fact it is a straight spur road with reasonable sightlines;
- (ii) The Swept analysis provided and the speed and number of vehicles that use and can be anticipated to use this cul-de-sac during the middle of the day;
- (iii) The small number of 12 metre lorries servicing a retail unit of this scale;
- (iv) Slow speed of vehicles moving
- (v) Good visibility for both vehicles and pedestrians
- (vi) Additional pathways:
- (vii) The comparison of the existing vehicle movements from the site including unregulated movements associated with the car wash operation and what is proposed.

The conclusion is also informed by the scheme under s278/s106 highway works, taking into account the proposed mitigation measures the scheme. The scheme would not result in a materially worse situation with regard to highway safety. The significant benefits of the scheme are improved appearance to the streetscene, active frontages, new job growth to the area and additional residential accommodation..

The scheme is considered to comply with Policy AM7, AM8 and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).



## **7.11 Urban design, access and security**

### URBAN DESIGN:

Issues of design and access are addressed in Section 7.07 of the report.

### SECURITY:

The application has been reviewed by the Metropolitan Police Crime Prevention Design Adviser who is satisfied with the general design, including bin stores, cycle store and undercroft car parking. He is also satisfied, subject to the provision of closed circuit surveillance, appropriate access control and to a condition requiring the development to achieve Secured by Design accreditation, that the development as a whole would provide for a secure environment.

### ACCESS:

Issues of access are addressed in Section 7.12 of the report.

## **7.12 Disabled access**

The details submitted indicate all the residential units to the scheme would be built to Lifetime Homes standards. 2 flats located on the first floor would be fully wheelchair accessible. Provision of these 2 fully wheelchair accessible flats would meet the 10% requirement, 2 disabled car parking spaces would be provided and 1 lift would be provided to allow access the wheelchair units. In addition provision is made for the installation of a stair lift to the 1st floor disabled units in the eventuality the lift is broken down and the 2 allocated units are occupied by wheelchair bound residents.

The development proposal would satisfy both Lifetime Homes and is considered to comply with Policies 6.4, 7.1 and 7.6 of the London Plan and the Council's Accessible Hillingdon Supplementary Planning Guidance.

## **7.13 Provision of affordable & special needs housing**

The Council's Housing Section has advised that 35% of the development should be provided for as affordable housing in accordance with the Council's Affordable Housing Supplementary Planning Document, the Planning Obligations Supplementary Planning Document and the amended London Plan.

Policy 3.11 of the London Plan advises that Boroughs should seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mixed-use schemes having regard to their affordable housing targets.

Policy 3.12 of the London Plan states negotiations on sites should take account of their individual circumstances including development and states the Mayor wishes to encourage, not restrain, overall residential development. Boroughs should take a reasonable and flexible approach to securing affordable housing on a site by site basis

The Council's Planning Obligations SPD further advises that in circumstances where a proposed development does not propose to meet the affordable housing requirements in full a financial viability appraisal (FVA) will be required and will need to be validated.

In this instance the applicant has submitted a FVA which has been validated by an independent third party, demonstrating that the development cannot afford to provide the affordable housing provision.

The advice from the Council's independent financial consult is that the key issue with the viability of the proposal is that the relative value arising from the proposal is not greatly more than the value of the site as it exists.

That is to say, at present, there are uses on the site which generate revenue for the site owner. The value of redeveloping the site as proposed is not substantially greater than the existing use value. If affordable housing is required to be provided, this additional cost would mean that it not worth while redeveloping the site as proposed.

The key issue is therefore is to ensure that the applicant's assumptions about the existing value of the site are accurate. Evidence of the existing use value (rents etc) has been requested from the applicant by both the the independent financial consult and Council officers. No evidence has been provided.

The applicant's position is therefore that should the Council wish to see the development (and its various benefits, such as construction jobs and the additional housing, retail units, jobs etc) proceed, then it would have to be accepted that at present the scheme can not deliver affordable housing.

Sale prices in this particular area are relatively low, however this situation may well change with the introduction of Cross Rail in 2018. The scheme would have a 3 year permission, and implementation could therefore occur in late 2016, when market conditions may have changed (given the more imminent arrival of Cross Rail). Should members be of the view that the benefits of the scheme are such that it should be approved, then a review mechanism should be included in the legal agreement so that viability can again be tested closer to the implementation (to see if market conditions have changed in a way that would enable affordable housing to be provided).

#### **7.14 Trees, landscaping and Ecology**

TREES and LANDSCAPING:

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. There are no trees or other planting on site.

The Design and Access Statement and the submitted plans provide illustrative landscape proposals including paved roof gardens with planting in containers together with roof-edged areas of sedum. The Council's Trees & Landscape Officer considers the scheme acceptable subject to full landscape details provided by means of condition. Subject to a condition to provide full details of a landscaping the scheme is considered to be compliant in relation to Policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

ECOLOGY:

A Phase 1 Habitat Survey was submitted with te application. The survey confirms that the site has no significant natural habitats requiring further surveys.

#### **7.15 Sustainable waste management**

The scheme provides two seperate refuse enclosures integrated into the main building frame that have doors that open externally onto the street. The refuse and recycling provision located on the east elevation adjacent to the entrance to the undercroft car park awould serve the retail unit. The refuse enclosure on the south elevation would serve the residential scheme. An internal door via the adjacent residential lobby would provide easy

access to the refuse store for future residents of the building core located at the north end of the site (via the undercroft car park).

The capacity of the refuse and recycling stores satisfies the Council's Waste Strategy Manager. The location, the design with the enclosures integrated fully into the building would be robust and not be visually intrusive in the streetscene. The location of the bin stores is appropriate and convenient to all the future residents and to servicing by the refuse vehicles direct from the pavement. As such the scheme complies with Policy 5.17 of the London Plan.

#### **7.16 Renewable energy / Sustainability**

Policies 5.1, 5.2, 5.3, 5.13, 5.14, and 5.15 of the London Plan require all developments to make the fullest contribution to achieving sustainable design and reducing carbon dioxide emissions. Specifically with reference to Major Developments, developments are required to identify energy efficiency savings and the provision of 40% reduction in the buildings carbon dioxide emissions through energy saving measures and use of on site renewable technology.

The residential scheme would contain a community heat pump for energy generation.

The Council's Sustainability Officer has no objection to the scheme subject to appropriate conditions. Subject to conditions in respect of sustainable drainage, Code Level 4 for Sustainable Homes and an energy statement showing 40% reduction in CO2 from 2010 Part L Building Regulations, it is considered that the application would comply with requirements relating to sustainability and renewable energy.

#### **7.17 Flooding or Drainage Issues**

The site is not within a flood zone, and no other drainage issues have arisen. Should the scheme be approved a standard water management efficiency condition would be applied that including the provision of details if a sustainable urban drainage scheme for the site.

#### **7.18 Noise or Air Quality Issues**

NOISE:

A noise assessment was submitted with the application. The report acknowledges the presence of the railway located immediately to the north of the site and this would necessitate a higher specification glazing to the habitable room windows and attenuated ventilators to the habitable rooms. The acoustic report also lays out specific minimum standards for the acoustic qualities of the glass balconies and to avoid vibration impacting the future the superstructure of the scheme is of solid, rigid forms using continuous concrete slabs at each floor level together with concrete columns, or something comparable, as opposed to lightweight frame construction. The acoustic report details the estimated noise levels to the 3 principal outdoor amenity space roof terraces will be no greater than 55db with the 4 storey element providing acoustic screening to the third floor roof terrace. It is noted all the residential units located on the north end of the site are dual aspect flats to avoid the flats needing to open the north facing windows (to the railway station) being opened to gain fresh air.

The acoustic report contains recommendations which the Environmental Protection Unit Team have reviewed and the measures implemented, would reduce noise to levels that comply with reasonable standards of comfort, as defined in British Standard BS 8233:1999 'Sound insulation and noise reduction for buildings - Code of Practice'.

Subject to the full recommendation of the acoustic report the scheme will provide adequate noise attenuation internally to the residential units and to the primary outdoor

amenity spaces serving the scheme. As such the scheme is considered to comply with Policy 0E5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### AIR QUALITY & LAND CONTAMINATION:

Local Plan Policy EM8 sets out a need to ensure that proposals take into account potential contamination, do not cause a deterioration in local air quality levels. The Environmental Protection Team have reviewed the submitted air quality report and concur with the report conclusions that the scheme will in net effect be neutral in respect to air quality in the locality. The land contamination desktop assessment has been submitted and subject to standard conditions recommended by EPU the scheme is considered satisfactory in respect to air quality and land contamination and a commitment to financial contribution to air quality monitoring in the area secured by legal agreement

#### **7.19 Comments on Public Consultations**

Case Officer Responses to the individual points raised:

Points 1 and 8 - are dealt with elsewhere in the body of the report.

Points 2 and 5 - are dealt with elsewhere in section 7.07 and 7.08 of the report. The scheme has been designed at the south end with the development at the back of the pavement rising to only 2 storeys and then set behind that to 3 storeys finished with a flat roof which is comparable in height to the two height of the two storey houses with ridge roof found elsewhere on Warwick Road as such the scheme in relation to the bungalows opposite at Nos 2, 4 and 6 Warwick Road is not considered unduly high or overbearing. The scheme would not breach BRE guidelines in respect to light to these properties located to the south of the site or any other surrounding properties.

Point 3 - As a general principle the Council are sympathetic to mixed use scheme in designated town centre with active street frontage they provide. Residential units on the eastern frontage would be problematical as some of these units would be single aspect and with limited scope for defensible spaces before them. The location of the retail unit next to the station entrance provides a reasonable prospect of finding a tenant given the footfall past the site from residents to the new residential development in Porters Way (NAT's site) and elsewhere to the south of the railway. The highway issues of retail unit are addressed elsewhere in the report.

Point 4 - A planning condition would be attached to any approval that would prohibit change of use from retail (A1 use) by removing existing general permitted development rights to retail units to convert without express planning permission from retail to residential.

Point 6 - The density if the scheme is well within the London Plan range for sites of this PTAL rating. The scheme is located in designated town centre where adopted policy encourages smaller 1 and 2 bedroom residential units. The outdoor amenity provision exceeds the Council's minimum standards.

Point 7 - Dealt with elsewhere in the report. The car parking provision is consistent with the Council's adopted parking standards. Allocated visitor car parking spaces are not encouraged by planning policy with respect to residential components of new development schemes.

#### **7.20 Planning obligations**

Policy R17 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November

2012)states that the Local Planning Authority will, where appropriate, seek to supplement the provision of recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and educational facilities through planning obligations in conjunction with other development proposals.

The Heads of Terms are set out below:

(i) Highways including, the following -

(a) Provision of a service delivery bay for larger length vehicles (up to maximum 12 metre)

(b) Provision of realigned pavement on eastern frontage and provision of pavement where presently lacking

(c) Provision of pavement on eastern edge of site where presently there is none.

(d) A Service and Delivery Plan limiting the hours of delivery by large service vehicles to the hours of 10am and 2pm Monday to Saturday and not at all on Sunday, Bank Holidays and Public Holidays

(e) Provision of 1 additional resident permit holders/metre car parking bay

(f) All future occupants of the development removed the opportunity to gain Hillingdon resident's on street parking permits, for the life of the development

(ii) Public Realm: A contribution of £5,000 in respect to public realm improvements arising from Cross Rail improvements to the West Drayton Station surroundings

(iii) Education: a contribution in the sum of £62,652 should be secured.

(iv) Health: a contribution in the sum of £8,872.64 (£216.67 x 40.95) should be secured.

(v) Libraries: a contribution in the sum of £941.85 (£23 x 40.95) should be secured.

(vi) Construction Training: either a financial contribution or an in kind scheme delivered equivalent to the formula of £2,500 for every £1m build cost + number of units /160 x £71,675= total contribution, including the submission of an Employment Strategy for construction phase and end user phase (the latter in respect to the retail unit)

(vii) Air Quality: a financial contribution towards air quality should be secured in the sum of £12,500.

(viii) Affordable Housing: as currently assessed, no affordable housing is required. However, a time review mechanism is required to re-assess should the development not come forward within 3 years.

#### **7.21 Expediency of enforcement action**

Not applicable.

#### **7.22 Other Issues**

None.

#### **8. Observations of the Borough Solicitor**

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

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

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

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

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

## **9. Observations of the Director of Finance**

## **10. CONCLUSION**

Full planning permission is sought for the redevelopment of the site for a mixed used scheme. The proposed development is acceptable in principle and the density of development, the internal space standard, the level of useable outdoor amenity space and the level of residential parking provision all accord with the recommendations of the London Plan and Hillingdon Local Plan. The scheme is considered to have considerable urban design merit and is not to be over-dominant to neighbours or raise privacy issues.

It is acknowledged that the on street servicing of a 250sq.m retail unit does raise some potential for pedestrian/vehicular conflict as service lorries reverse in the spur road to the station. However in light of the SWEPT analysis demonstrating the servicing is practical and with a legal agreement in place to control the size and hours of servicing to outside peak commuters hours it is not considered these concerns provide an adequate reason of refusal or a reason of refusal that is sustainable on Appeal especially mindful it is a cul-de sac road, with no existing houses fronting it, with low traffic speeds, reasonable sight lines and limited vehicles movement and pedestrian footfall outside peak rail commuter hours when deliveries would occur.

The National Planning Policy Framework is clear that there should be a presumption in favour of sustainable economic development, set alongside bring forward development schemes that embody good design. The application proposals deliver on these twin objectives complies on balance with relevant Hillingdon Local Plan Policies (November



2012) Part One and Part Two, London Plan (July 2011) and the National Planning Policy Framework (March 2012) and accordingly, approval is recommended subject to appropriate conditions and a S106 Legal Agreement.

#### **11. Reference Documents**

Hillingdon Local Plan: Part One (November 2012)

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

London Borough of Hillingdon's HDAS 'Accessible Hillingdon' Supplementary Planning Document (May 2013)

London Borough of Hillingdon's HDAS 'Residential Layouts' Supplementary Planning Document (December 2008)

Planning Obligations Supplementary Planning Document (July 2008)

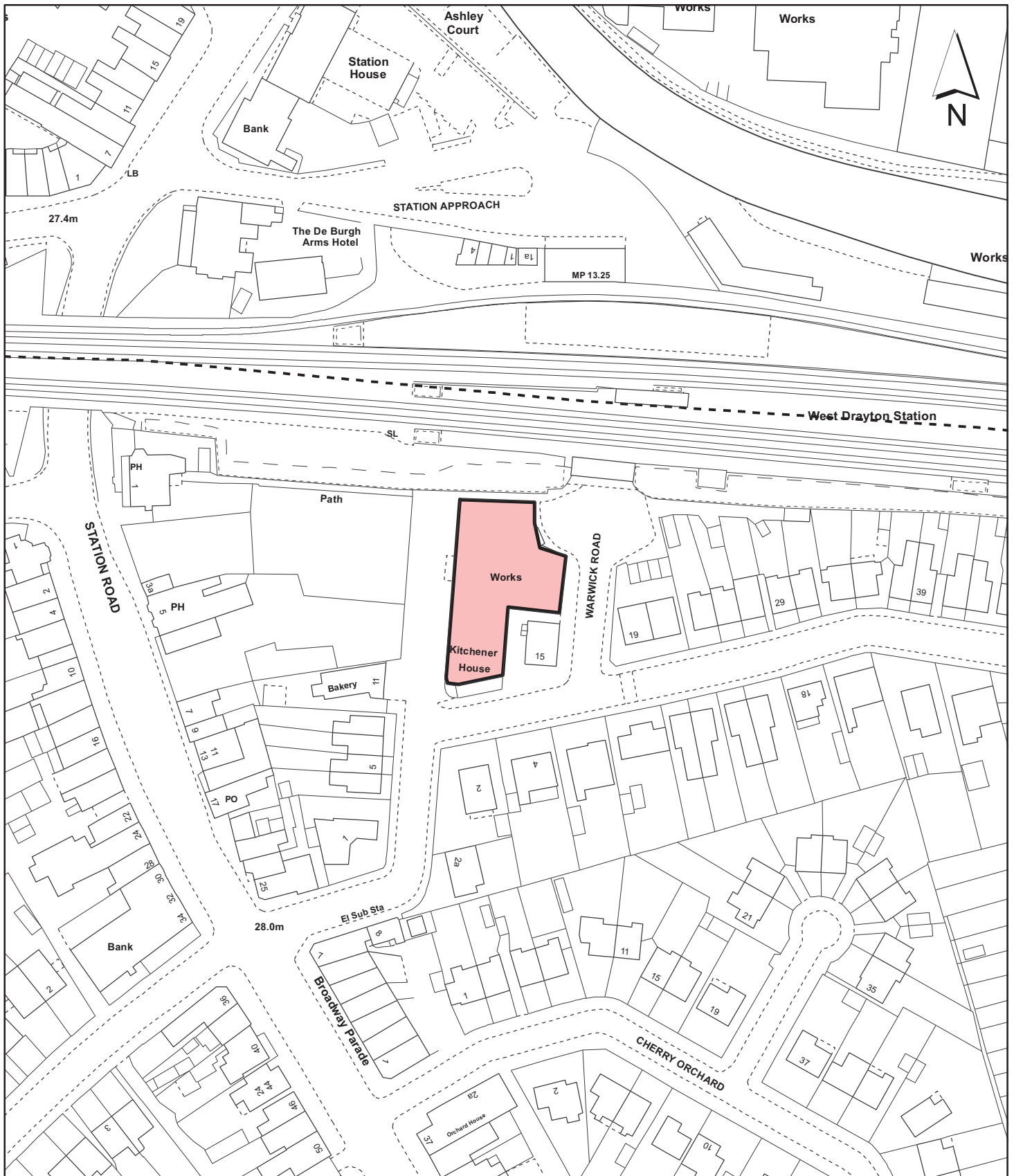
Revised Chapter 4: Education Facilities of the Planning Obligations SPD (adopted 23 September 2010)

London Plan (July 2011)

National Planning Policy Framework (March 2012)

**Contact Officer:** Gareth Gwynne

**Telephone No:** 01895 250230



**Notes**

 Site boundary

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Site Address

**Kitchener House  
 Warwick Road  
 West Drayton**

**LONDON BOROUGH  
 OF HILLINGDON  
 Residents Services**

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

Planning Application Ref:  
**18218/APP/2013/2183**

Scale  
**1:1,250**

Planning Committee  
**Major Applications**

Date  
**October 2013**



**HILLINGDON**  
 LONDON

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# Plans for Major Applications Planning Committee

30 October 2013



HILLINGDON  
LONDON



INVESTOR IN PEOPLE

[www.hillingdon.gov.uk](http://www.hillingdon.gov.uk)

Page 203

**Report of the Head of Planning, Sport and Green Spaces**

**Address** FORMER ROYAL BRITISH LEGION CLUB SIPSON ROAD SIPSON

**Development:** The redevelopment of the existing vacant club/pub site at 560 Sipson Road to accommodate a new 4 storey 54 room hotel with associated parking and landscaping.

**LBH Ref Nos:** 829/APP/2013/1618

**Date Plans Received:** 14/06/2013

**Date(s) of Amendment(s):**



BLOCK PLAN  
SCALE 1:500

PLANNING ISSUE

ALL DIMENSIONS SHOWN FROM INTERIOR WINDOWS.  
 PROJECT DESCRIPTION  
 560 SIPSON ROAD, WEST DRAYTON  
 DRAWING TITLE  
 BLOCK PLAN  
 DRAWING No.  
 853/PP/1/03  
 SCALE  
 1:500  
 SHEET No.  
 42  
 DATE  
 05.04.2013



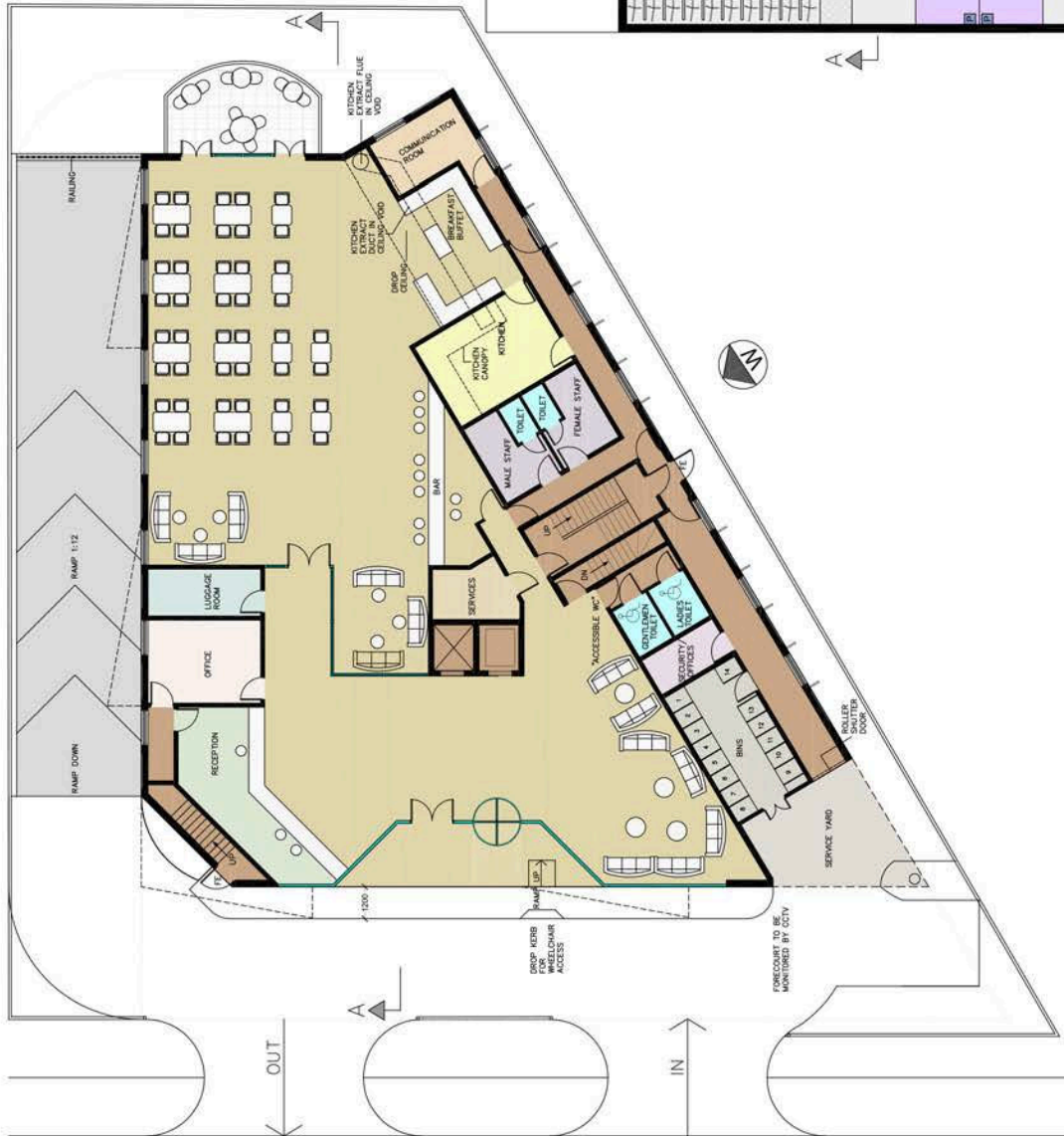
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EXISTING SITE PLAN  
SCALE 1:500

PLANNING ISSUE	
PROJECT: 560 SIPSON ROAD WEST DRAYTON	
DRAWING TITLE: EXISTING SITE PLAN	
SCALE: 1:500	DATE: 04-02-2013
DRAWN BY: JS	CHECKED BY: SR
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A2 Site Plan Project No: 833/ RDP / FIG1 Drawing No: 833/ RDP / FIG1	
REV.	



NOTES:

ALL ROOMS ARE 19 TO 25 SQM--28 SQM

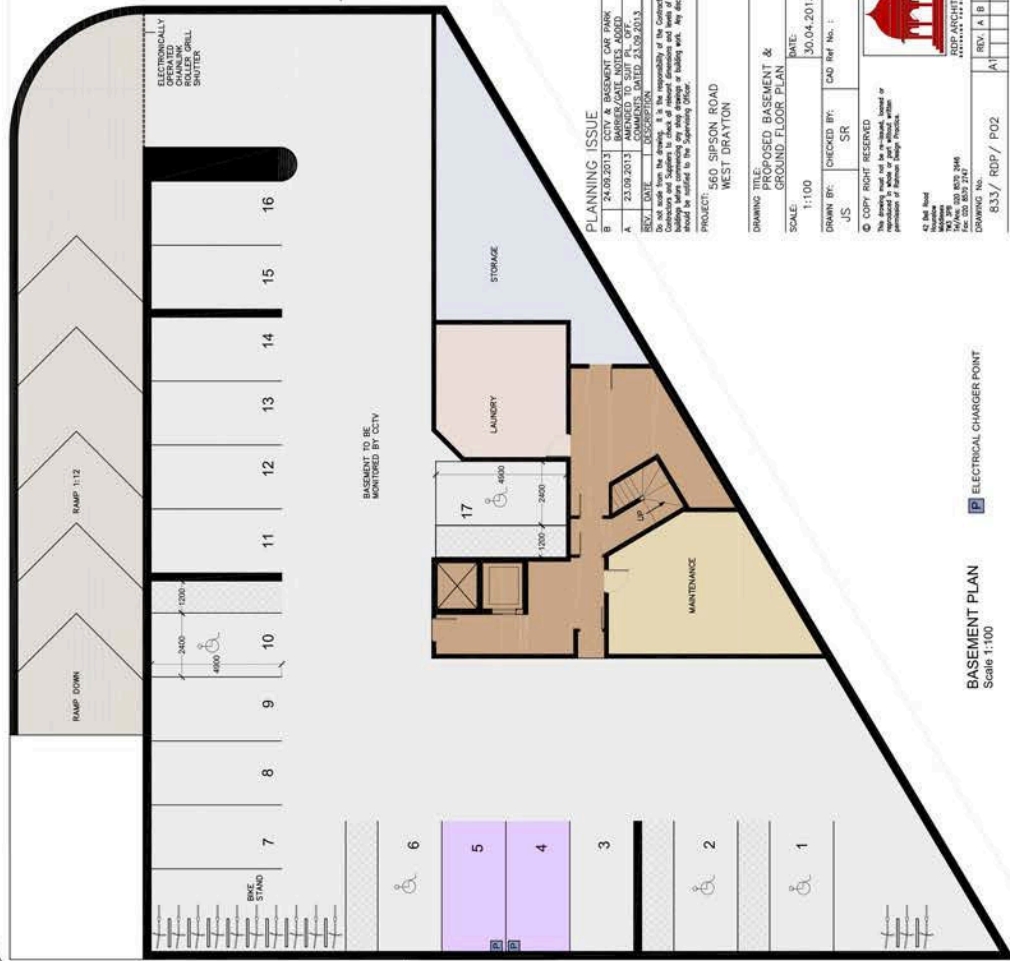
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 SECOND FLOOR = 18 ROOMS  
 THIRD FLOOR = 18 ROOMS  
 TOTAL = 54 ROOMS

COVER FOR RESTAURANT = 44

CAR PARKING = 17



SIPSON ROAD



GROUND FLOOR PLAN  
Scale 1:100

PLANNING ISSUE

B 24.09.2013 CITY & BASMENT CAR PARK  
 A 23.09.2013 AMENDED TO ADD  
 17 CAR SPACES  
 COMMENTS DATED 23.09.2013

Do not scale from this drawing. It is the responsibility of the Contractor, Sub-Contractors and Suppliers to check all element dimensions and levels of this and other drawings against the approved drawings. Any discrepancies should be notified to the Supervising Officer.

PROJECT: 560 SIPSON ROAD  
 WEST DRAYTON

DRAWING TITLE: PROPOSED BASEMENT &  
 GROUND FLOOR PLAN

SCALE: 1:100 DATE: 30.04.2013

DRAWN BY: JS SR CHECKED BY: CAD Ref No.:

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 Tel: 01895 724747  
 Fax: 01895 724748  
 Email: info@rsparchitects.com

REV: A B  
 633/ ROP / P02

ELECTRICAL CHARGER POINT

BASMENT PLAN

Scale 1:100





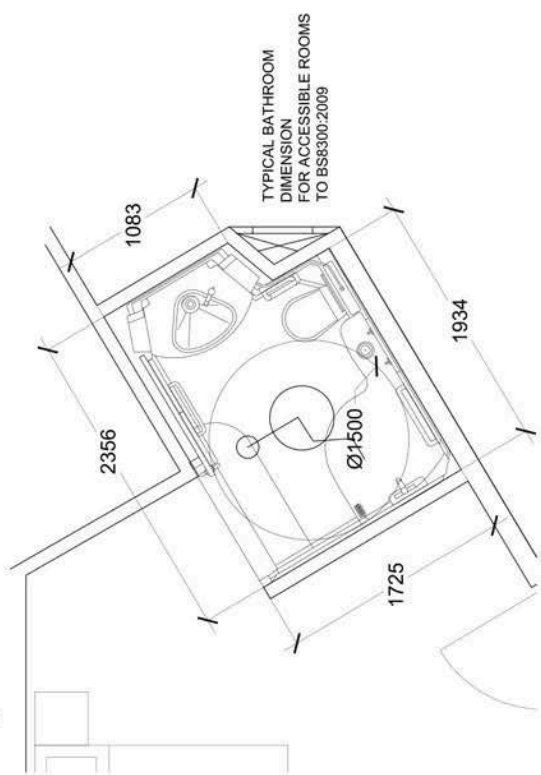
SECOND FLOOR PLAN  
Scale 1:100

PLANNING ISSUE	
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B	11.09.2013 COMMENTS DATED 23.09.2013
C	03.09.2013 COMMENTS DATED 11.09.2013
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PROJECT: 560 SIPSON ROAD WEST DRAYTON	
DRAWING TITLE: PROPOSED FIRST, THIRD & SECOND FLOOR PLAN	DATE: 30.04.2013
SCALE: 1:100	CHECKED BY: CAD Ref. No.:
DRAWN BY: J.S. SR	
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REV: A	633/ ROP / P03

- NOTES:
- ALL ROOMS ARE 19 TO 25 SQM—28 SQM
  - FIRST FLOOR = 18 ROOMS
  - SECOND FLOOR = 18 ROOMS
  - THIRD FLOOR = 18 ROOMS
  - TOTAL = 54 ROOMS
  - COVER FOR RESTAURANT = 44
  - CAR PARKING = 17



FIRST & THIRD FLOOR PLAN  
Scale 1:100







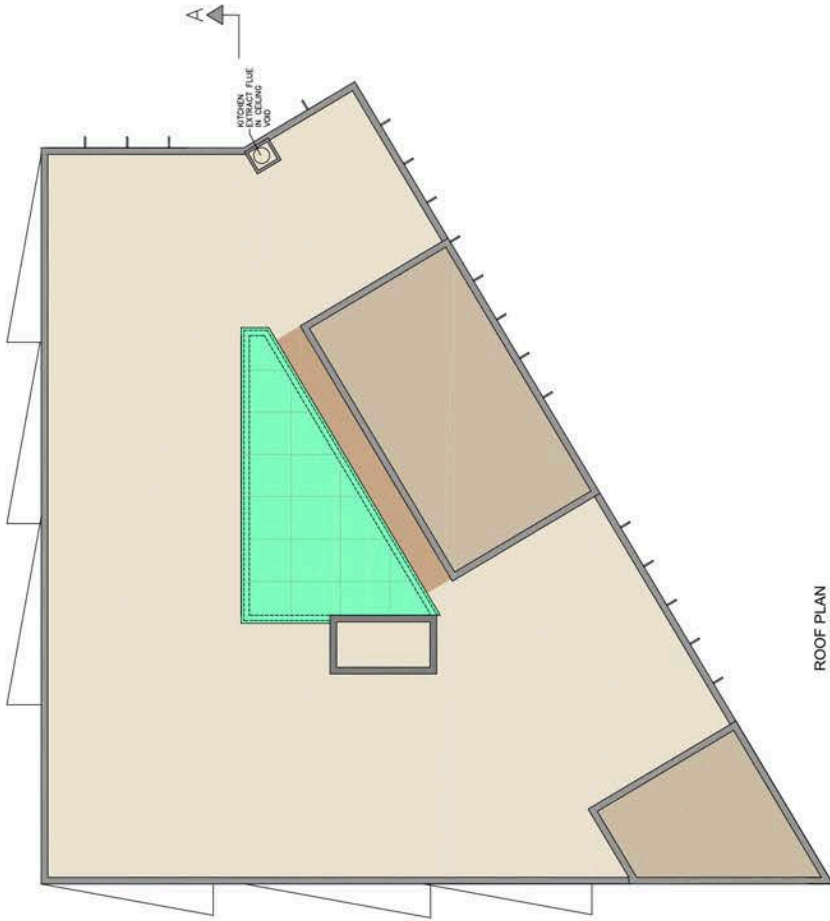
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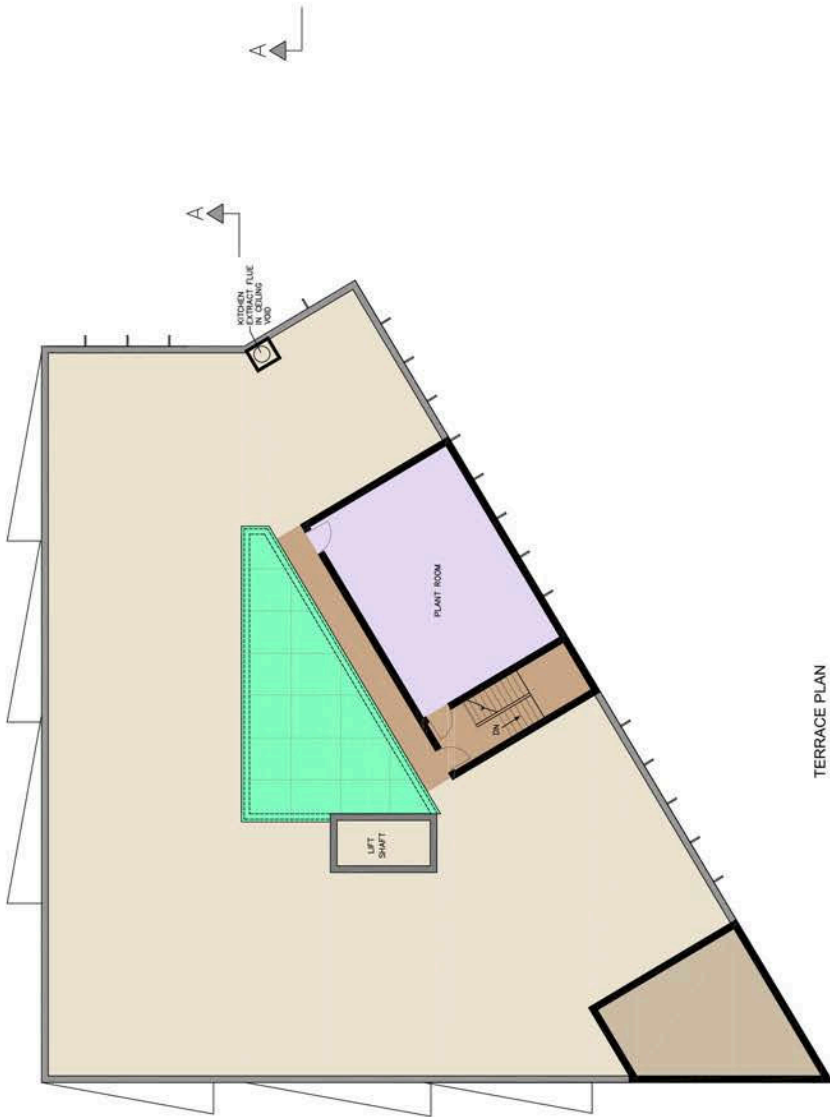
SITE PLAN  
Scale 1:200



PLANNING ISSUE	
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AMENDED TO SHEET PL. OFF.	
COMMENTS DATED: 23.09.2013	
PROJECT: 560 SIPSON ROAD WEST DRAYTON	
DRAWING TITLE: PROPOSED SITE PLAN & STREET ELEVATION	
SCALE:	1:200
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CHECKED BY:	S.R.
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REV:	A
833/ ROP / P01	A



ROOF PLAN  
Scale 1:100



TERRACE PLAN  
Scale 1:100

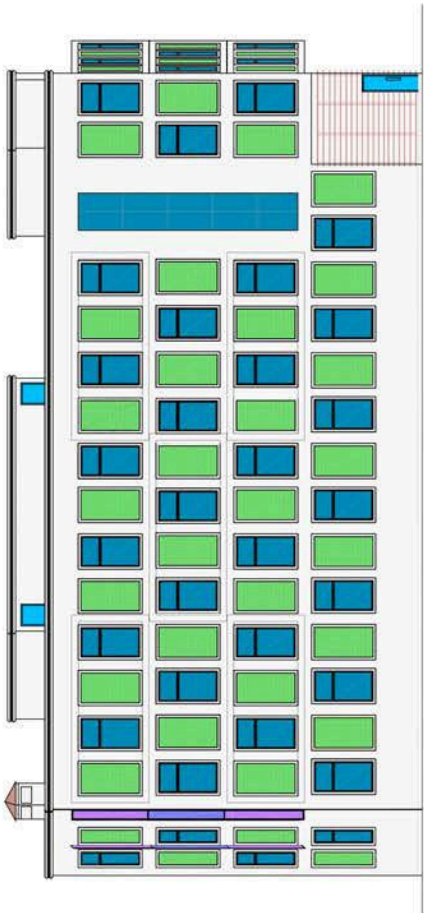


SECTION A-A  
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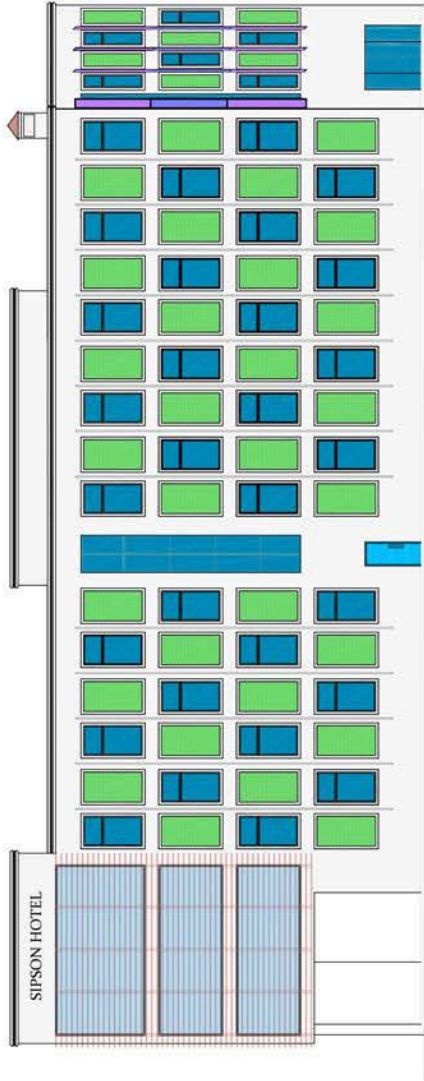


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 WEST DRAYTON

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 ROOF PLAN & SECTION  
**SCALE:** 1:100  
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 01530 832247  
 833/ RDP / P04



PROP. EAST ELEVATION  
SCALE 1:100



PROP. WEST ELEVATION  
SCALE 1:100



PROP. NORTH ELEVATION  
SCALE 1:100



PROP. SOUTH ELEVATION  
SCALE 1:100

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 WEST DRAYTON

DRAWING TITLE: ELEVATIONS

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 REV. A1

1:100 0 1 2 3 4 5 6 7 8 9 10 METER



TREES



ACER- CAMPESTRE



TILIA, CORDATA GREENSPIRE

SHRUBS



SOLIDAGO- GOLDENMOOSA



SPIRAEA- ANTHONY WATERER



AETHONEMA - ARMENIUM



Hydrogravel 240 permeable concrete block paving from Tobermora; colour Brindle

CAR PARK & ROAD SURFACE

LEGEND

PROPOSED TREE  
2m high tree

- T1 Acer- Campestre
- T2 Tilia Cordata- Green Spire

PROPOSED SHRUBS

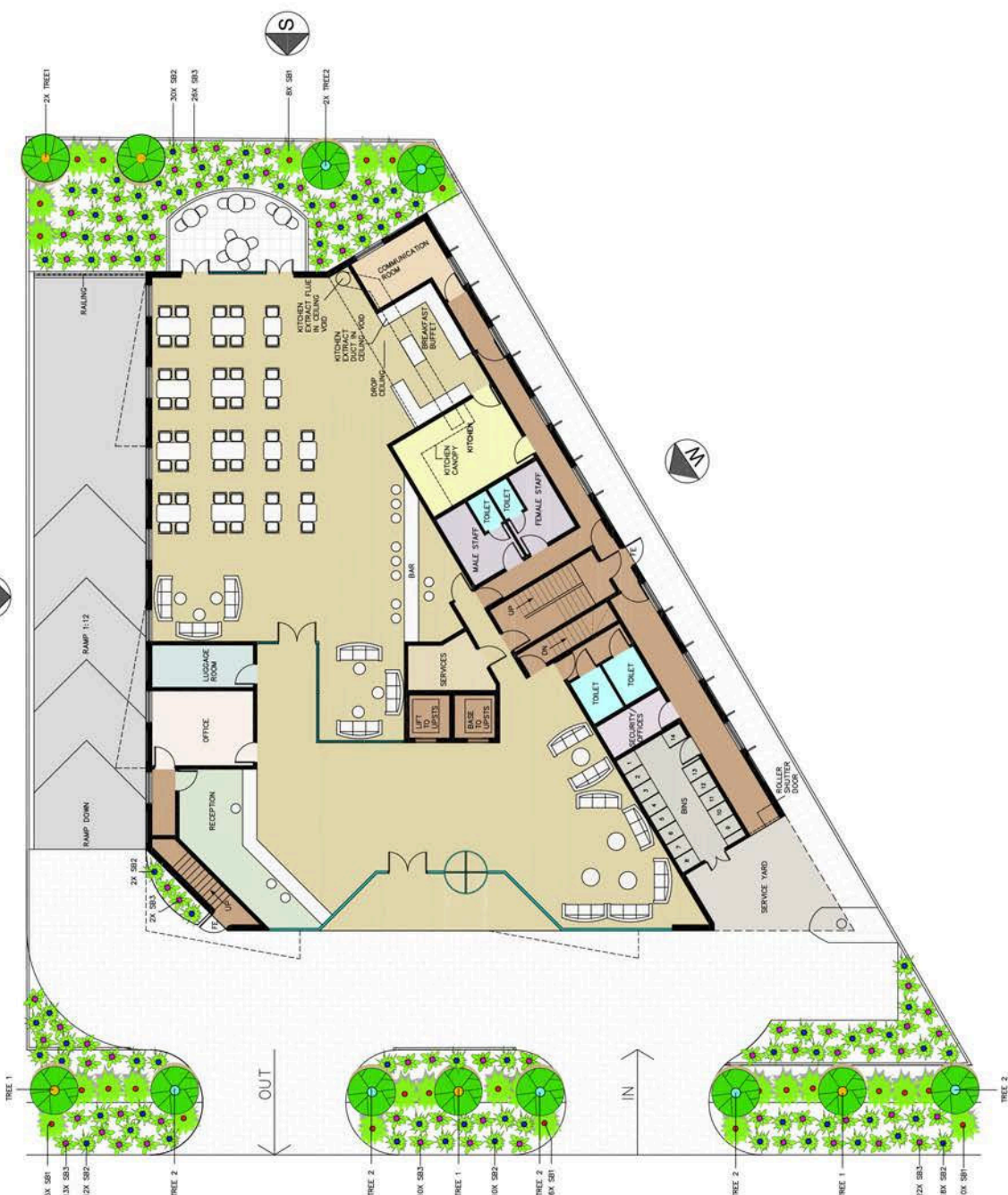
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- SR2 -Spiraea-anthoni-waterer x 66 ht tm & spd. 0.5m [2 ltr. pots]
- SR3 -Aethonema-armenium x 56 ht.0.5m & spd. 0.5m [2 ltr. pots]



450x450mm CONC. Side Walks

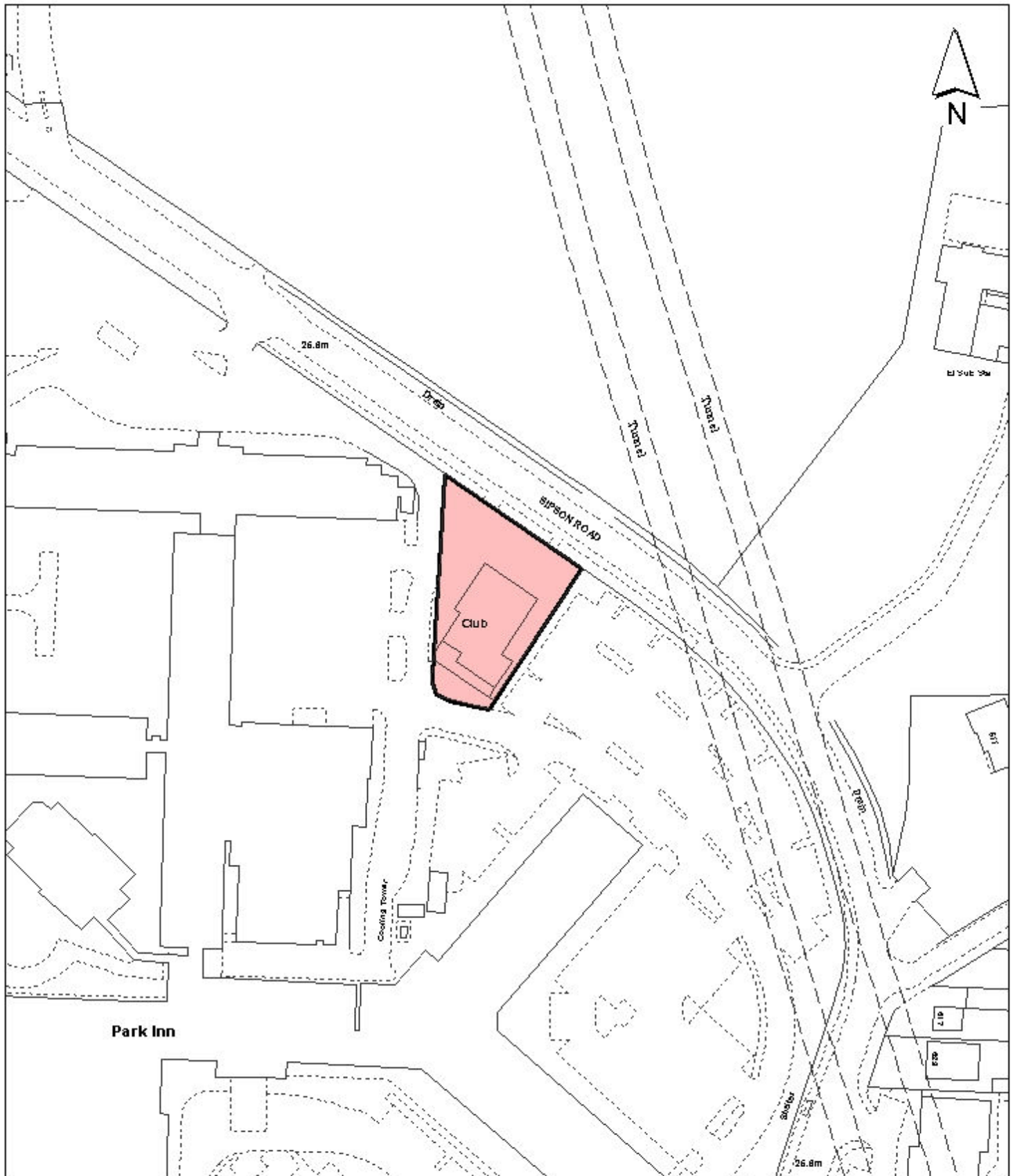
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 REV: 1




SITE LANDSCAPE PLAN  
SCALE 1:100





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Site Address

**Former British Legion Club  
Sipson Road**

**LONDON BOROUGH  
OF HILLINGDON  
Residents Services**

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

Planning Application Ref:  
**829/APP/2013/1618**

Scale  
**1:1,250**

Planning Committee  
**Major Applications**

Date  
**October 2013**



**HILLINGDON**  
LONDON

## **Report of the Head of Planning, Sport and Green Spaces**

**Address** LAND AT 37-45 DUCKS HILL ROAD NORTHWOOD

**Development:** Variation of Condition 4 (Approved Drawings) to allow the enlargement of the single storey rear additions, changes to disabled facilities and fenestration to Plots 4, 5, 6, 7 and 10 of planning permission granted 16/11/10, ref. 59214/APP/2010/1776: Erection of 8 detached and 6 semi-detached dwellings with associated access, parking and landscaping.

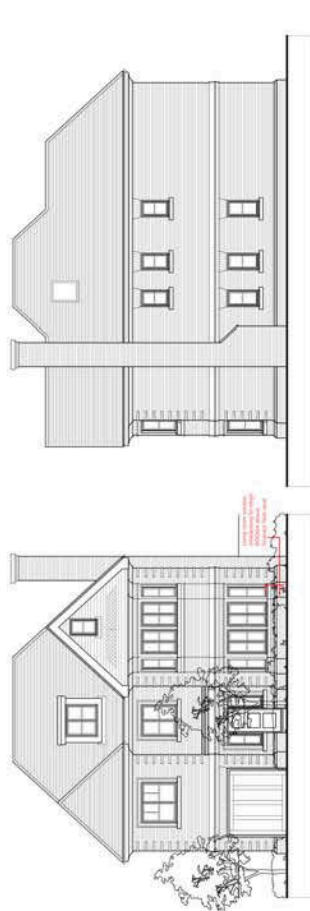
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**Date Plans Received:** 08/08/2013

**Date(s) of Amendment(s):**

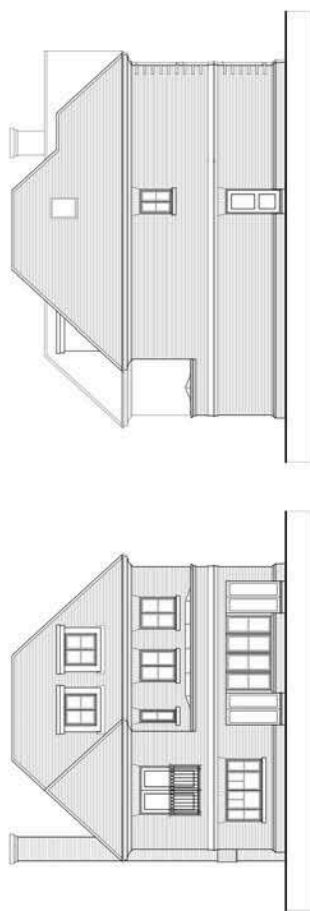
**Date Application Valid:** 12/08/2013





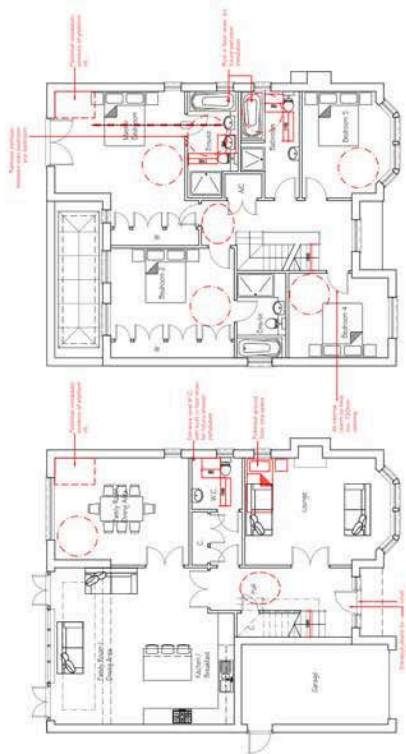
West Elevation

South Elevation



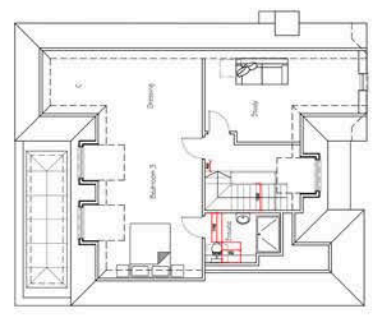
East Elevation

North Elevation

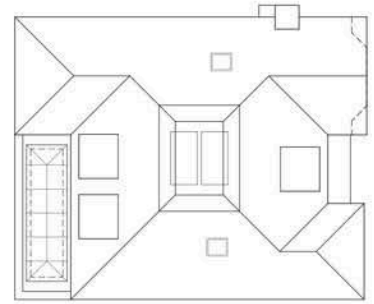


Ground Floor

First Floor



Second Floor



Roof Plan

- Potential hot water location
- Potential platform lift location
- 1.5m turning circle
- 1.5 x 1.2m turning ellipse



**The TPA Design Company Ltd**  
 334 St Lukes Road, Mablethorpe  
 Tel: 01624 412388  
 Fax: 01624 412390  
 Email: info@tpadesign.co.uk

Client: **Taylor Wimpey West London Ltd.**

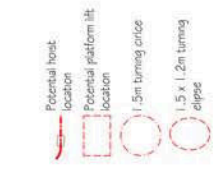
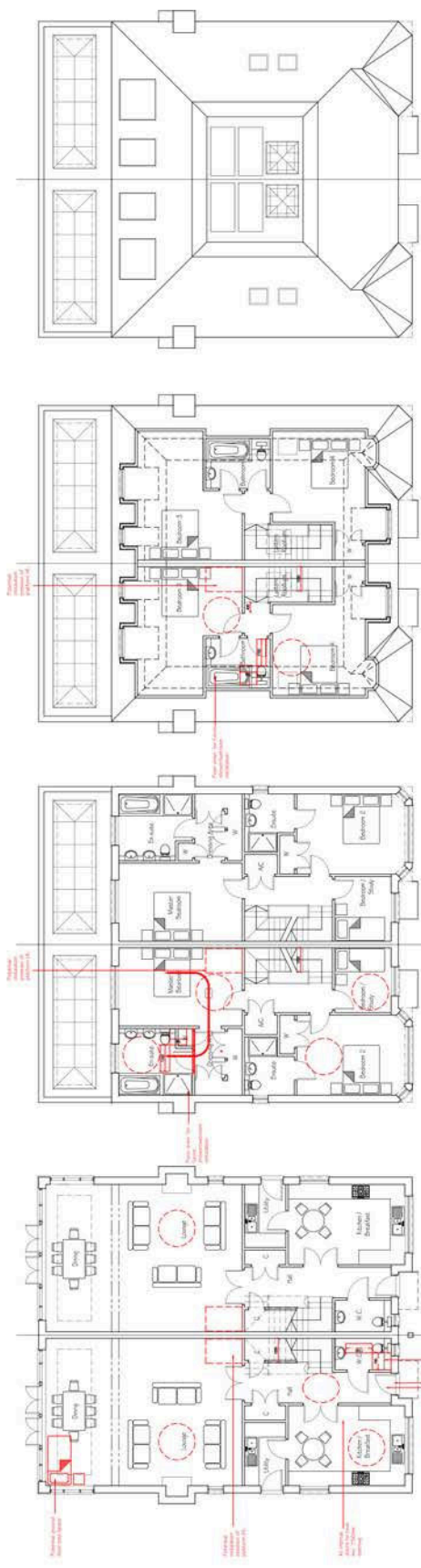
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Drawing title: **Plot 10 Plans and Elevations**

Scale: **1:100** Date: **02-13 DE** Drawn by: **DE**

Drawing no: **1834/PL402** Rev: **Rev**

The tpa Design Company Ltd architects landscape architects interior design project management planning supervisors

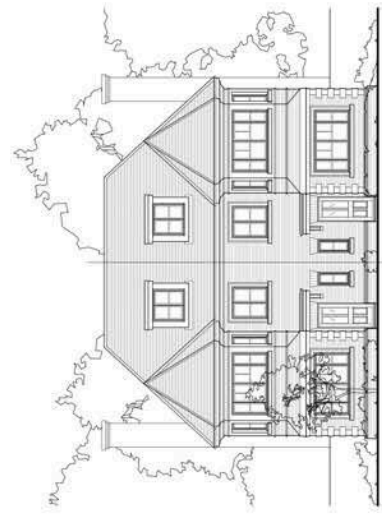


Root Plan

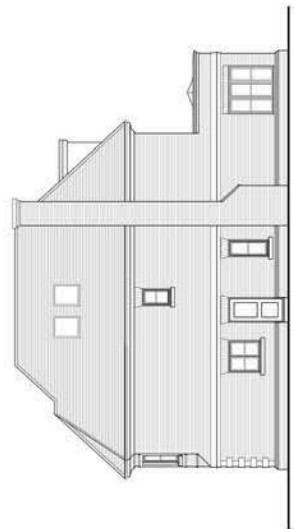
Second Floor

First Floor

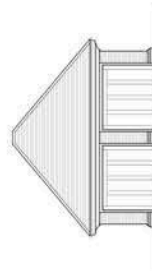
Ground Floor



East Elevation



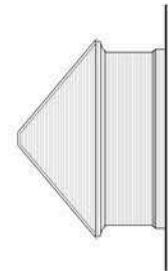
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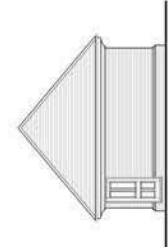
South Elevation



East Elevation



North Elevation

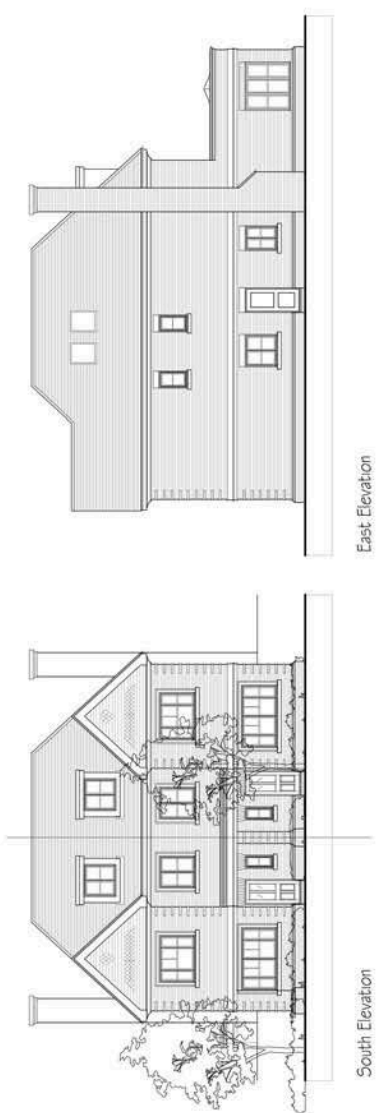


West Elevation

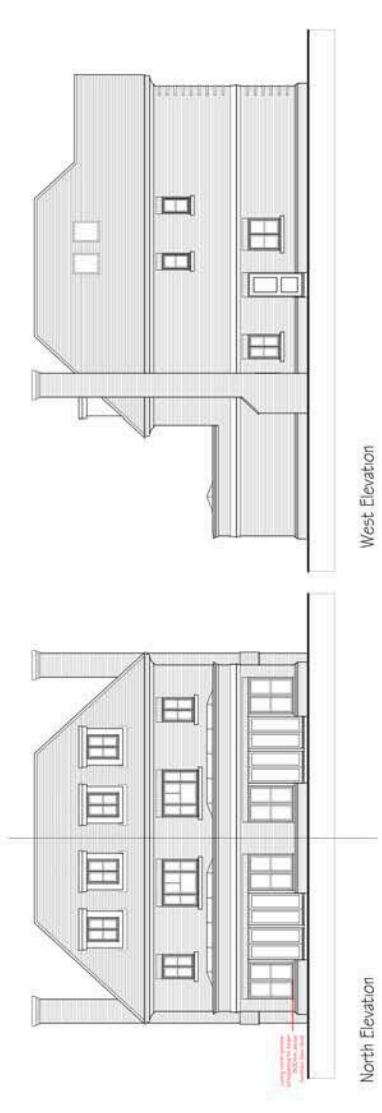
**tpa**  
The tpa Design Company Ltd  
33A St Luke Road, Moulsham, Colchester, Essex, CO1 1LH  
Tel: 01206 412388  
Fax: 01206 412390  
Email: info@tpadesign.co.uk

Client: Taylor Wimpey West London Ltd.  
Job title: 37-45 Ducks Hill Road, Northwood  
Drawing title: Plot 4 - 5 Plans and elevations  
Scale: 1:100 Date: 02/13 Drawn by: DE  
Drawing no: 1834/PL102 Rev:

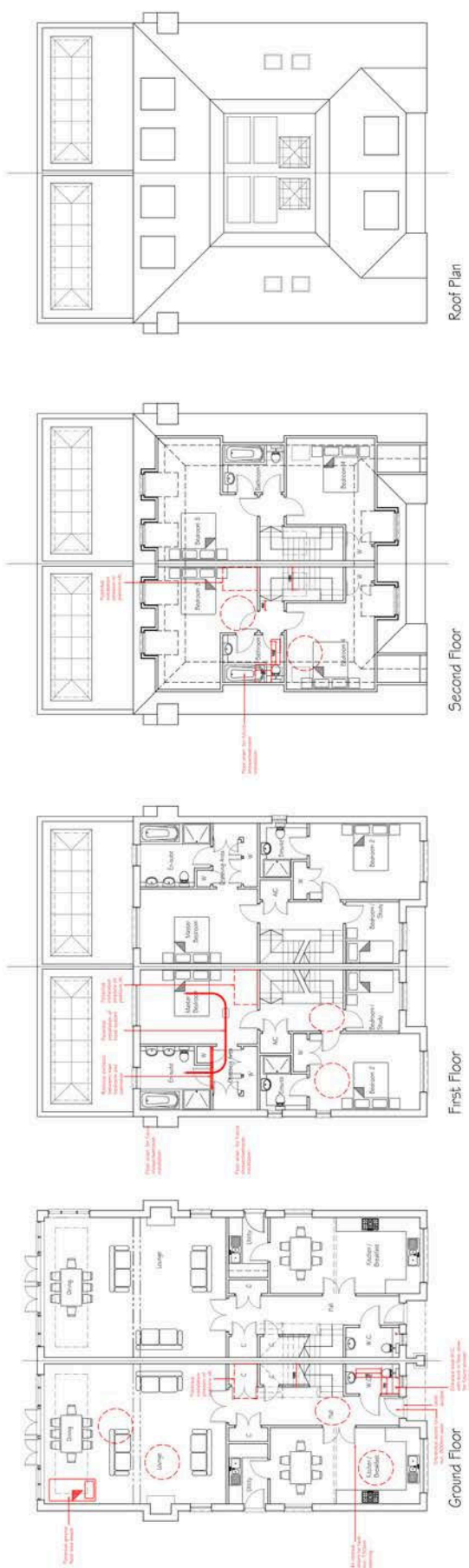
The tpa Design Company Ltd architects landscape architects interior design project management planning inspectors



East Elevation



West Elevation



Ground Floor

First Floor

Second Floor

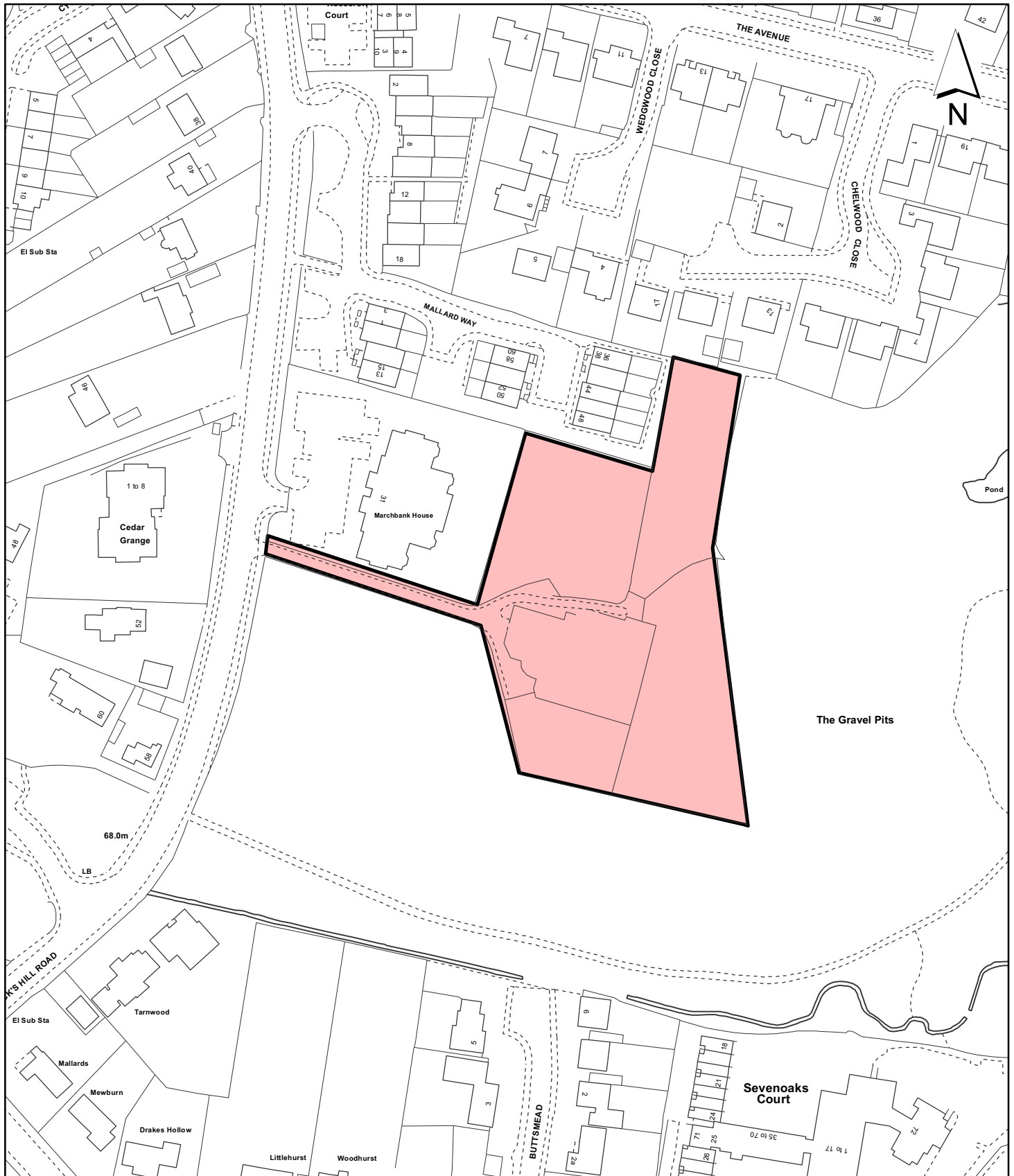
Roof Plan

**tpa**  
The tpa Design Company Ltd  
33A St Luke's Road, Northwood  
Tel: 01628 412388  
Fax: 01628 412390  
Email: info@tpadesign.co.uk

Client: Taylor Wimpey West London Ltd.  
Job title: 37-45 Ducks Hill Road Northwood  
Drawing title: Plots 6 & 7 Plans and Elevations  
Scale: 1:100 Date: 02-13  
Drawn by: DE  
Checked by: DE  
Drawing no: 1834/PL202







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	<p>Planning Application Ref:</p> <p align="center"><b>59214/APP/2013/2269</b></p>	<p>Scale</p> <p align="center"><b>1:1,500</b></p>	 <p><b>HILLINGDON</b> LONDON</p>
	<p>Planning Committee</p> <p align="center"><b>Major Applications</b></p>	<p>Date</p> <p align="center"><b>October 2013</b></p>	

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

**Address** 428A VICTORIA ROAD RUISLIP

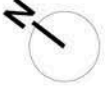
**Development:** Variation of condition No.1 of planning permission ref. 64445/APP/2008/1295 dated 03/09/2008 to allow the sale of A1 non food goods and preclude the sale of food and drink (variation of condition 2 of planning permission ref. 3953EG/96/1602 dated 09/05/97 to allow for extension of the range of goods available for sale from the premises to allow for the sale of sports goods and equipment, bicycles and associated equipment, play equipment, baby equipment and products, electronic games and equipment and other products associated with toys and children's entertainment)

**LBH Ref Nos:** 64445/APP/2013/1050

**Date Plans Received:** 25/04/2013

**Date(s) of Amendment(s):**

**Date Application Valid:** 25/04/2013



KEY

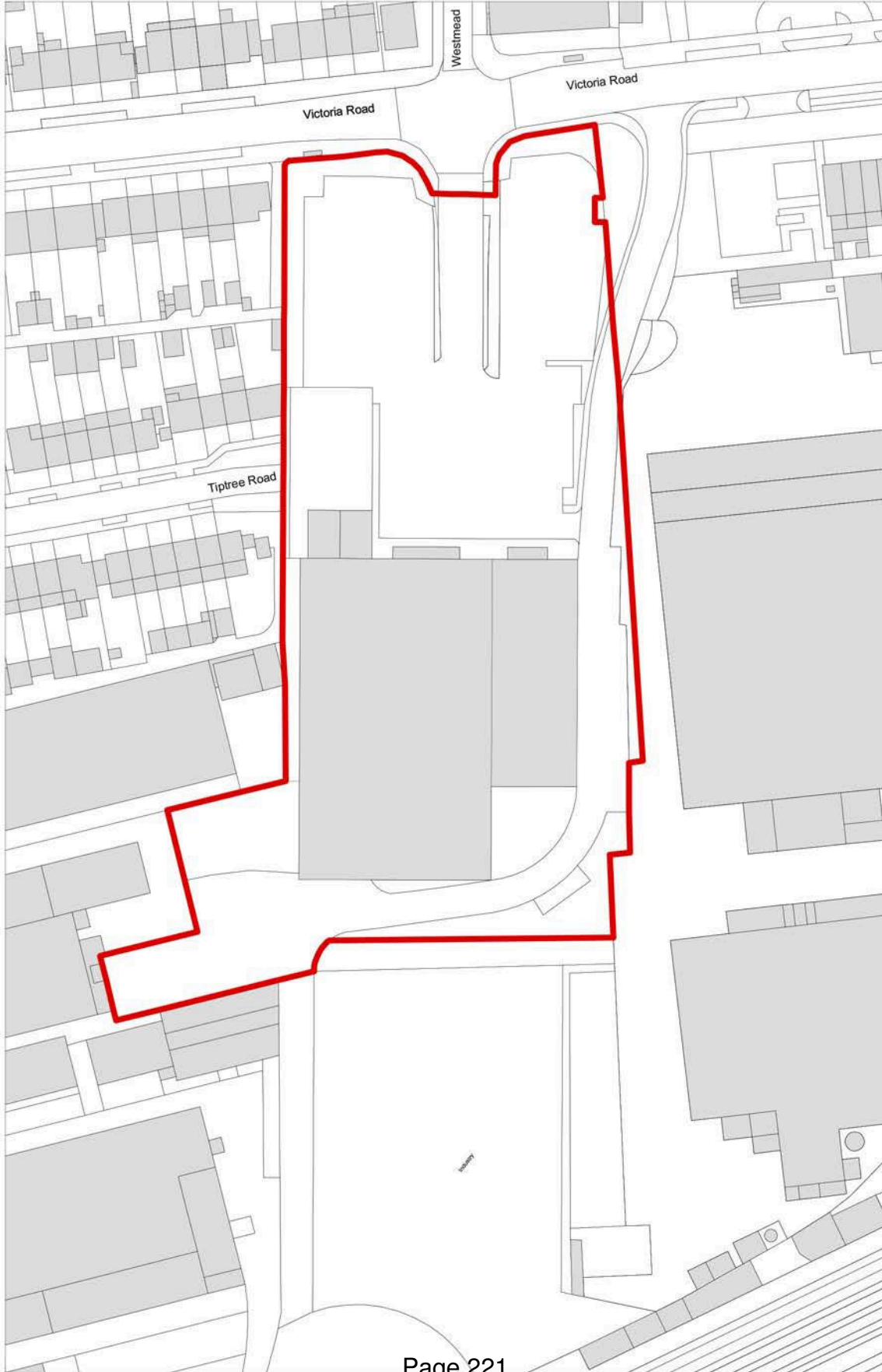


APPLICATION SITE

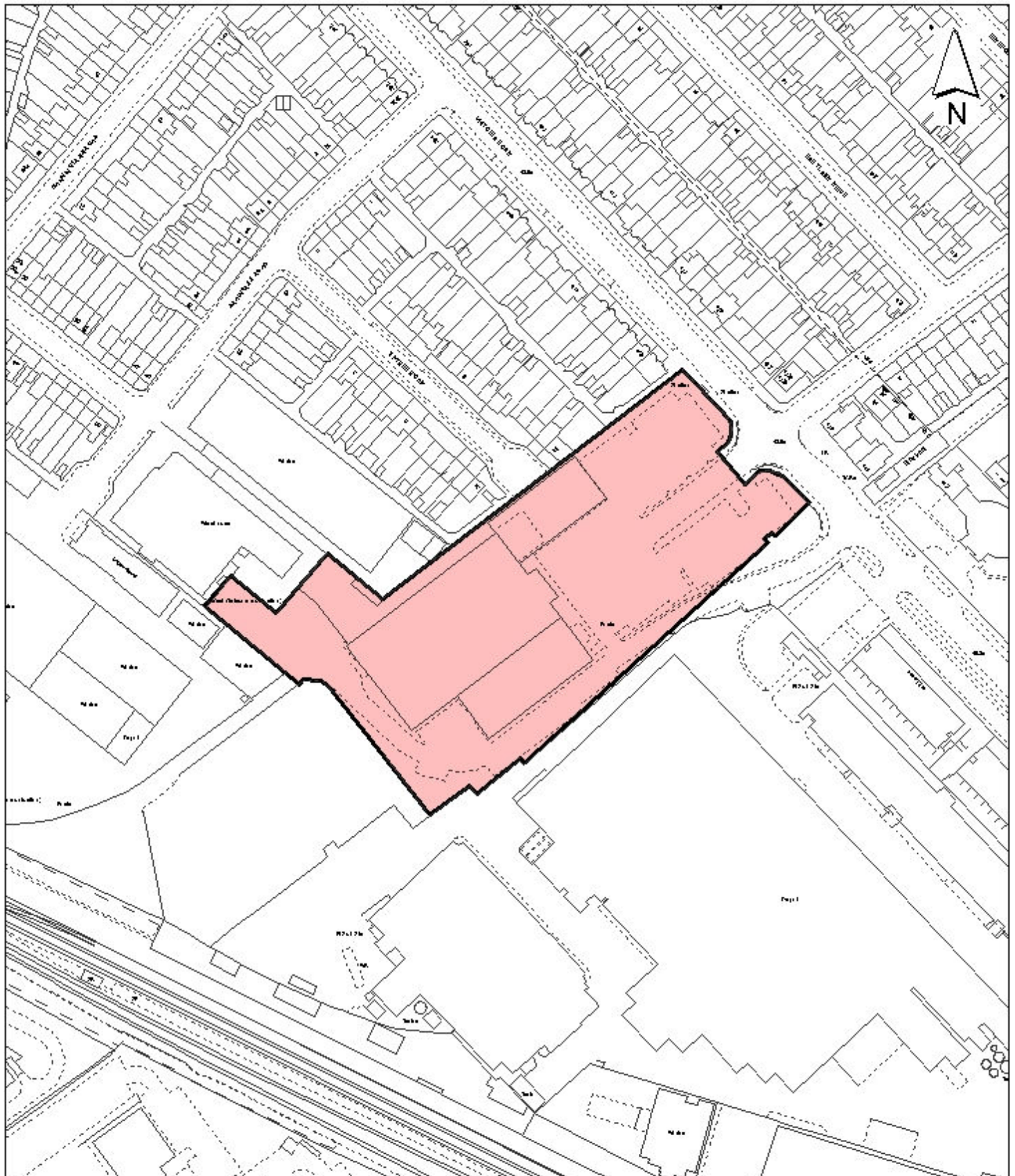
# PLANNING


REV.	DATE	DESCRIPTION
		PROJECT: RETAIL DEVELOPMENT SOUTH BURSIP, H&M DXL
		DRAWING: SITE LOCATION PLAN
		CLIENT: AVIVA INVESTORS
SCALE	1:1000 @ A3	DRAWN: PW
	DATE: Feb 2013	CHECK: N/A
		NO/000
		1242 - PL01
		© copyright retained

LDA Chartered Architects  
LDA (Architects) Limited  
100 Victoria Road  
Bursip, Liverpool L15 2AF  
Tel: 0151 828933  
Fax: 0151 828934  
Email: info@ldaarchitects.co.uk







<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><b>428a Victoria Road Ruislip</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><b>64445/APP/2013/1050</b></p>	<p>Scale</p> <p><b>1:2,000</b></p>	 <p><b>HILLINGDON</b> COUNCIL</p>
	<p>Planning Committee</p> <p><b>Major Applications</b></p>	<p>Date</p> <p><b>October 2013</b></p>	

**Report of the Head of Planning, Sport and Green Spaces**

**Address** 428A VICTORIA ROAD RUISLIP

**Development:** Refurbishment of Unit A involving installation of mezzanine floor, installation of shop front, alterations to elevations, installation of trolley bays, alterations to car parking arrangements, involving demolition of existing mezzanine floor, external sales area, entrance porch and canopy

**LBH Ref Nos:** 64445/APP/2013/1000

<b>Date Plans Received:</b>	19/04/2013	<b>Date(s) of Amendment(s):</b>	18/06/2013
<b>Date Application Valid:</b>	29/04/2013		16/07/2013
			19/04/2013
			29/04/2013
			29/04/2013

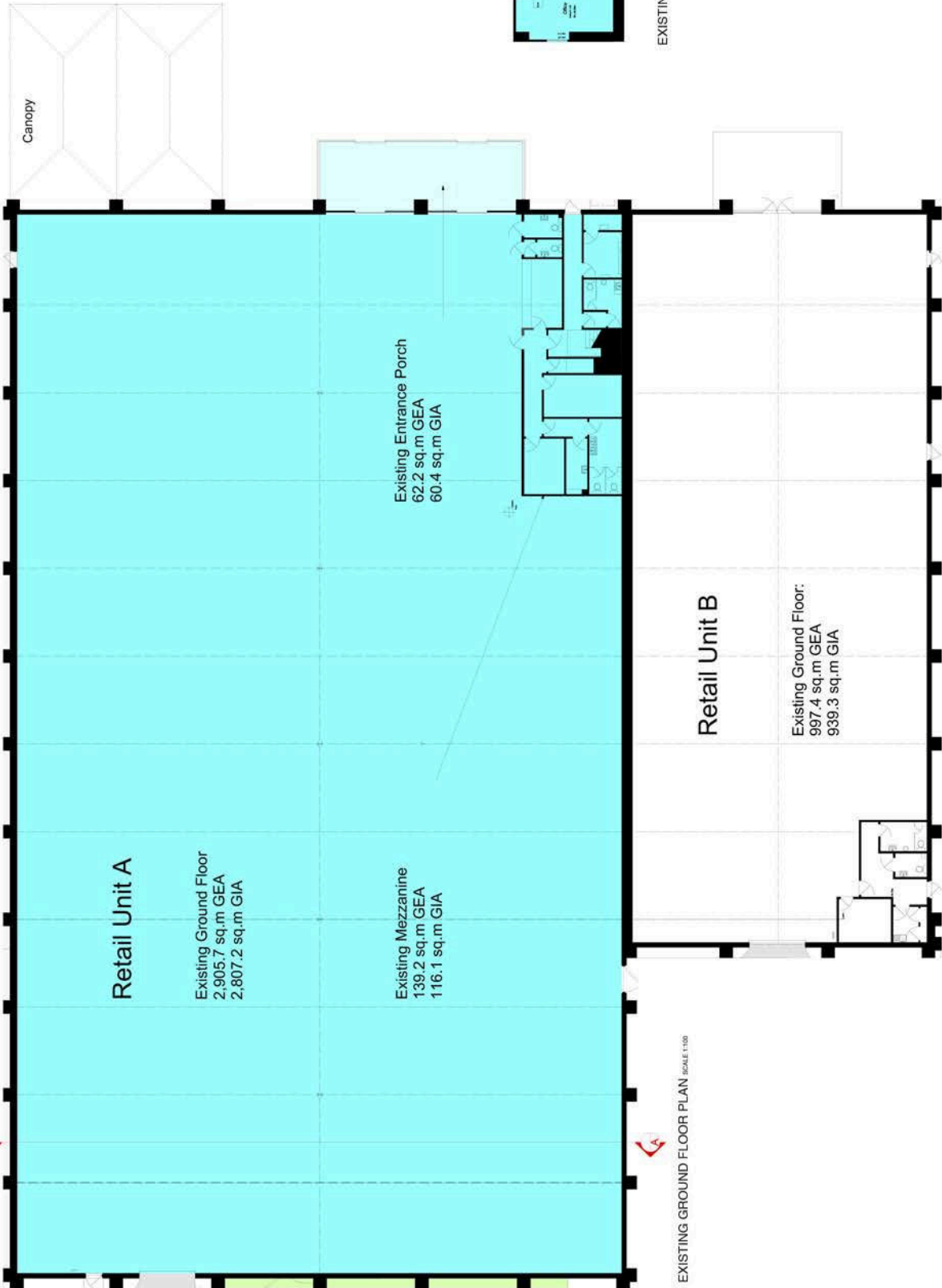






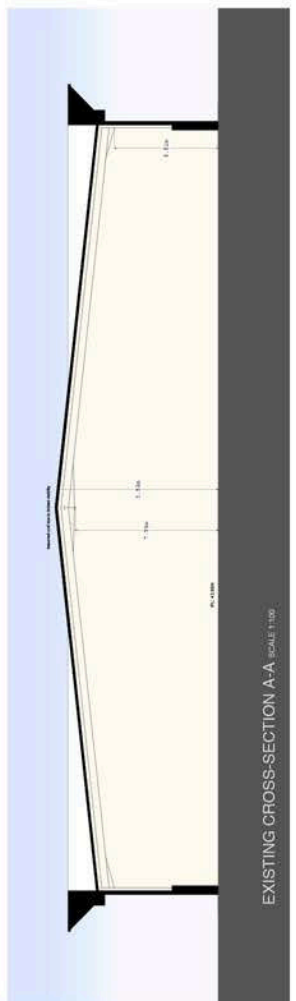
PLANNING

NO.	DATE	REVISION
RETAIL DEVELOPMENT 1242 - P1.003		
PROJECT LOCATION 1242 - P1.003		
DESIGNING FLOORING & INTERIORS		
DRAWN BY ATWA INVESTORS		
DATE	BY	CHKD BY
19th 2023		
SCALE	1:100	
PROJECT NO.	1242 - P1.003	
© 2023 ATWA INVESTORS		



EXISTING MEZZANINE PLAN SCALE 1:100

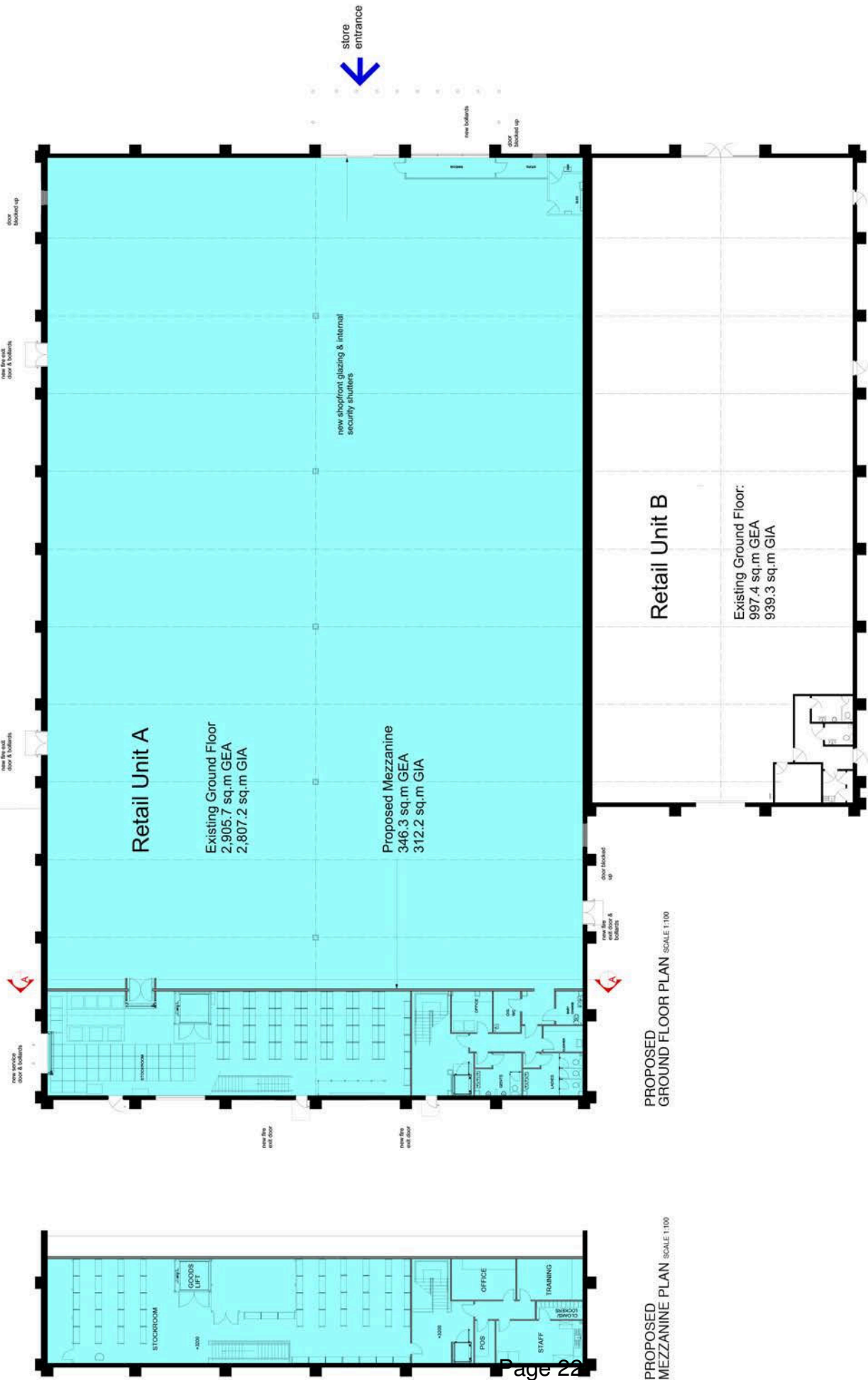
EXISTING GROUND FLOOR PLAN SCALE 1:100





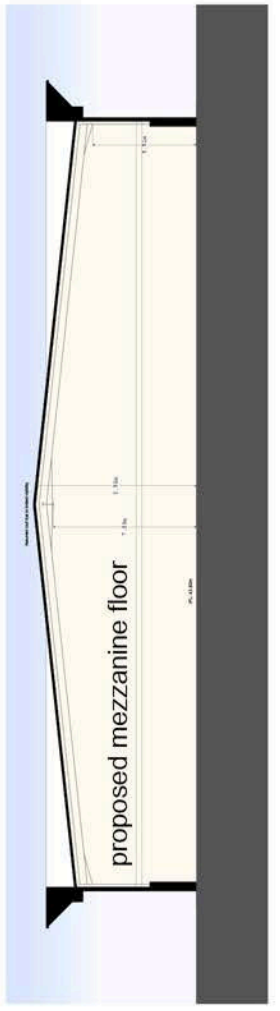
PLANNING

REF: 1242	DATE: 15/01/2023
RETAIL DEVELOPMENT EXISTING BUILDING 1242 - PL 13	
PROJECT LOCATION 1242 - PL 13	
FLOOR PLANS PROPOSED SECTION	
DRAWN BY: ATWA INVESTORS	
DATE: 15/01/2023	SCALE: 1:100
PROJECT NO: 1242 - PL 13	
DRAWING NO: 1242 - PL 13	

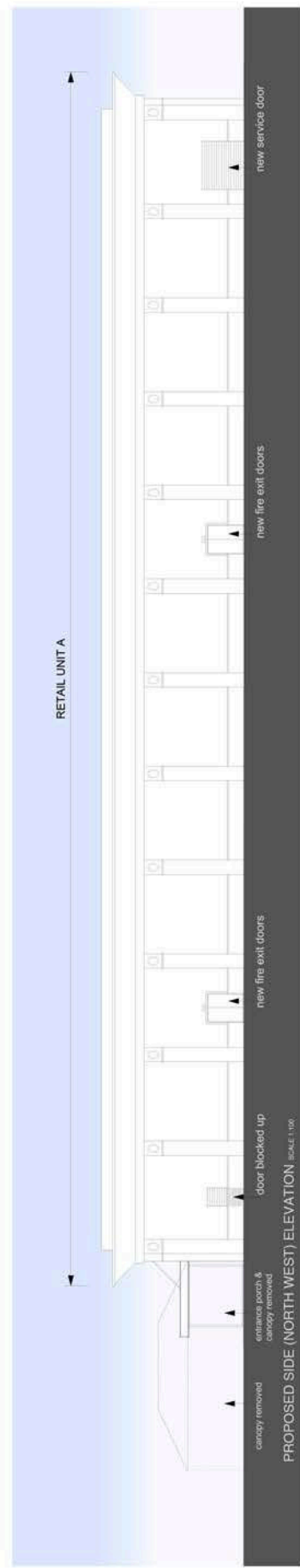
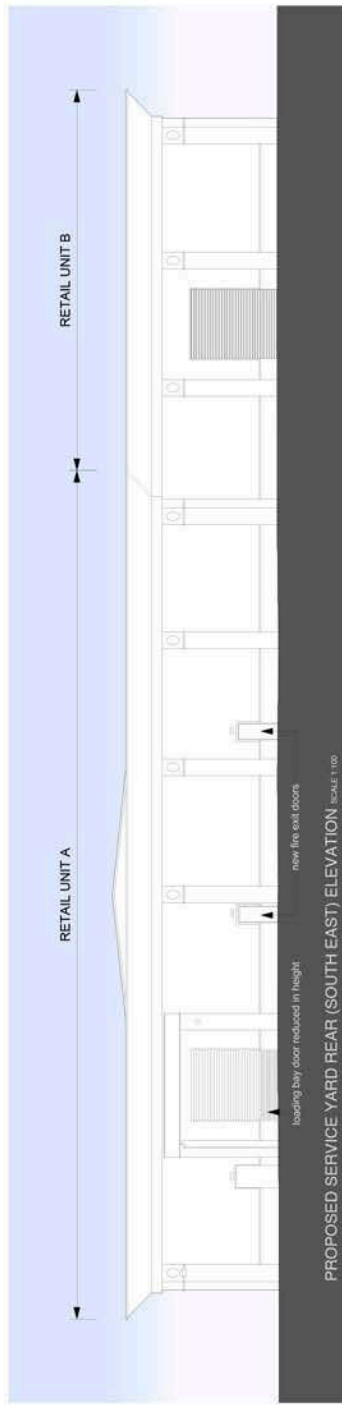
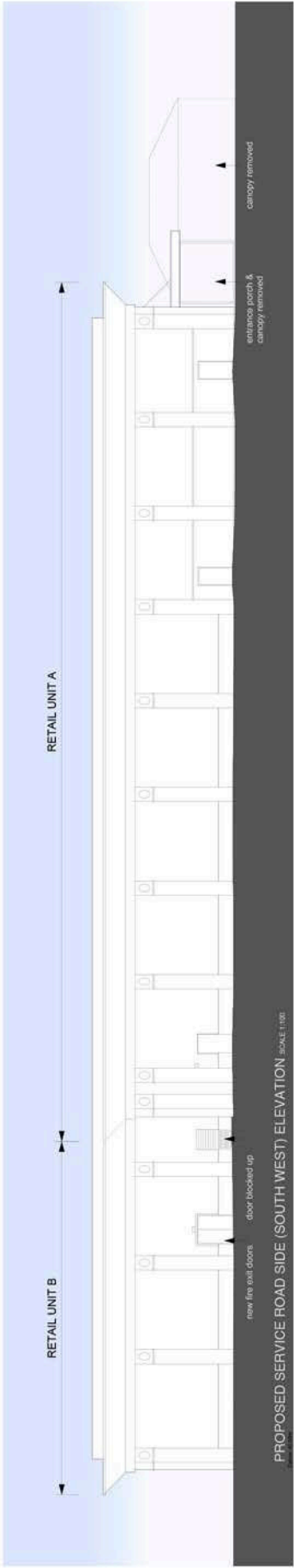
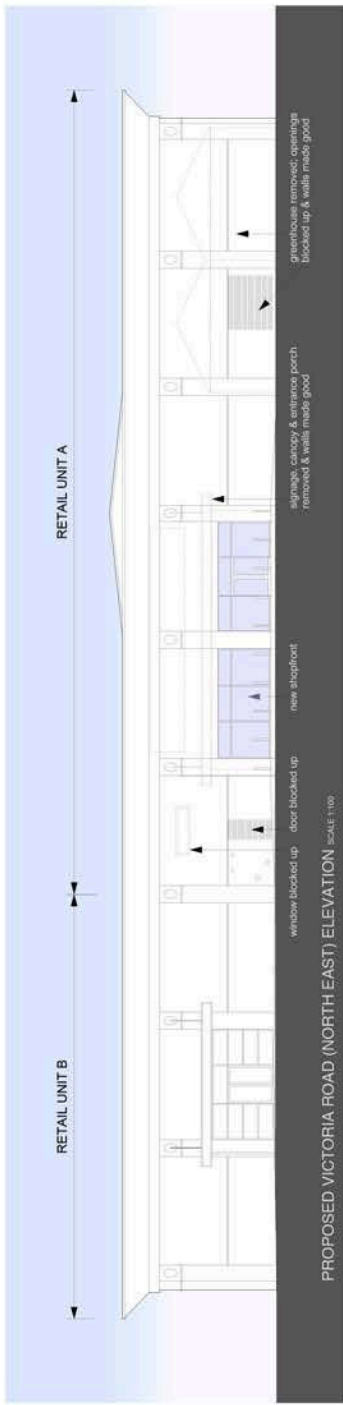


PROPOSED GROUND FLOOR PLAN SCALE 1:100

PROPOSED MEZZANINE PLAN SCALE 1:100







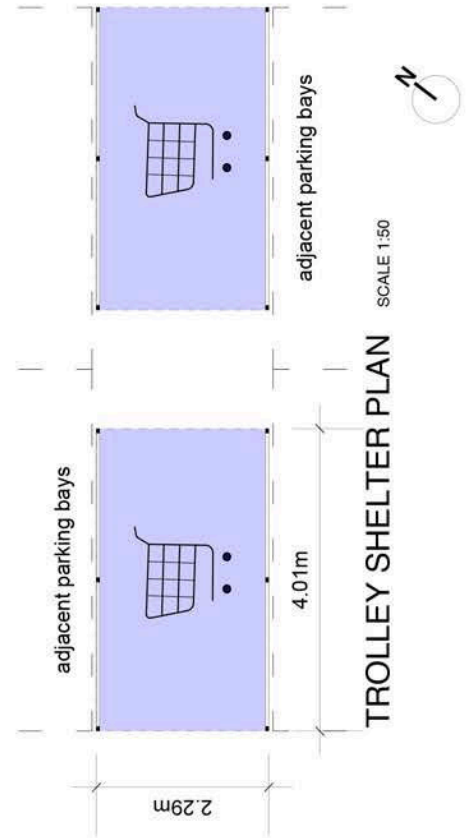
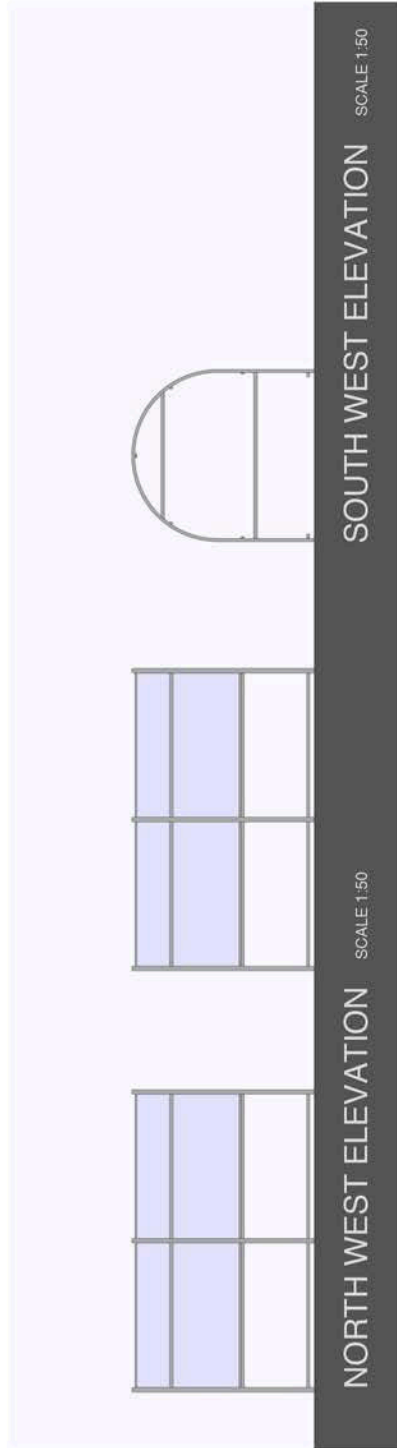
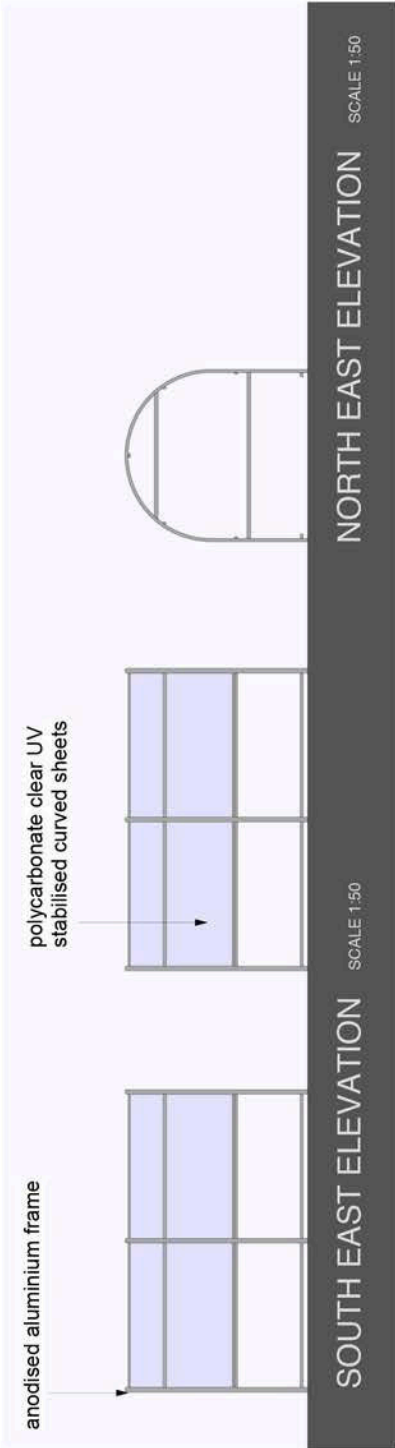
PLANNING

REF: 1242	DATE: 12/11/2013
RETAIL DEVELOPMENT, 1242 VICTORIA ROAD, WIMBORNE	
PROPOSED ELEVATIONS	
DRAWN BY: ATWA INVESTORS	
DATE: 12/11/2013	SCALE: 1:100
PROJECT NO: 1242 - PL14	
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0 2 m



**PLANNING**

REV.	DATE	DESCRIPTION
<b>PROJECT</b> RETAIL DEVELOPMENT 100A BURNHAM ROAD SOUTH RUISLIP HA4 0XL		
<b>CLIENT</b> PROPOSED TROLLEY SHELTER PLAN & ELEVATIONS		
<b>CLIENT</b> AVIVA INVESTORS		
SCALE	DRAWN	CHECK
1:50 @ A2	PW	
DATE		REVISION
April 2013		
DRAWING NO.	1242 - PL15	
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**LDA**  
Chartered Architects

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 Gwendolene House  
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 Addlestone  
 Surrey, KT15 2AF  
 T. 01932 828933  
 F. 01932 828934  
 E. lda@ldaarchitects.co.uk



## **Report of the Head of Planning, Sport and Green Spaces**

**Address** UNITS 1-4, RUISLIP RETAIL PARK VICTORIA ROAD RUISLIP

**Development:** Variation of Condition 11 of planning permission ref. 43510/APP/2000/2485 dated 14/03/2003 to remove the restrictions on the sale of goods that can be sold from Unit 3 and vary restrictions on the goods that can be sold from Units 1, 2 and 4.

**LBH Ref Nos:** 43510/APP/2012/3176

**Date Plans Received:** 21/12/2012                      **Date(s) of Amendment(s):**

**Date Application Valid:** 11/01/2013



**Legend**



**Project**  
 Ruislip Retail Park  
 Victoria Road, Ruislip  
**Drawing Title**  
 Site Location Plan

**Date** 29.11.2012 **Scale** 1:1,250 @ A3 **Drawn by** MK **Check by** AI  
**Project No** 17684 **Drawing No** P002 **Revision** -

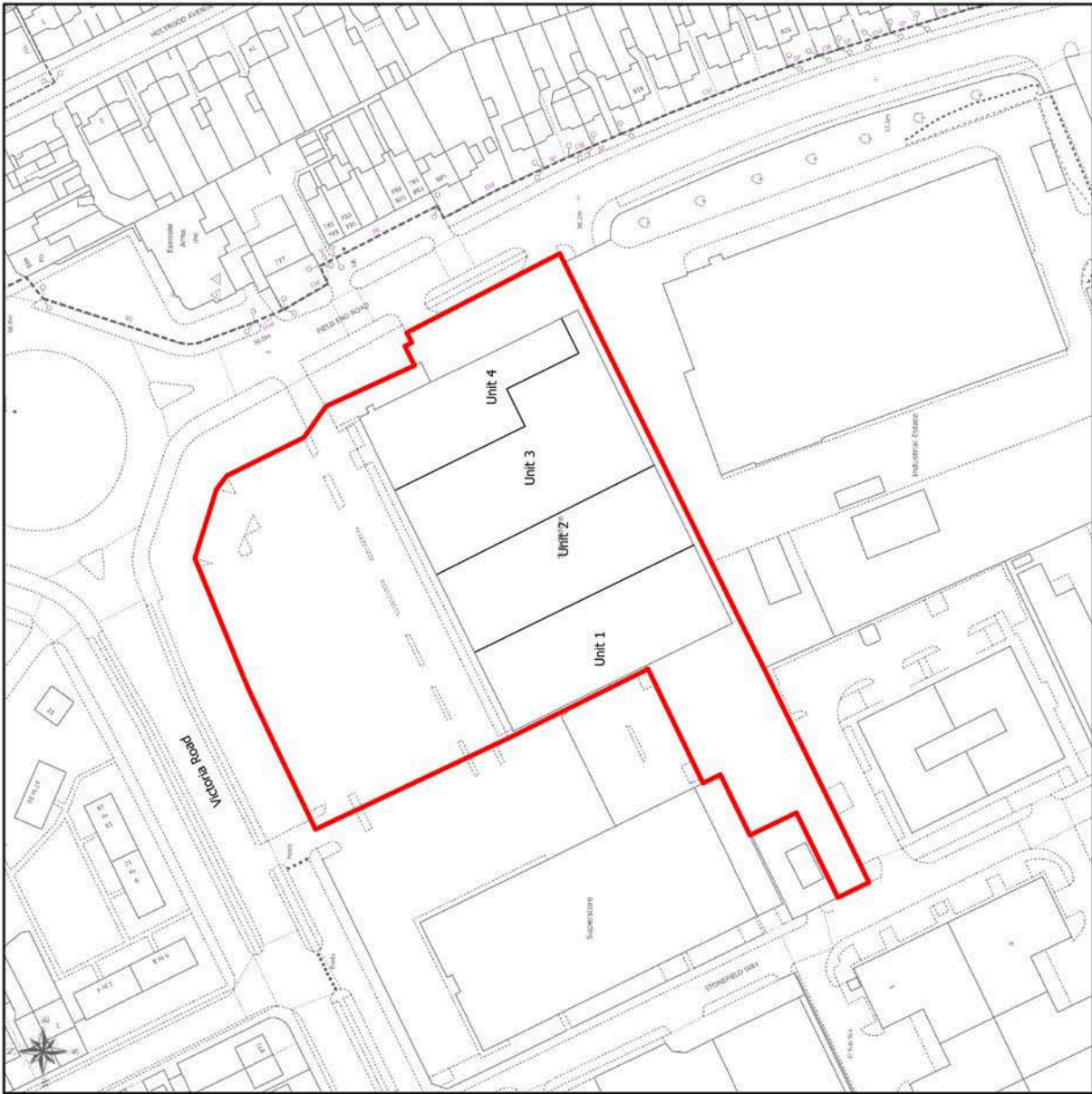


**BARTON  
 WILLMORE**

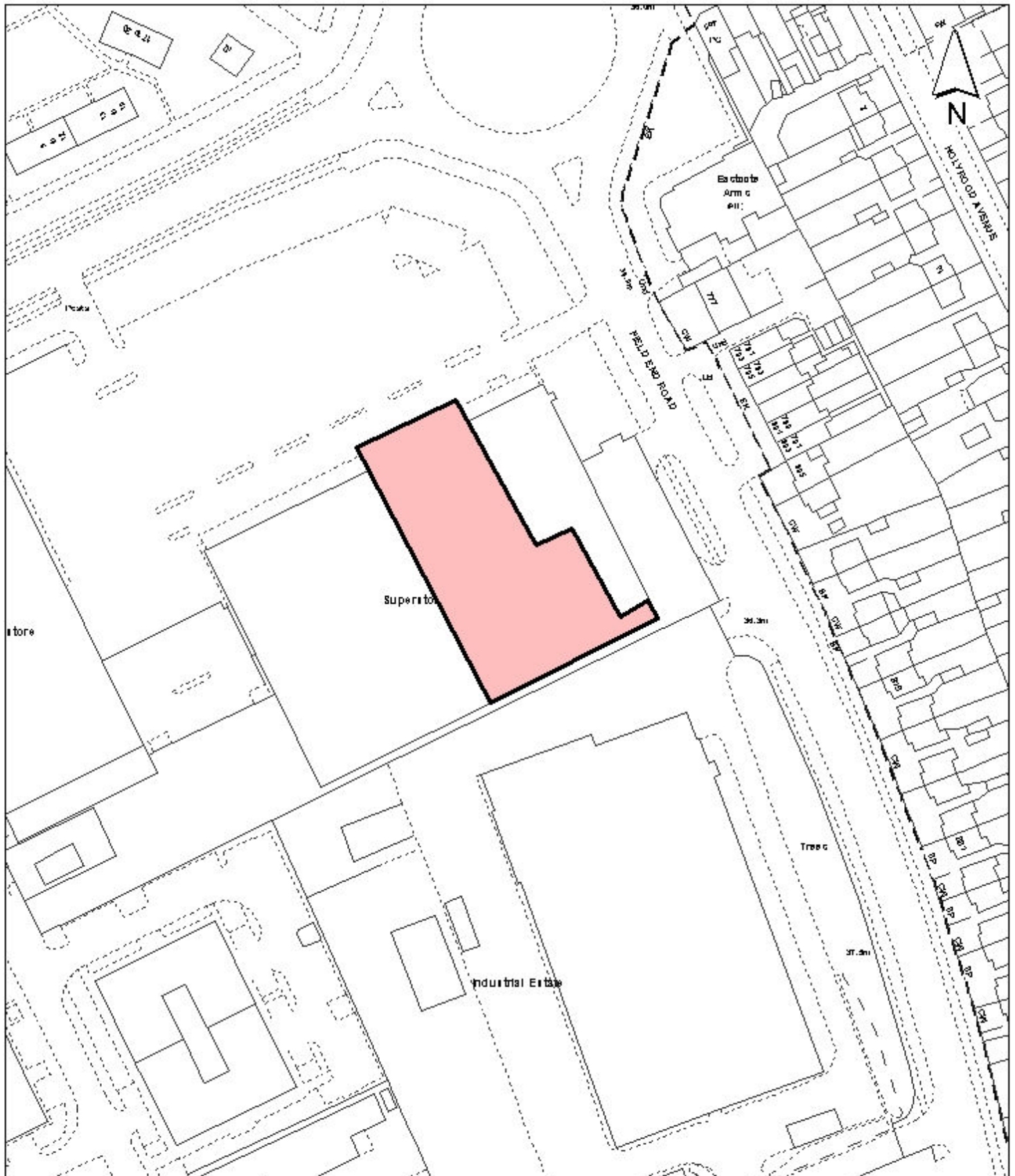
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**Notes**

 Site boundary

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Site Address

**Units 1-4  
Ruislip Retail Park  
South Ruislip**

**LONDON BOROUGH  
OF HILLINGDON  
Residents Services**

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

Planning Application Ref:  
**43510/APP/2012/3176**

Scale  
**1:1,250**

Planning Committee  
**MAJOR** Page 234  
**APPLICATIONS**

Date  
**October  
2013**



**HILLINGDON**  
COUNCIL

**Report of the Head of Planning, Sport and Green Spaces**

**Address** UNIT 3, RUISLIP RETAIL PARK VICTORIA ROAD RUISLIP

**Development:** Removal of Condition 6 of planning permission ref. 43510/APP/2010/1979 dated 10/02/2011 to allow the sale of any goods within Use Class A1 from Unit 3.

**LBH Ref Nos:** 43510/APP/2012/3179

**Date Plans Received:** 21/12/2012                      **Date(s) of Amendment(s):**

**Date Application Valid:** 11/01/2013



Application Boundary  
 Ownership Boundary

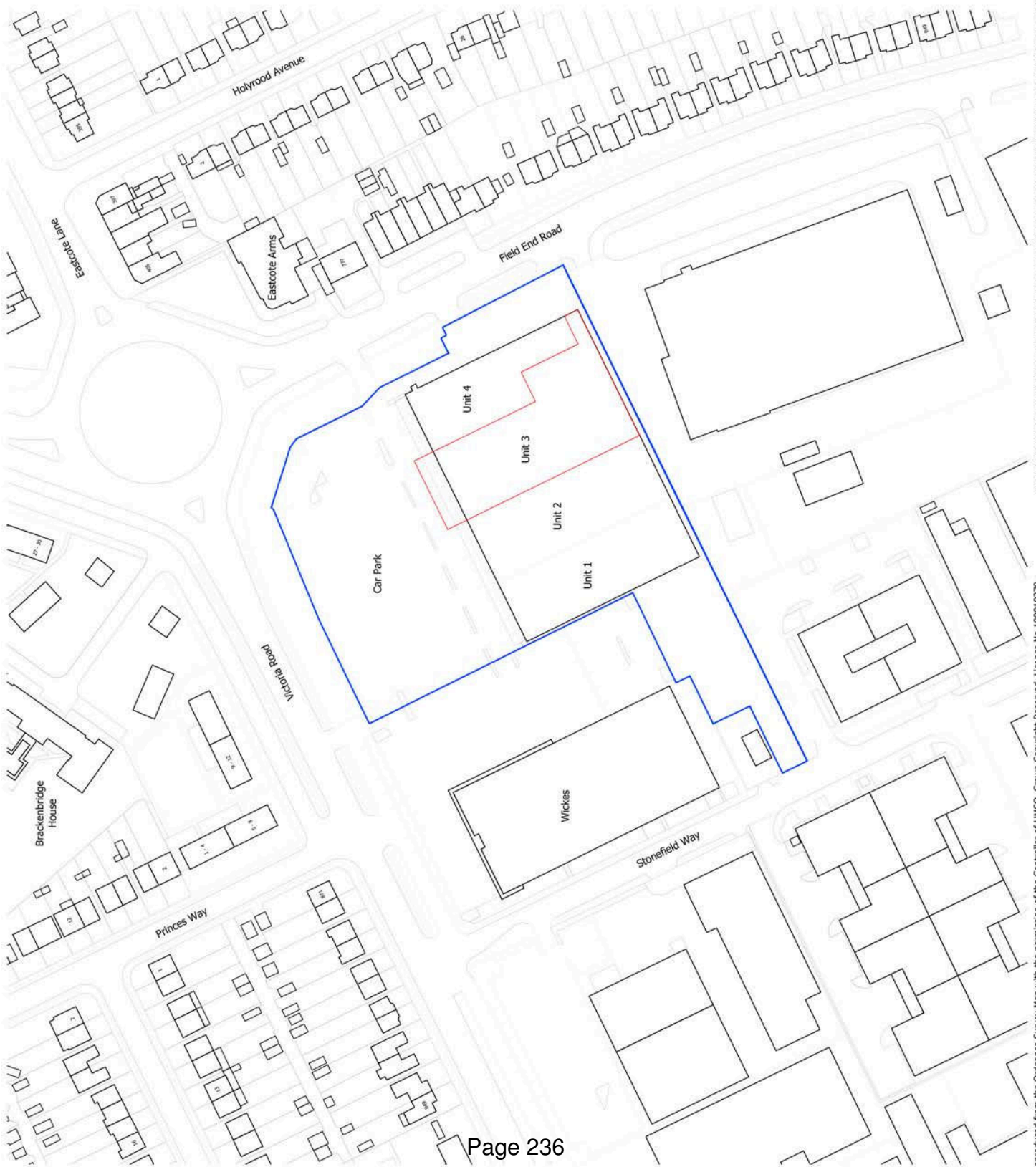


Project  
**Unit 3 Ruislip Retail Park**  
 Victoria Road, Ruislip  
 Drawing Title  
**Site Location Plan**

Date 09.08.10  
 Project No 19243  
 Scale 1:1250  
 Drawing No PP-001  
 Drawn by GC  
 Check by JF  
 Revision \_\_\_\_\_

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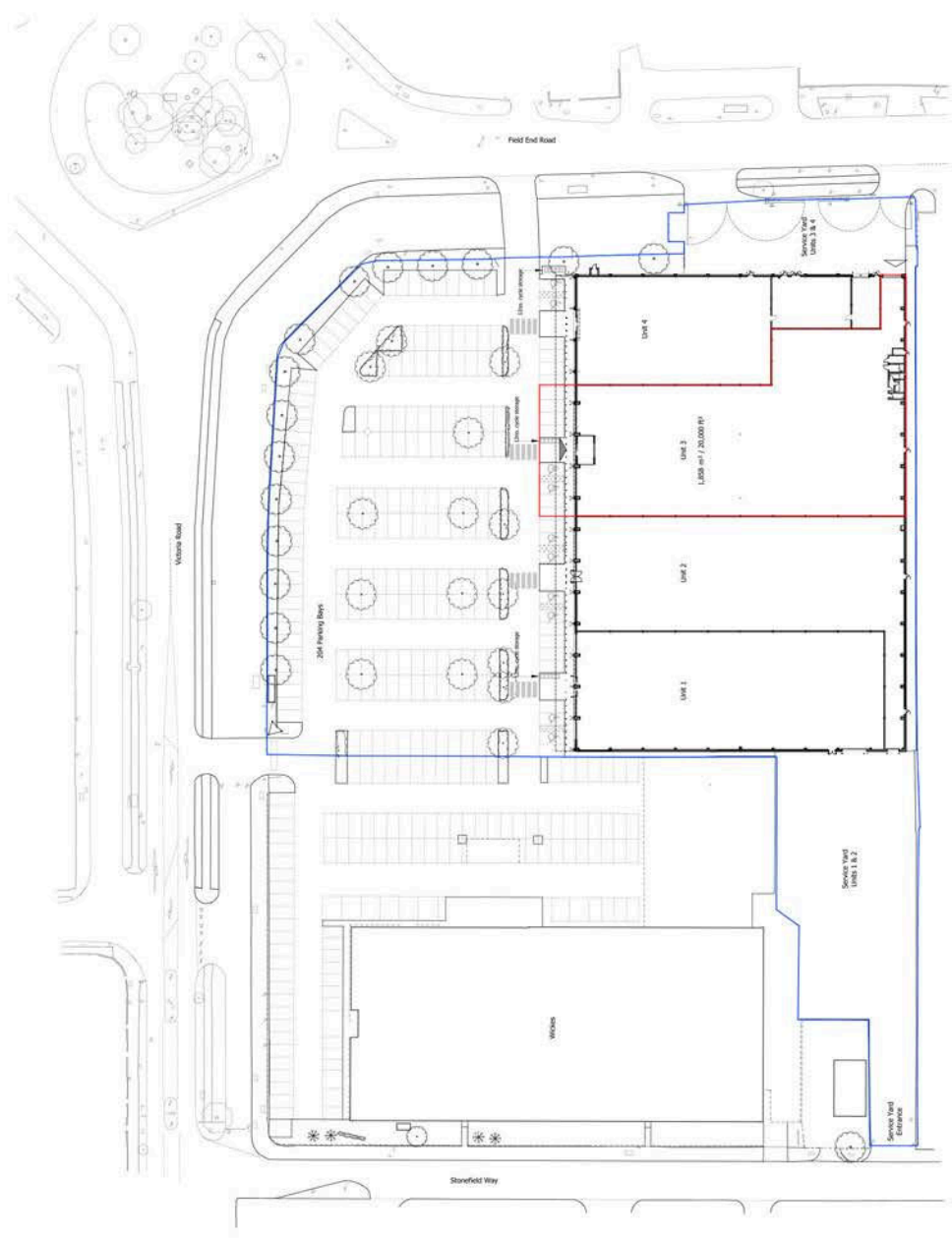
The scaling of this drawing cannot be assured  
 Rescaled from Drawing No. 16.08.10 GC 3F  
 A Landscape updated

Accommodation Schedule - Existing

Unit	Ground Floor Area	Maximum Floor Area	Total Ground Internal Area
3	1858 m <sup>2</sup>	0 m <sup>2</sup>	1858 m <sup>2</sup>

Existing Footing  
 200 parking bays including 10 disabled bays within sweeping boundary  
 Secure storage for 36 cycles in 'bait rack' system

- Key
- Application Boundary
  - Ownership Boundary
  - Unit 3 Customer Entrance
  - Unit 3 Delivery Entrance
  - Existing Tree
  - Existing Cycle Store for 22 cycles



Note:  
 Drawings prepared using 'as built' information provided by client

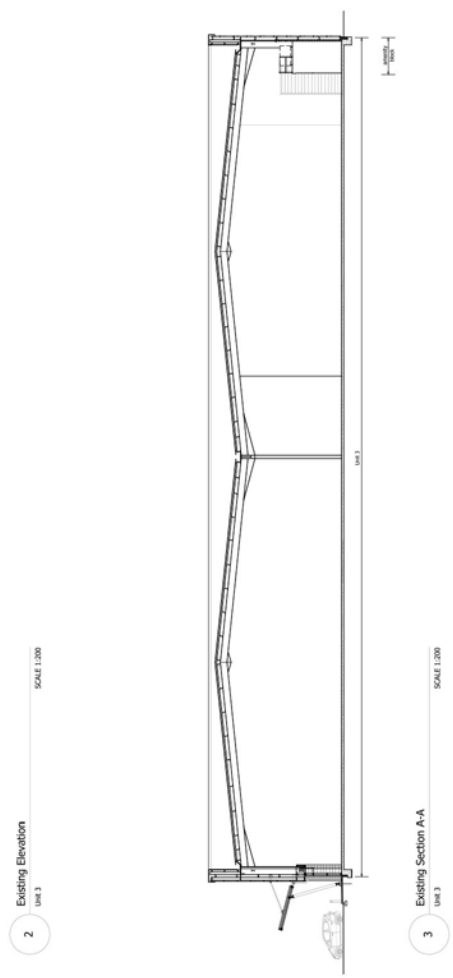
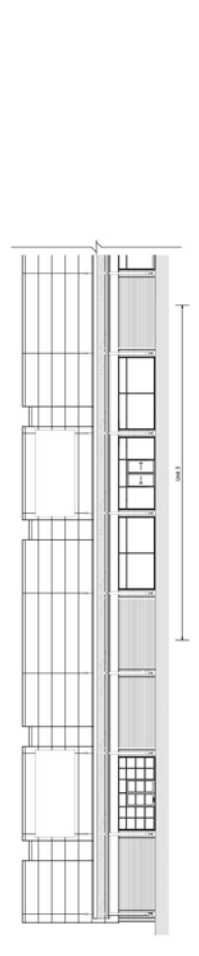
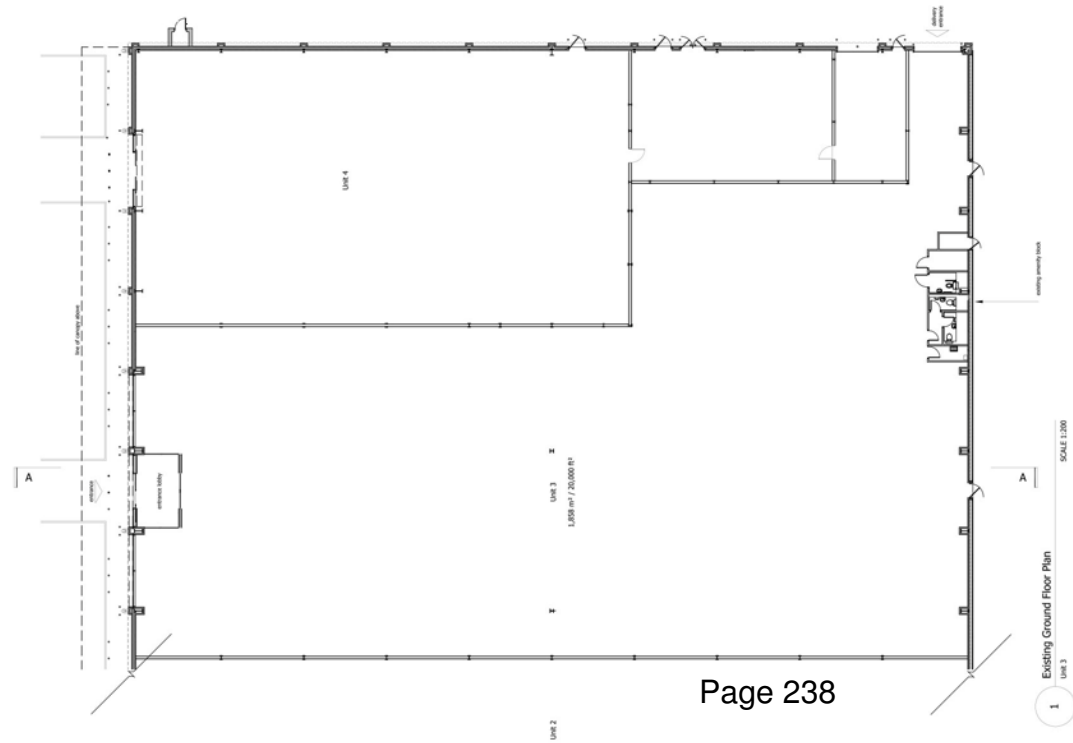
Scale: 1:500  
 Date: 05.08.10  
 Project No: 19243  
 Drawing No: PP-002  
 Revision: A

Drawn by: GC  
 Checked by: JF

Project:  
 Unit 3 Ruislip Retail Park  
 Drawing Title:  
 Victoria Road, Ruislip  
 Existing Site Plan

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 Environmental & Sustainability Assessment • Historic Conservation  
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11.08.08 • 0800.0288 • 0208.9202 • Unit 3, Ruislip Retail Park, Field End Road, Ruislip, Middlesex, UK. 19243 - 01



Note: Drawings prepared using 'as built' information provided by client



Project: Unit 3 Ruislip Retail park  
 Victoria Road, Ruislip  
 Drawing Title: Unit 3 - Existing  
 GF Plan, Section & Elevation  
 Date: 10.08.10  
 Scale: 1:200  
 Project No: 19243  
 Drawing No: PP-003  
 Drawn by: JF  
 Checked by: GC  
 Revisions:

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 Environmental & Sustainability Assessment • Creative Design  
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Office at: Ruislip Retail Park Carriageway (off) Station Road, Ruislip, London W3 7JY, UK  
 01895 830000 • 02089 520241 • Unit 3, Leade Road, Leade, North London, UK  
 Planning Dept. 10/08/10/003 - 10/08/10/003/003 - Rev 01 - 10/08/10/003

The scaling of this drawing cannot be assured  
 Reason: Date: 10/08/10

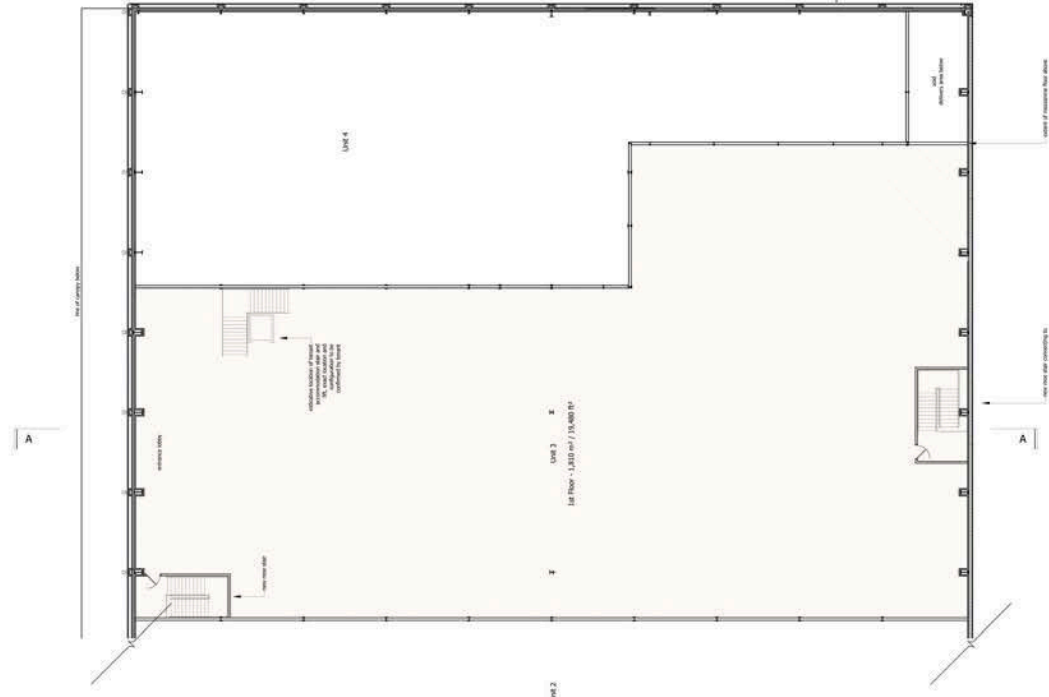
Key  
 Extent of proposed masonry floor

Note:  
 Drawings prepared using 'as built' information provided by client

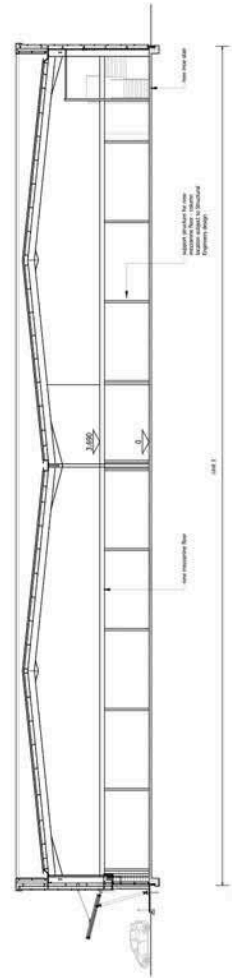


Project  
 Unit 3 Ruislip Retail park  
 Victoria Road, Ruislip  
 Drawing Title  
 Unit 3 - Proposed  
 Floor Plans, Section & Elevations  
 Date  
 10.08.10  
 Scale  
 1:200  
 Drawn by  
 UC  
 Checked by  
 JP  
 Project No  
 19243  
 Drawing No  
 PP-005  
 Revision

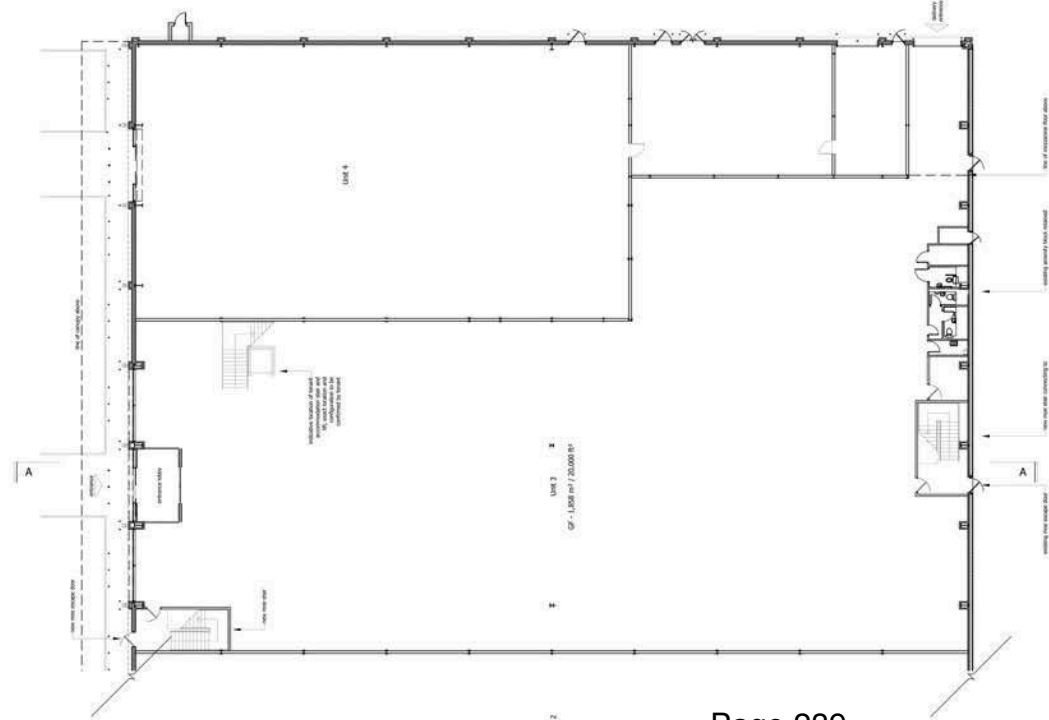
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 1310000 • 02089 11000 • 10070102011 1003 1, Leake House, Leake Park, Dept 4, Regent's Park, London NW1 2EX, UK  
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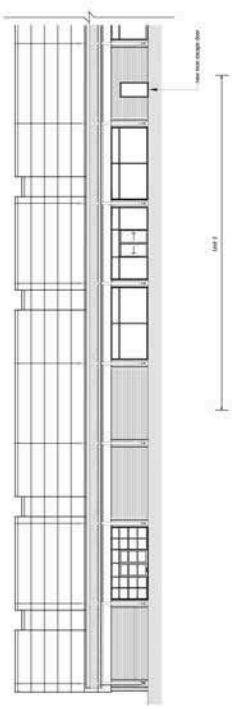
2 Proposed 1st Floor Plan  
 Unit 3  
 SCALE 1:200



4 Proposed Section A-A  
 Unit 3  
 SCALE 1:200



1 Proposed Ground Floor Plan  
 Unit 3  
 SCALE 1:200



3 Proposed Elevation  
 Unit 3  
 SCALE 1:200

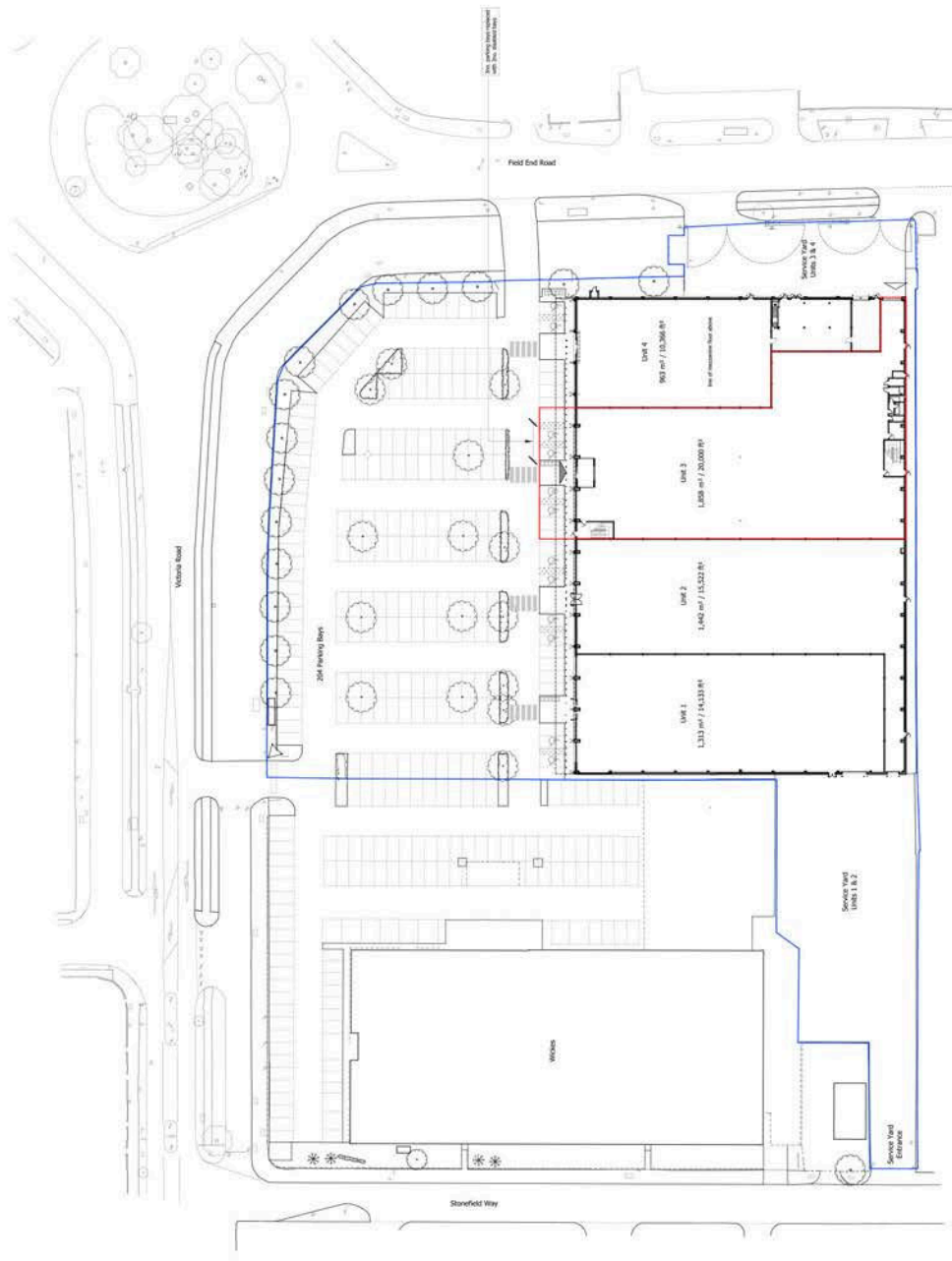
The scaling of this drawing cannot be altered.  
 Revision: 1  
 A Landscape updated  
 16.08.10 GC JF

Accommodation Schedule - Proposed

Unit	Ground Floor Area	Maximum Floor Area	Total Ground Floor Area	Ground Floor Area
3	1858 m <sup>2</sup>	1858 m <sup>2</sup>	1858 m <sup>2</sup>	3668 m <sup>2</sup>

Proposed Driveway  
 200 Parking Bays including 12 disabled bays within sweeping boundary  
 Secure Storage for 36 cycles in 'bass rack' system

- Key
- Application Boundary
  - Ownership Boundary
  - Unit 3 Customer Entrance
  - Unit 3 Delivery Entrance
  - Existing Tree
  - Existing Cycle Store for 12 cycles



Note:  
 Drawings prepared using 'as built' information provided by client

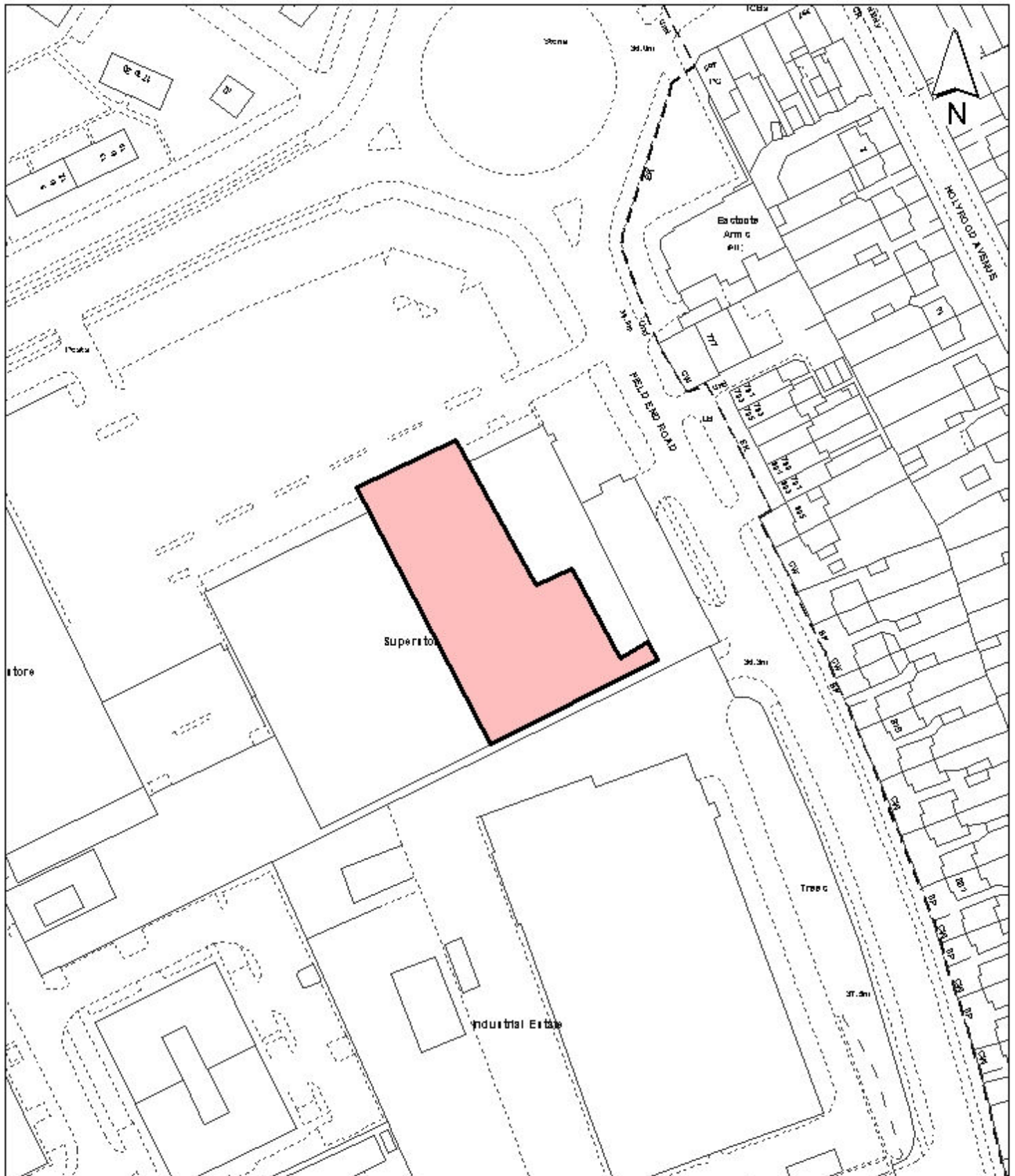
North  
 Scale: 1:500  
 Project No: 19243  
 Drawing No: PP-004  
 Revision: A

Project:  
 Unit 3 Ruislip Retail Park  
 Victoria Road, Ruislip  
 Proposed Site Plan


Date: 11.08.10  
 Scale: 1:500  
 Project No: 19243  
 Drawing No: PP-004  
 Revision: A

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**Notes**

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Site Address

**Units 3  
Ruislip Retail Park  
South Ruislip**

**LONDON BOROUGH  
OF HILLINGDON  
Residents Services**

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

Planning Application Ref:  
**43510/APP/2012/3179**

Scale  
**1:1,250**

Planning Committee  
**MAJOR APPLICATIONS** Page 241

Date  
**October 2013**



**HILLINGDON**  
LONDON



## **Report of the Head of Planning, Sport and Green Spaces**

**Address** FORMER RAF UXBRIDGE HILLINGDON ROAD UXBRIDGE

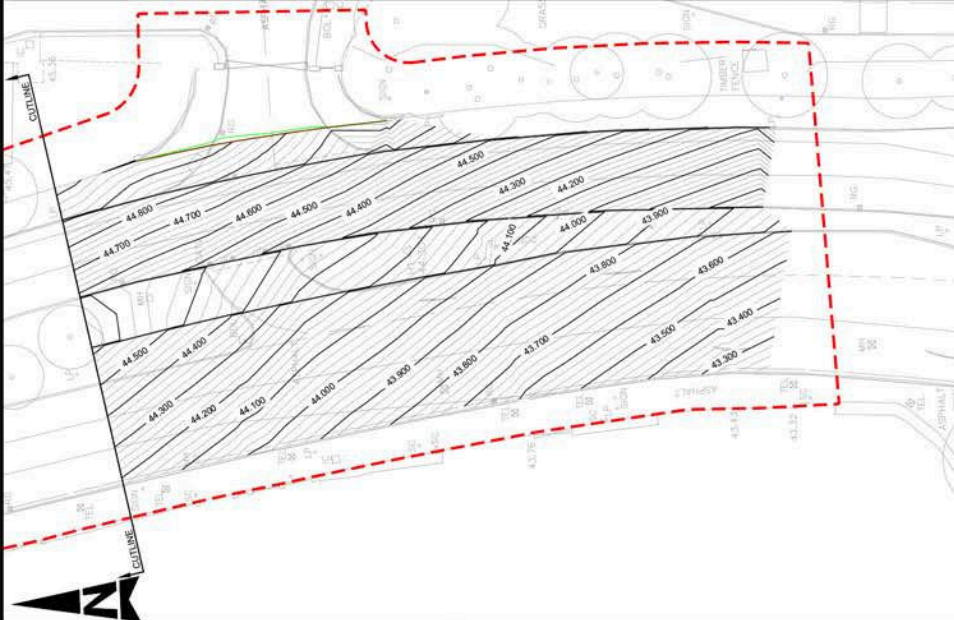
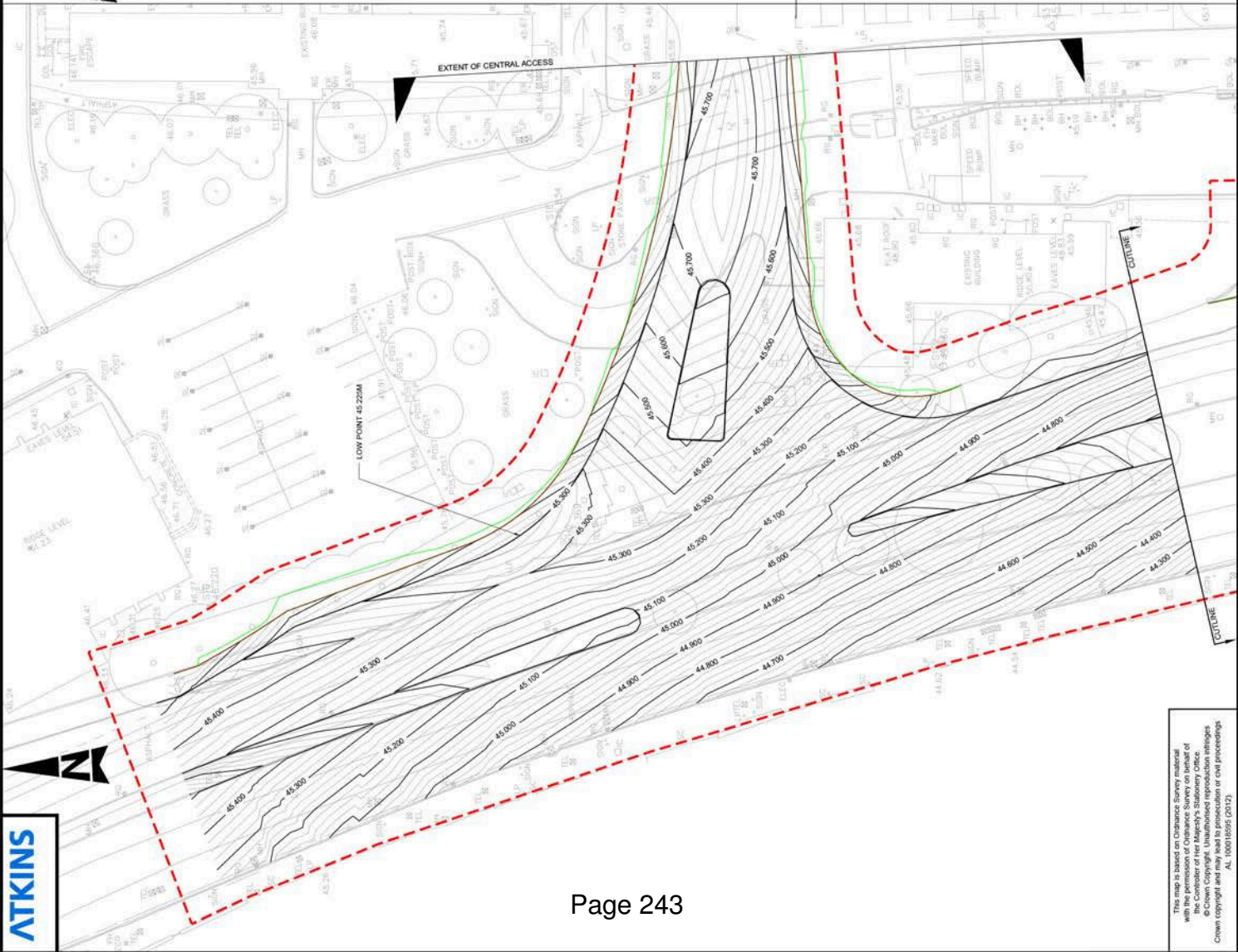
**Development:** Reserved matters (appearance, landscaping, layout and scale) in compliance with conditions 2 and 3 for the construction of the central access of planning permission ref: 585/APP/2009/2752 dated 18/01/2012, for the proposed mixed-use redevelopment of the RAF Uxbridge site.

**LBH Ref Nos:** 585/APP/2013/1963

**Date Plans Received:** 12/07/2013

**Date(s) of Amendment(s):**

**Date Application Valid:** 12/07/2013



**NOTES:**  
 1. PLEASE REFER TO DRAWING 5105977/UXB/CA/01 FOR THE PROPOSED LAYOUT.  
 2. CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE SPECIFICATION FOR THE WORKS.  
 3. PROMINENT CONTOUR INTERVAL 0.1m, INTERMEDIATE 0.2m.  
 4. ALL LEVELS ARE TO BE CHECKED BY CONTRACTOR & ANY DISCREPANCIES SHALL BE REPORTED TO THE OVERSEEING ORGANISATION.  
 5. ALL DRAWINGS SHALL BE READ IN CONJUNCTION WITH ALL OTHER DRAWINGS LISTED IN APPENDIX 04 OF SPECIFICATION.  
 6. ALL DRAWINGS SHOULD ALSO BE READ IN CONJUNCTION WITH THE SPECIFICATION FOR THE WORKS & ANY DISCREPANCIES SHALL BE REPORTED TO THE OVERSEEING ORGANISATION.

**KEYS:**  
 - - - 43.500 - PROPOSED CONTOURS  
 - - - WORKS BOUNDARY (EXCLUDING TRAFFIC SIGNALS & STREET LIGHTING WORKS)

Drawn by	Checked by	Date
AM	AM	02/07/13
CEG	NMR	27/07/13

Rev.	Authorised for issue	Date
A02	AM	02/07/13
B01	AM	22/03/13
A01	AM	20/03/13

FOR RESERVED MATTER  
 RESERVED MATTERS APPLICATION  
 RESERVED MATTERS APPLICATION  
 PURPOSE OF ISSUE

**Atkins Ltd**  
 Consulting Engineers  
 The Atrium, 15 Holeywell Street  
 Birmingham, West Midlands B1 1TF

CLIENT  
**VSM ESTATES LIMITED**

PROJECT  
**UXBRIDGE CENTRAL ACCESS**

DRAWING TITLE  
**ALIGNMENT & CONTOURS**

SCALE	DRAWN	CHECKED	CO-ORD. CHECK
1:250	STV/SB	AM	BMC
	DATE	DATE	DATE
	31/10/2012	31/10/2012	30/11/12

DRAWING NO	SHEET	PILOT DATE	REV
5105977/UXB/CA/0122	A1	03/07/13	A02

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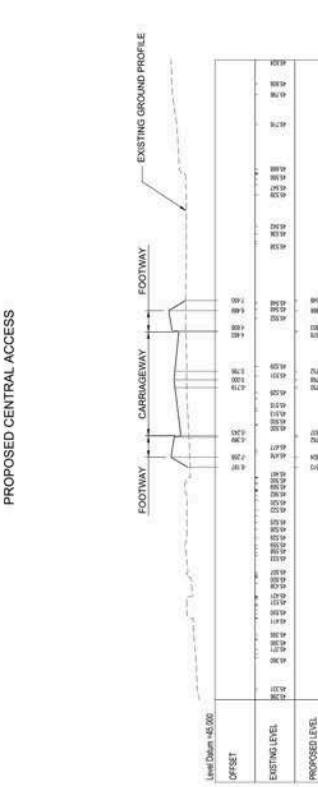
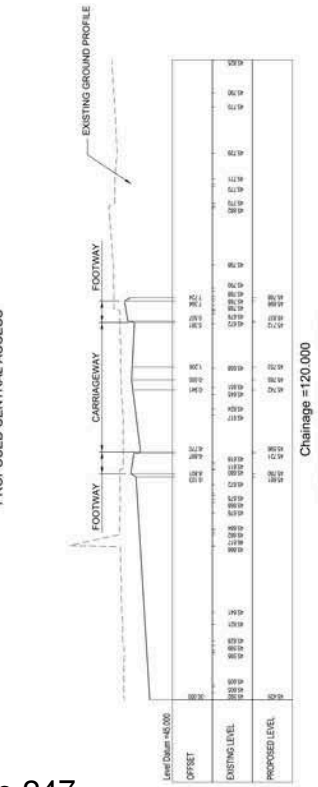
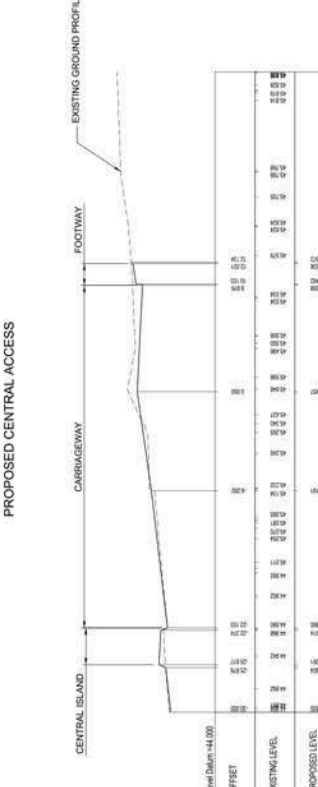
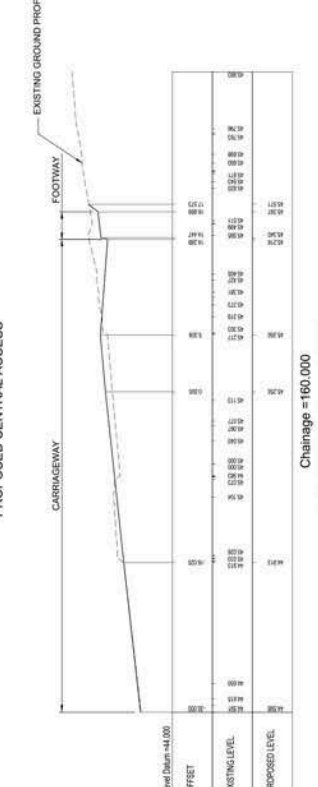
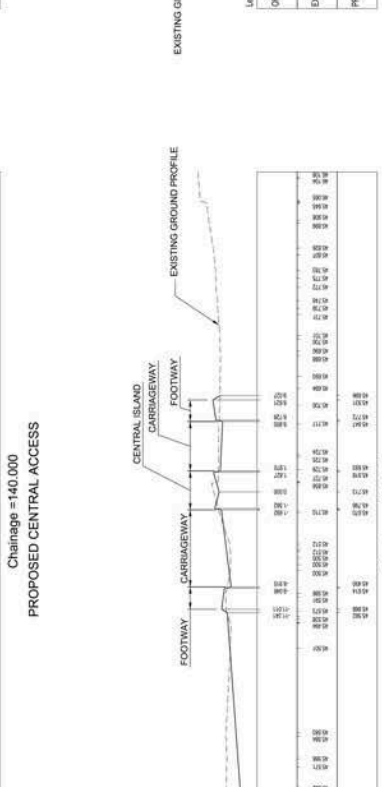
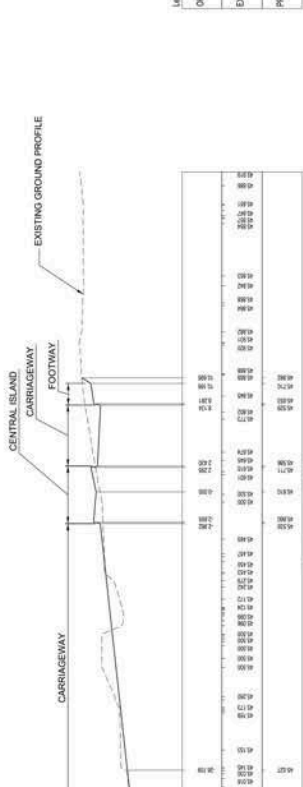
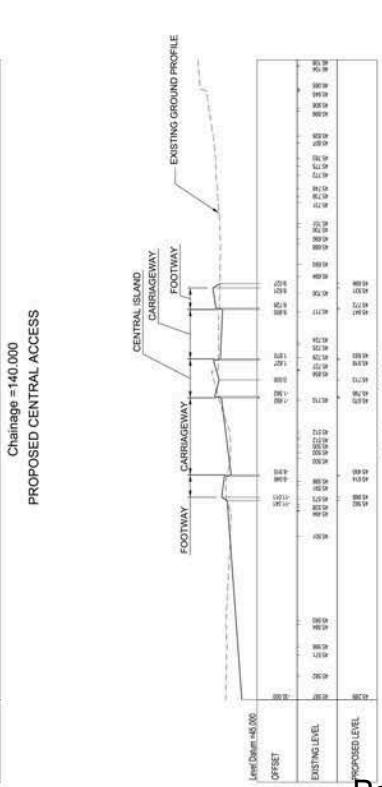
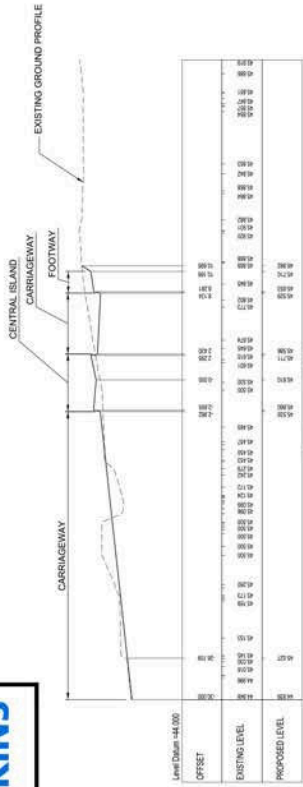
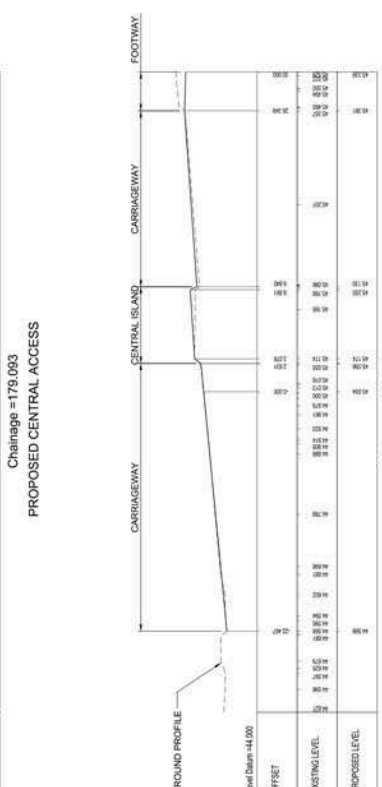
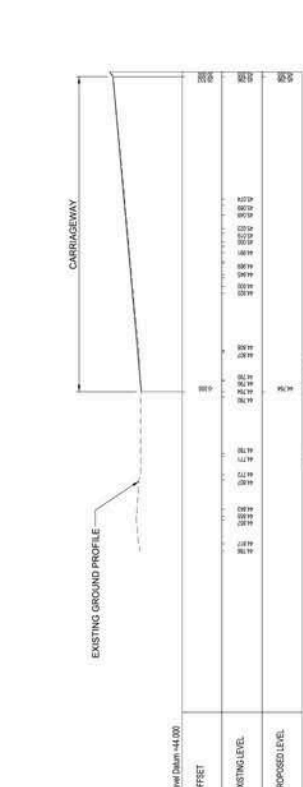




**NOTES:**

- PLEASE REFER TO DRAWING 5105977/UXB/CA0122 FOR LOCATION OF CENTRAL ACCESS CARRIAGEWAY ALIGNMENT AND ASSOCIATED LEVEL CONTOURS.
- THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ALL SPECIFICATIONS LISTED IN APPENDIX 'A' OF THIS SPECIFICATION.
- ALL DRAWINGS SHOULD ALSO BE READ IN CONJUNCTION WITH ANY DRAWINGS PRODUCED BY THIRD PARTIES CONNECTED WITH THIS PROJECT.

**KEY:**  
 — PROPOSED CARRIAGEWAY  
 - - - EXISTING GROUND PROFILE



REV	REVISIONS	Drawn By	Checked By	Date
A01	CROSS SECTION AMENDED	A01	AM	02.07.13

FOR RESERVED MATTER  
 PURPOSE OF ISSUE

Atkins Ltd  
 Consulting Engineers  
 The Axa, 15 Holeywell Street  
 Birmingham, West Midlands B1 1TF

THIS DRAWING IS NOT TO BE SCALED  
 CLIENT: VSM ESTATES LIMITED

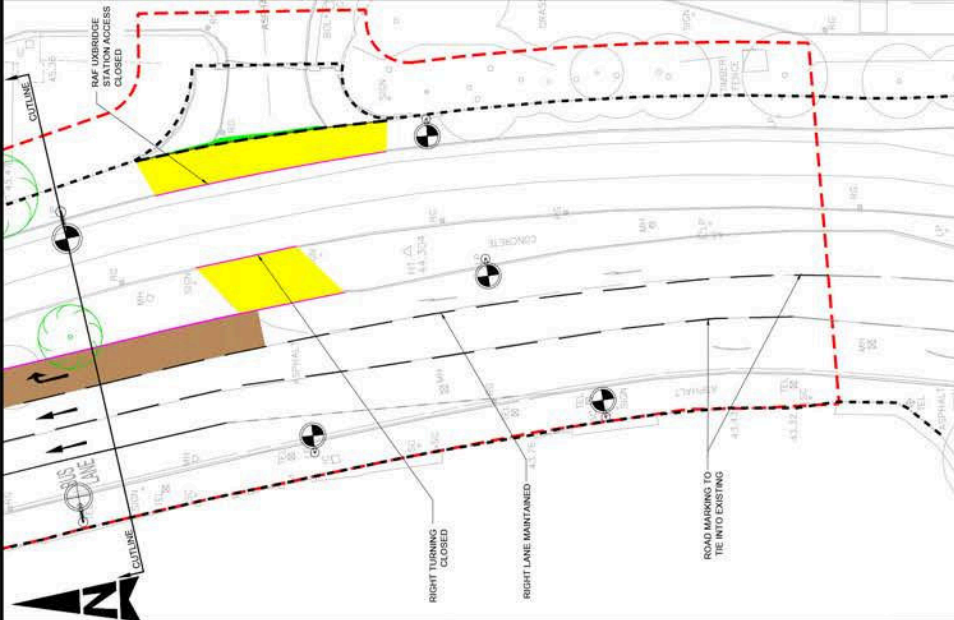
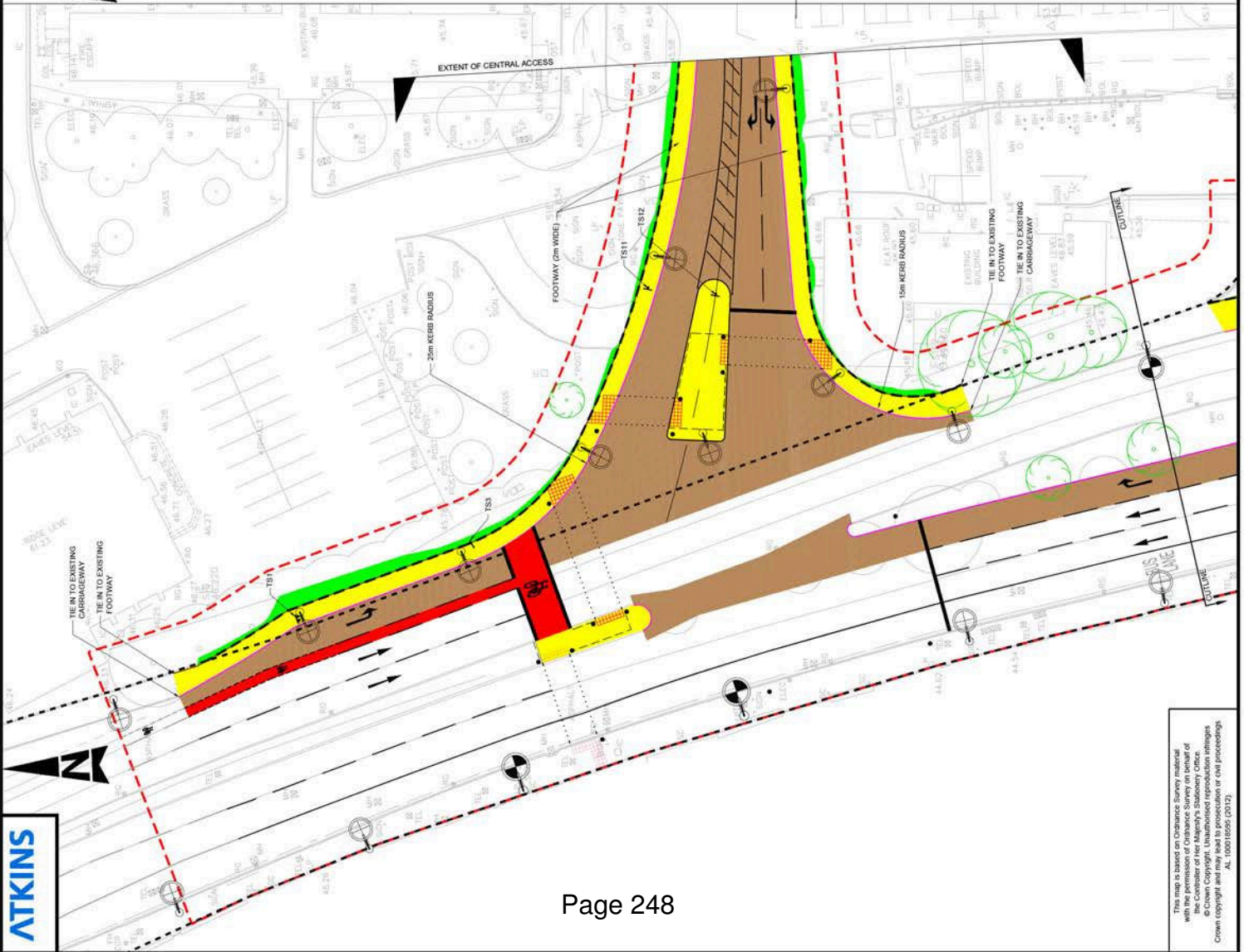
PROJECT: UXBIDGE CENTRAL ACCESS  
 DRAWING TITLE: CROSS SECTIONS

SCALES: DRAWN H=1:250, V=1:50  
 CHECKED BY: SMC  
 DATE: 30/10/2012

COLOR CHECK  
 SHEET: 500  
 PLAT DATE: 10/11/12  
 DRAWING NO: 5105977/UXB/CA0142

REV: A1  
 Date: 03/07/13  
 A01





- NOTES:**
1. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN
  2. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ALL OTHER DRAWINGS LISTED IN APPENDIX 04 OF SPECIFICATION
  3. ALL DRAWINGS SHOULD ALSO BE READ IN CONJUNCTION WITH ANY DRAWINGS PRODUCED BY THIRD PARTIES CONNECTED WITH THIS PROJECT
  4. ALL TRAFFIC MANAGEMENT SHALL COMPLY WITH THE REQUIREMENTS AS SET OUT IN CHAPTER 8 OF THE TRAFFIC SIGNS MANUAL. WARNING SIGNS MAY BE ERECTED OUTSIDE THE INDICATED BOUNDARIES. ANY OBSTRUCTIONS TO TRAFFIC OR PEDESTRIANS SHALL BE PROPERLY SIGNED AND PROTECTED WITH BARRIERS, CONES, SIGNS AND LAMPS. FOR DETAILS OF TRAFFIC SIGNALS REFER TRAFFIC SIGNALS DRAWING.

NO	DESCRIPTION	Drawn By	Checked By	Date
A06	STREET LIGHT ASSET UPDATES	AJ	AM	02.07.13
A05	ROAD MARKING & RW BOUNDARY	CEO	KMR	22.03.13
A04	RESERVED MATTERS APPLICATION	RAM/CEO	KMR	16.03.13
A03	RESERVED MATTERS APPLICATION	RAM	KMR	31.01.13
A02	RESERVED MATTERS APPLICATION	RAM	KMR	11.02.12
A01	RESERVED MATTERS APPLICATION	RAM	GB	23.11.12

NO	DESCRIPTION	Drawn By	Checked By	Date
A06	RESERVED MATTERS APPLICATION	AM	AM	02.07.13
A05	RESERVED MATTERS APPLICATION	AM	AM	22.03.13
A04	RESERVED MATTERS APPLICATION	AM	AM	20.03.13
A03	RESERVED MATTERS APPLICATION	AM	AM	01.02.13
A02	RESERVED MATTERS APPLICATION	AM	AM	11.02.12
A01	RESERVED MATTERS APPLICATION	AM	AM	23.11.12

**Atkins Ltd**  
Consulting Engineers  
The Axis, 19 Hudders Street  
Birmingham, West Midlands B1 1TF

Client: VSM ESTIMES LIMITED  
Project: [REDACTED]  
Drawing Title: [REDACTED]  
General Arrangement: [REDACTED]

Scale: 1:250  
Drawn: 21/07/2013  
Checked: 31/10/2012  
Date: 31/10/2012

Plot Date: 03/07/13  
Sheet: A1  
Drawing No: 510597/009/02/0101

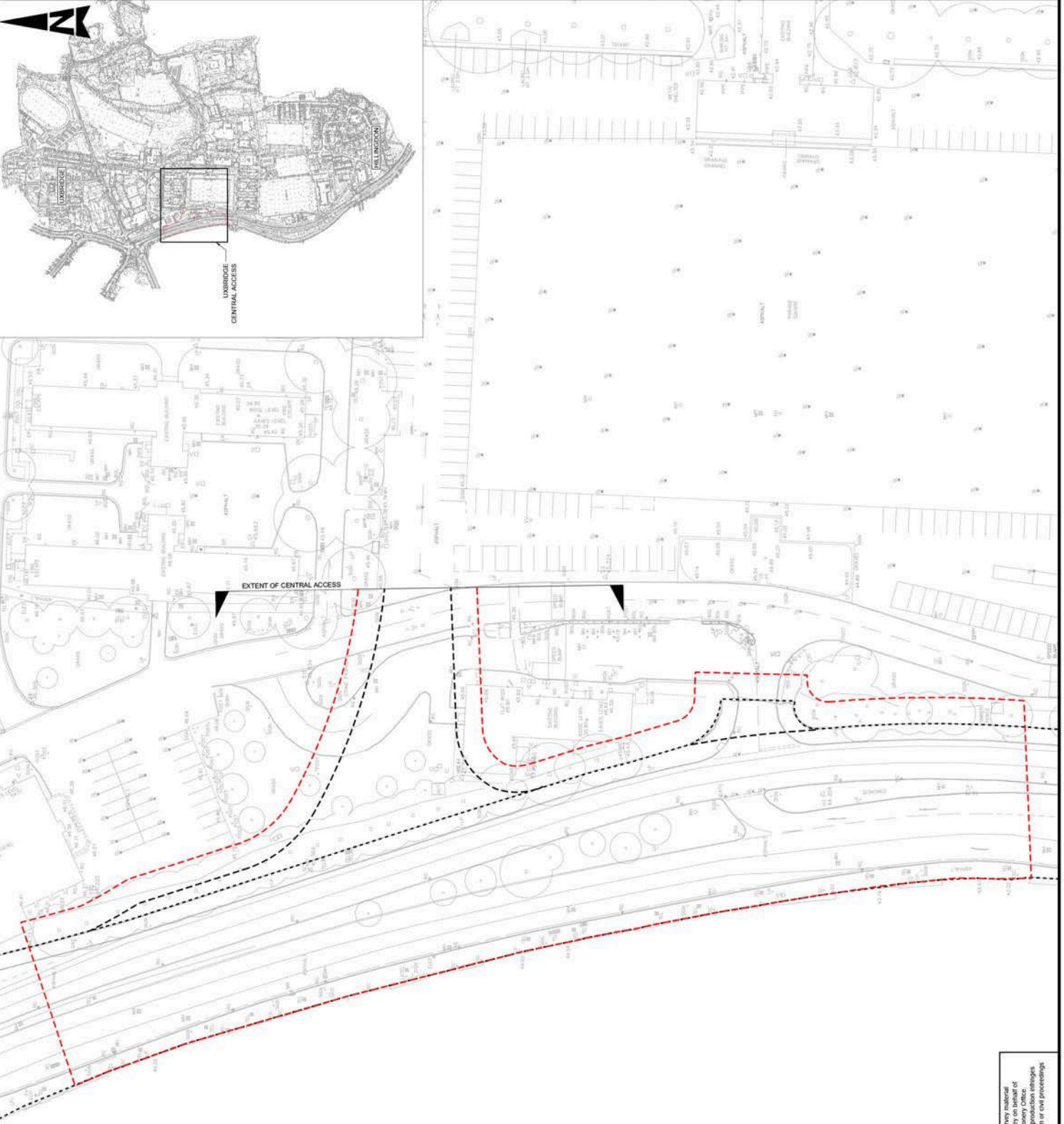
Authorised for Issue: [REDACTED]

Rev. 1: 01/11/2012  
Rev. 2: 01/11/2012  
Rev. 3: 01/11/2012  
Rev. 4: 01/11/2012  
Rev. 5: 01/11/2012

THIS DRAWING IS NOT TO BE SCALED

WORKS BOUNDARY (EXCLUDING TRAFFIC SIGNALS AND STREET BOUNDARY)  
EXISTING PUBLIC HIGHWAY BOUNDARY  
PROPOSED HIGHWAY BOUNDARY  
EDGE OF PROPOSED NEW CARREGIAGEWAY CONSTRUCTION  
PROPOSED KERBING  
TACTILE PAVING  
CONTROLLED CROSSING  
PROPOSED FOOTWAY (HARD LANDSCAPING)  
PROPOSED EDGING KERB  
TRAFFIC SIGNAL LOCATION  
PROPOSED CYCLE LANE  
TRAFFIC SIGNAL POLE  
PEDESTRIAN GUARD RAIL  
PROPOSED STREET LIGHTING  
EXISTING TREES TO BE MAINTAINED

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- NOTES:**
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  2. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ALL OTHER DRAWINGS LISTED IN APPENDIX 04 OF SPECIFICATION
  3. ALL DRAWINGS SHOULD ALSO BE READ IN CONJUNCTION WITH ANY DRAWINGS PRODUCED BY THIRD PARTIES CONNECTED WITH THIS PROJECT.

**KEY:**

- WORKS BOUNDARY (EXCLUDING TRAFFIC SIGNALS & STREET LIGHTING WORKS)
- EXISTING PUBLIC HIGHWAY BOUNDARY
- PROPOSED HIGHWAY BOUNDARY

NO.	DATE	BY	CHECKED BY	DATE
A01	FOR TENDER	AJ	AM	02.07.13
REVISIONS				

NO.	DATE	BY	CHECKED BY	DATE

**Atkins Ltd**  
 Consulting Engineers  
 The Atrium, 10 Holiday Street  
 Birmingham, West Midlands B1 1PT

Tel: 0121 432 5000  
 Fax: 0121 432 5252

THIS DRAWING IS NOT TO BE SCALED

CLIENT	VSM ESTATES LIMITED
PROJECT	UXBRIDGE CENTRAL ACCESS
DRAWING TITLE	LOCATION PLAN
DRAWN	STVAJ
CHECKED	AM
N.T.S.	
DATE	13.05.2013
SHEET	A1
PLOT DATE	03/07/13
DRAWING NO.	5105977/UX/CA/0103
REV	A01

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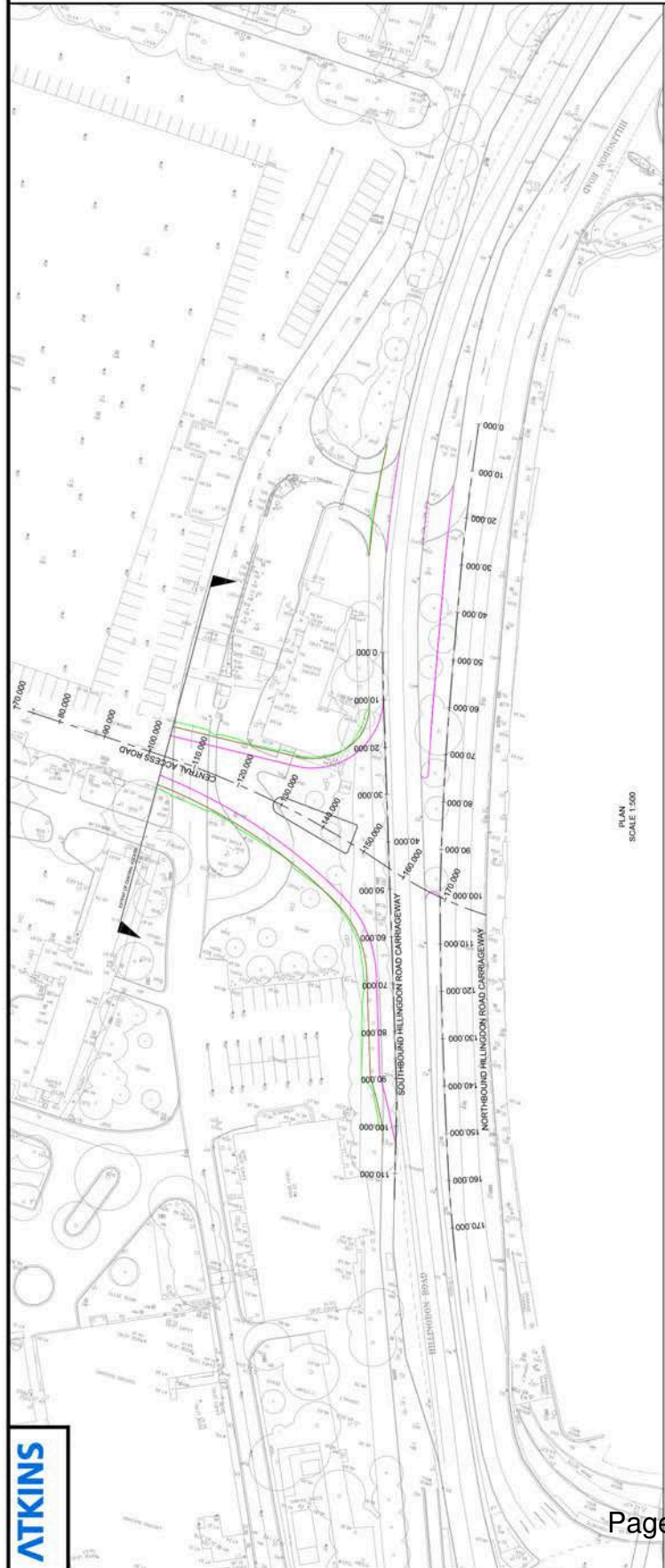


**NOTES:**

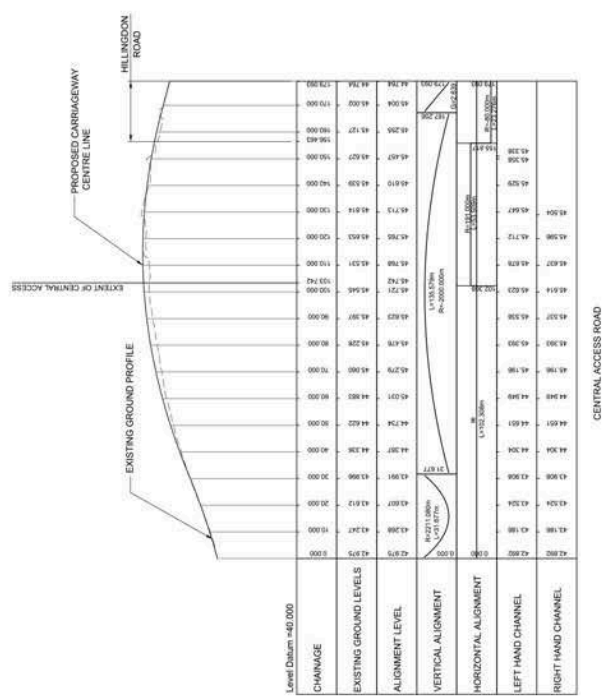
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SHOWN
2. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ALL OTHER DRAWINGS LISTED IN APPENDIX 04 OF THE CONTRACT DOCUMENTS
3. ALL DIMENSIONS SHOULD ALSO BE READ IN CONJUNCTION WITH ANY DRAWINGS PRODUCED BY THIRD PARTIES CONNECTED WITH THIS PROJECT.

**KEY:**

- PROPOSED CARRIAGEWAY CENTRE LINE
- - - EXISTING GROUND PROFILE
- - - SOUTHBOUND HILLINGDON ROAD CARRIAGEWAY



PLAN  
SCALE 1:500



SCALE H+1:1000  
V:1:100

FOR RESERVED MATTER	AD1	AM	02/07/13
PURPOSE OF ISSUE	Drawn By	Checked By	Date
<p><b>Atkins Ltd</b> Consulting Engineers The Aia, 15 Midland Street Birmingham, West Midlands B1 1TF</p> <p>Tel: 0121 443 5000 Fax: 0121 443 2552</p> <p>THIS DRAWING IS NOT TO BE SCALED</p>			
CLIENT	VSM ESTATES LIMITED		
PROJECT	RAF UXBRIDGE CENTRAL ACCESS		
DRAWING TITLE	LONGITUDINAL SECTIONS		
SCALE	DRAWN	CHECKED	DO-ORD CHECK
H+1:1000 V+1:200	STV/SB	AM	SBC
DATE	30/10/2012	30/10/2012	10/11/12
SHEET	5/20	A1	FLOT DATE
DRAWING NO	5105877/UXB/CA/0141		
REV	AD1		

**KEY**

- PROPOSED CU PHOSCO FOREST OR SIMILAR APPROVED STEEL ENTRY MOUNTED IRRIS SAPPHIRE 2 CURVE TEMPERED GLASS (CTG) LUMINAIRE OF TYPE SPH42-CTG-1963-125-40 (262959) WITH DOVE GREY CANOPY. LUMINAIRE TO HAVE A BALLAST AND 150W SON-T PIA LAMP WITH A TWO PART ROYCE THOMPSON ERAN PHOTO ELECTRIC CONTROL UNIT SWITCHING DIFFERENTIAL OF 1:0.5
- EXISTING COLUMN AND BRACKET ARRANGEMENT WITH SIDE ENTRY IRRIS SAPPHIRE 2 CURVE TEMPERED GLASS (CTG) LUMINAIRE OF TYPE SPH42-CTG-1963-125-40 (262959) WITH DOVE GREY CANOPY. LUMINAIRE TO HAVE A PHILIPS ELECTRONIC SON-T PIA LAMP WITH A TWO PART ROYCE THOMPSON ERAN PHOTO ELECTRIC CONTROL UNIT CALIBRATED TO SWITCH ON AT 7:0 LUX WITH A NEGATIVE SWITCHING DIFFERENTIAL OF 1:0.5
- EXISTING COLUMN AND POST TOP MOUNTED LANTERN ARRANGEMENT WITH SIDE ENTRY IRRIS SAPPHIRE 2 CURVE TEMPERED GLASS (CTG) LUMINAIRE OF TYPE SPH42-CTG-1963-125-40 (262959) WITH DOVE GREY CANOPY. LUMINAIRE TO HAVE A PHILIPS ELECTRONIC SON-T PIA LAMP WITH A TWO PART ROYCE THOMPSON ERAN PHOTO ELECTRIC CONTROL UNIT CALIBRATED TO SWITCH ON AT 7:0 LUX WITH A NEGATIVE SWITCHING DIFFERENTIAL OF 1:0.5
- PROPOSED DUCT CHAMBER FOR ROAD CROSSING. 600x600mm B125 AS PER TRAFFIC SIGNAL CHAMBER REQUIREMENTS. A SINGLE COIL OF SLACK CABLE SHOULD BE LEFT IN EACH CHAMBER
- PROPOSED 6mm<sup>2</sup> 3 CORE SWA CABLE IN 100mm WIDE ORANGE STREET LIGHTING DUCT.
- EXISTING STEEL/CONCRETE ROAD LIGHTING COLUMN WITH RATED BASE AND SINGLE PROJECTION BRACKET ARM TO BE REMOVED TO TP. LUMINAIRE TO BE REMOVED TO LOCAL AUTHORITIES' STORE.

REVNO	Drawn By	Checked By	Date
A02	JA	RB	27/06/13
A03	CEC	AMR	22/03/13

RESERVED MATTERS APPLICATION	A01	MH	22.03.13
RESERVED MATTERS APPLICATION		MH	20.03.13
SUBJECT OF ISSUE	REV.	Authorised For Issue	Date

**Atkins Ltd**  
Consulting Engineers  
The Ash, 10 Hestry Street  
Birmingham West Midlands B1 1TF

Tel: 0121 483 5000  
Fax: 0121 483 3332

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**CLIENT**  
VSM ESTATES LTD

**PROJECT**  
UXBRIDGE

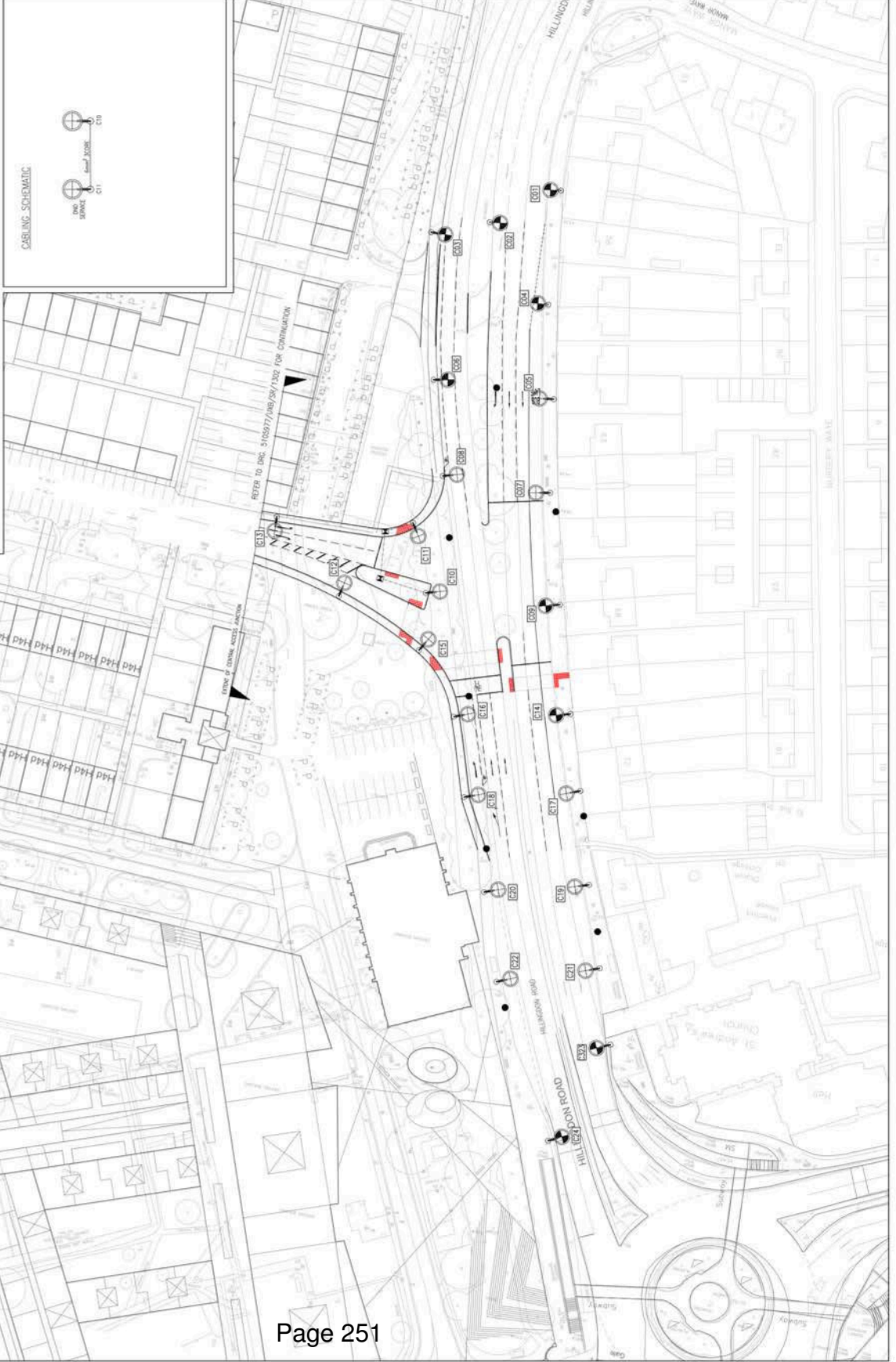
**DRAWING TITLE**  
CENTRAL ACCESS

**PROPOSED STREET LIGHTING**

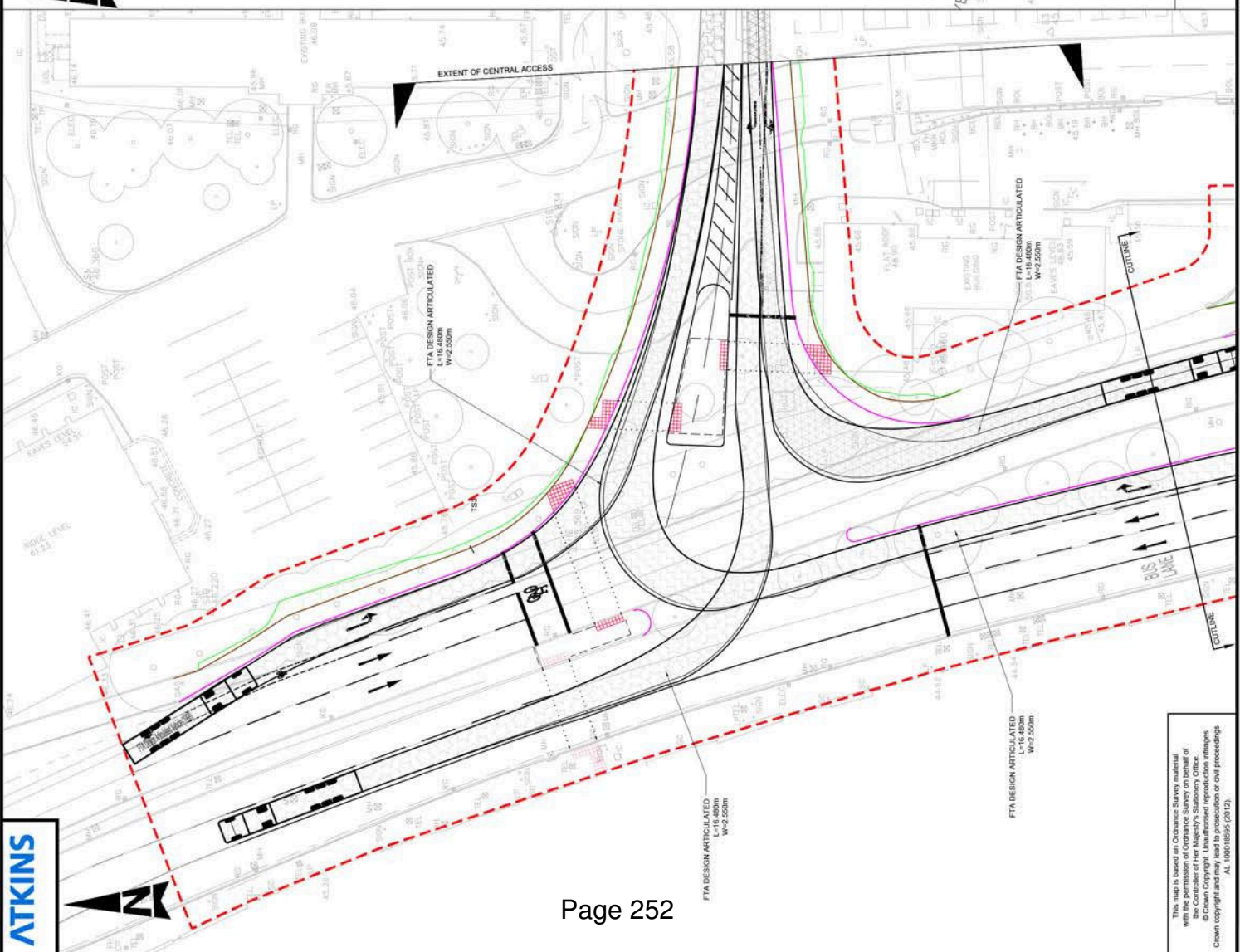
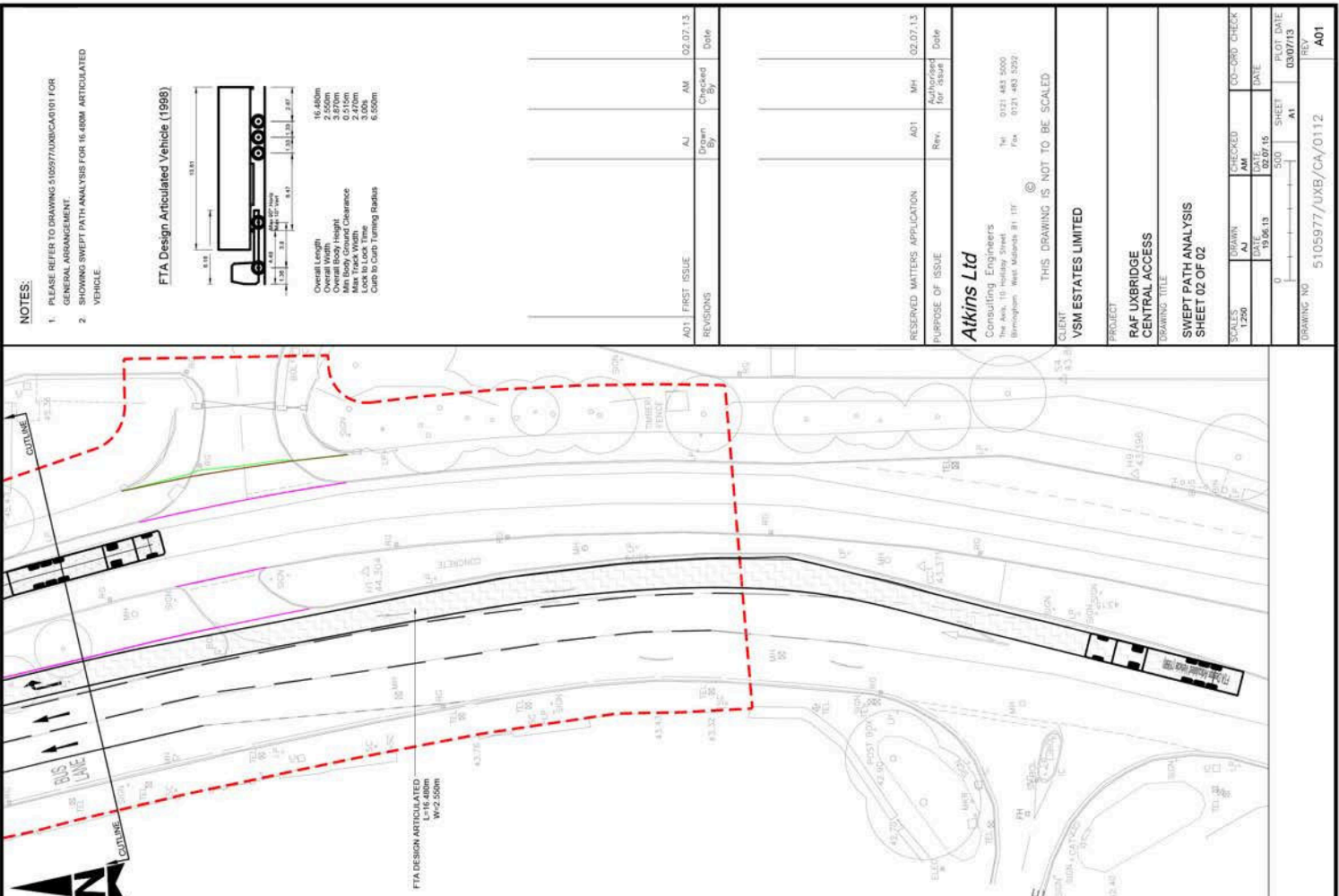
SCALE	DATE	SHEET	NO OF SHEETS
1:500	01/11/2012	500	AT
DATE	DATE	DATE	DATE
1:500	01/11/2012	20/03/13	01/07/13

FORMING NO 5105977/UXB/CA/1301 A02

- NOTES**
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER SCHEME RELATED DOCUMENTS.
  - ALL MEASUREMENTS ARE IN METRES, UNLESS STATED OTHERWISE.
  - THE CONTRACTOR SHALL ASCERTAIN THE LOCATION OF EXISTING SERVICES PRIOR TO CONSTRUCTION. PARTICULAR ATTENTION IS DRAWN TO COLUMN NUMBERS SHOWN ARE FOR DRIVING REFERENCE ONLY.
  - THE NEW ROADS AND STREET WORKS ACT, 1991 HAS A NEW CONNECTION.
  - ALL ELECTRICAL WORK IS TO BE CARRIED OUT IN ACCORDANCE WITH THE REQUIREMENTS OF THE LATEST EDITION OF BS7671, AND THE LOCAL AUTHORITY'S SPECIFICATION.
  - CONSTRUCTION OF THE FOLLOWING COMPONENTS:
  - BS EN 12001-1:2004 ROAD LIGHTING - PART 1: SELECTION OF LIGHTING CLASSES
  - BS 5489-1:2012 CODE OF PRACTICE FOR THE DESIGN OF ROAD LIGHTING - PART 1: LIGHTING OF ROADS AND PUBLIC AMENITY AREAS.
  - ALL LANTERNS THAT ARE TO BE REMOVED AS PART OF THESE WORKS ARE TO BE RETURNED TO THE LOCAL AUTHORITY'S STORES FOR RE-USE.
  - ALL LANTERNS WHICH HAVE BEEN IDENTIFIED AS REQUIRING A CHANGE IN LUMINAIRE ONLY, WILL FIRST NEED TO BE INSPECTED BY COMPETENT PERSONS IN ORDER TO ASCERTAIN THEIR STRUCTURAL INTEGRITY AND SUITABILITY PRIOR TO WORKS BEING UNDERTAKEN.
  - UNDESIRABLE LOCAL SERVICES TO BE TAKEN FROM DRAWING NUMBER 10179-147-HAL125\_2012REV. TM UNDESIRABLE WIDEXLEX URB10 DR2 - TOPOGRAPHICAL PROPOSED HOUSING LAYOUT TAKEN FROM DRAWING NUMBER 1300-10-101 Rev 0 BY SHEPPARD ROBSON (MASTERPLAN).



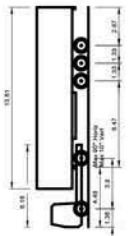




**NOTES:**

- PLEASE REFER TO DRAWING 5105977/UXB/CA/011 FOR GENERAL ARRANGEMENT.
- SHOWING SWEEP PATH ANALYSIS FOR 16.480M ARTICULATED VEHICLE.

**FTA Design Articulated Vehicle (1998)**



Overall Length 16.480m  
 Overall Body Height 3.870m  
 Min Body Ground Clearance 0.515m  
 Lock to Lock Time 3.00s  
 Curb to Curb Turning Radius 6.500m

REV	Drawn By	Checked By	Date
A01	AJ	AM	02.07.13

Rev.	Authorised for Issue	Date
A01	MH	02.07.13

**RESERVED MATTERS APPLICATION**

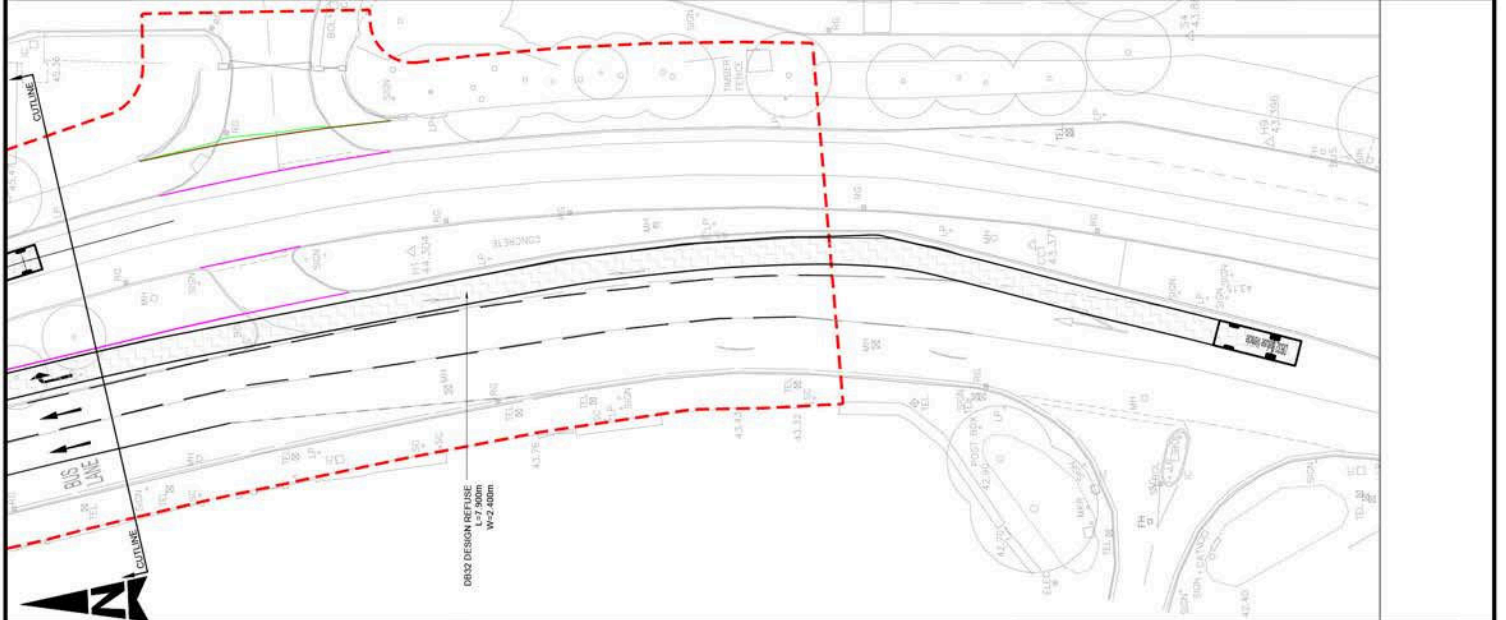
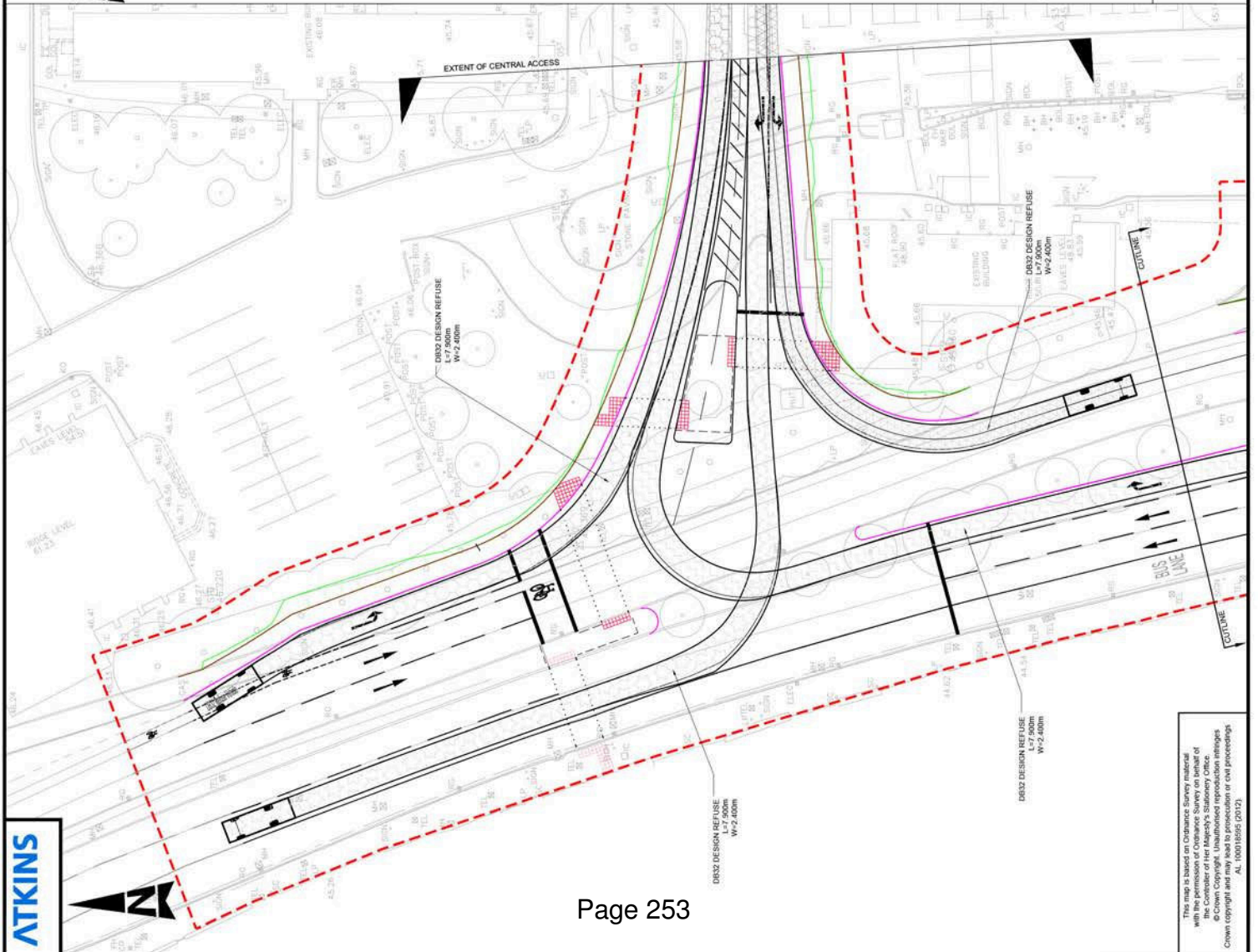
**AKINS Ltd**  
 Consulting Engineers  
 The Axa, 15 Holiday Street  
 Birmingham West Midlands B1 1TF

Tel: 0121 483 5000  
 Fax: 0121 483 2522

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CLIENT <b>VSM ESTATES LIMITED</b>	
PROJECT <b>RAF UXBRIDGE CENTRAL ACCESS</b>	
DRAWING TITLE <b>SWEPT PATH ANALYSIS SHEET 02 OF 02</b>	
SCALE 1:250	CHECKED AM
DRAWN AJ	DATE 02.07.13
SHEET A1	CO-ORD CHECK DATE
DRAWING NO 5105977/UXB/CA/0112	REV A01
	FLAT DATE 03/07/13

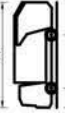
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**NOTES:**

- PLEASE REFER TO DRAWING 5105977/UXB/CA/0101 FOR GENERAL ARRANGEMENT.
- SHOWING SWEEP PATH ANALYSIS FOR 7.500m REFUSE.

**DB32 Refuse Vehicle**



- Overall Length 7.500m
- Overall Body Height 3.183m
- Max Body Ground Clearance 2.400m
- Lock to Lock Time 6.000m
- Cub to Cub Turning Radius 9.625m

NO	DESCRIPTION	Drawn By	Checked By	Date
A02	ALIGNMENT CORRECTED	AJ	AM	09.07.13
A01	ROAD MARKINGS AMENDED	CEO	MSE	22.03.13

FOR RESERVED MATTERS	Rev.	Authorised for issue	Date
RESERVED MATTERS APPLICATION	A01	MH	09.07.13
RESERVED MATTERS APPLICATION	—	MH	22.03.13
PURPOSE OF ISSUE	—	MH	20.06.13

**Atkins Ltd**  
 Consulting Engineers  
 The Atrium, 15 Huddley Street  
 Birmingham, West Midlands B1 1TF

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CLIENT  
**VSM ESTATES LIMITED**

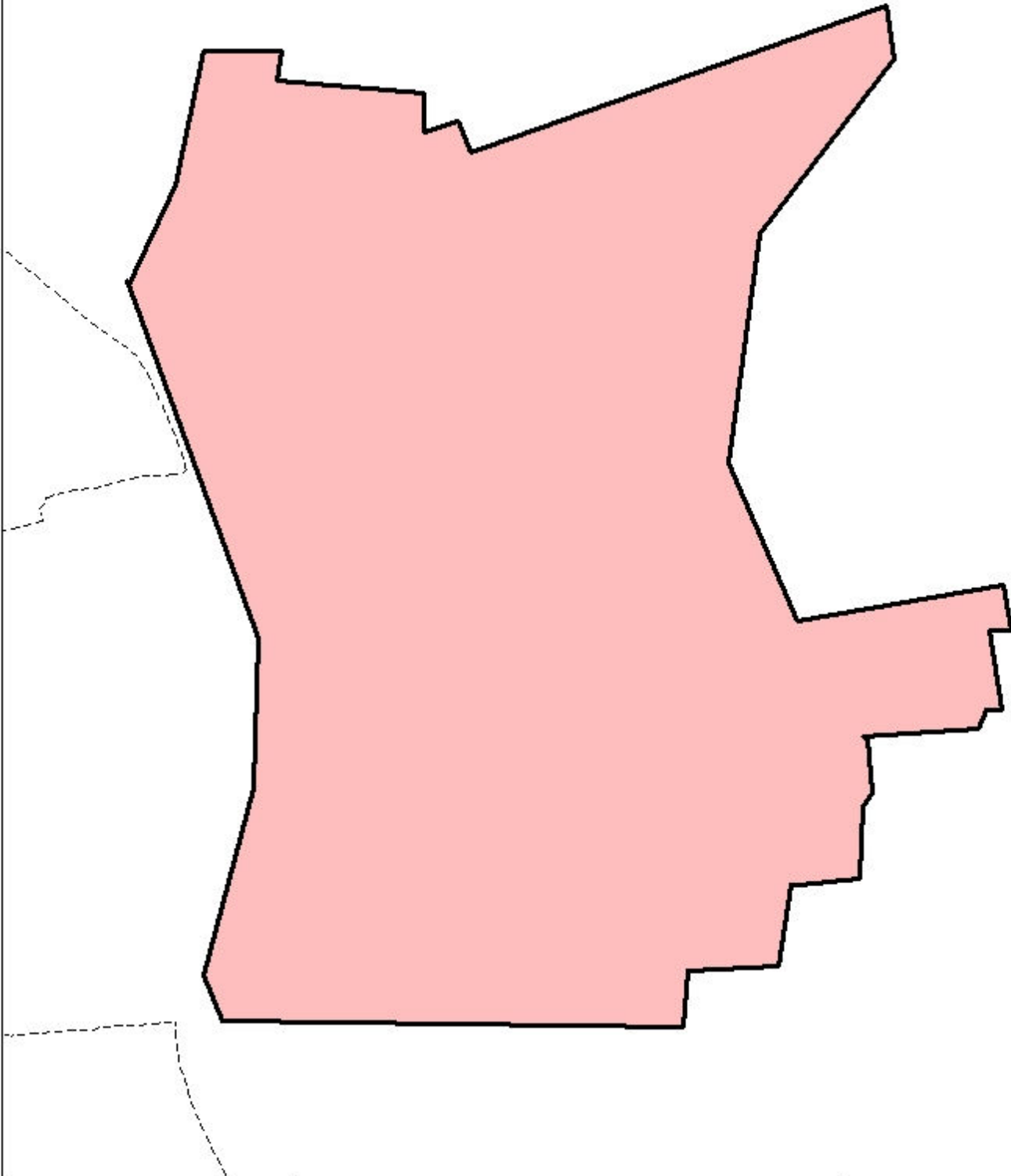
PROJECT  
**RAF UXBRIDGE CENTRAL ACCESS**



DRAWING TITLE  
**SWEPT PATH ANALYSIS SHEET 01 OF 02**

SCALE	DRAWN	CHECKED	CO-ORD. CHECK
1:250	AM/CEO	DR	MHR
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0	500	500	SHEET
			PLOT DATE
			03/07/13
DRAWING NO	5105977/UXB/CA/0111		REV
			A02

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	Planning Application Ref: <b>585/APP/2013/1963</b>	Scale <b>1:4,000</b>	 <b>HILLINGDON</b> LONDON
	Planning Committee <b>Major Applications</b>	Date <b>October 2013</b>	

## **Report of the Head of Planning, Sport and Green Spaces**

**Address** RAF UXBRIDGE HILLINGDON ROAD UXBRIDGE

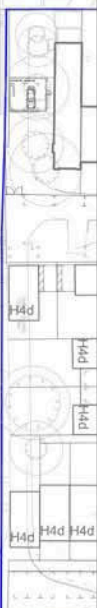
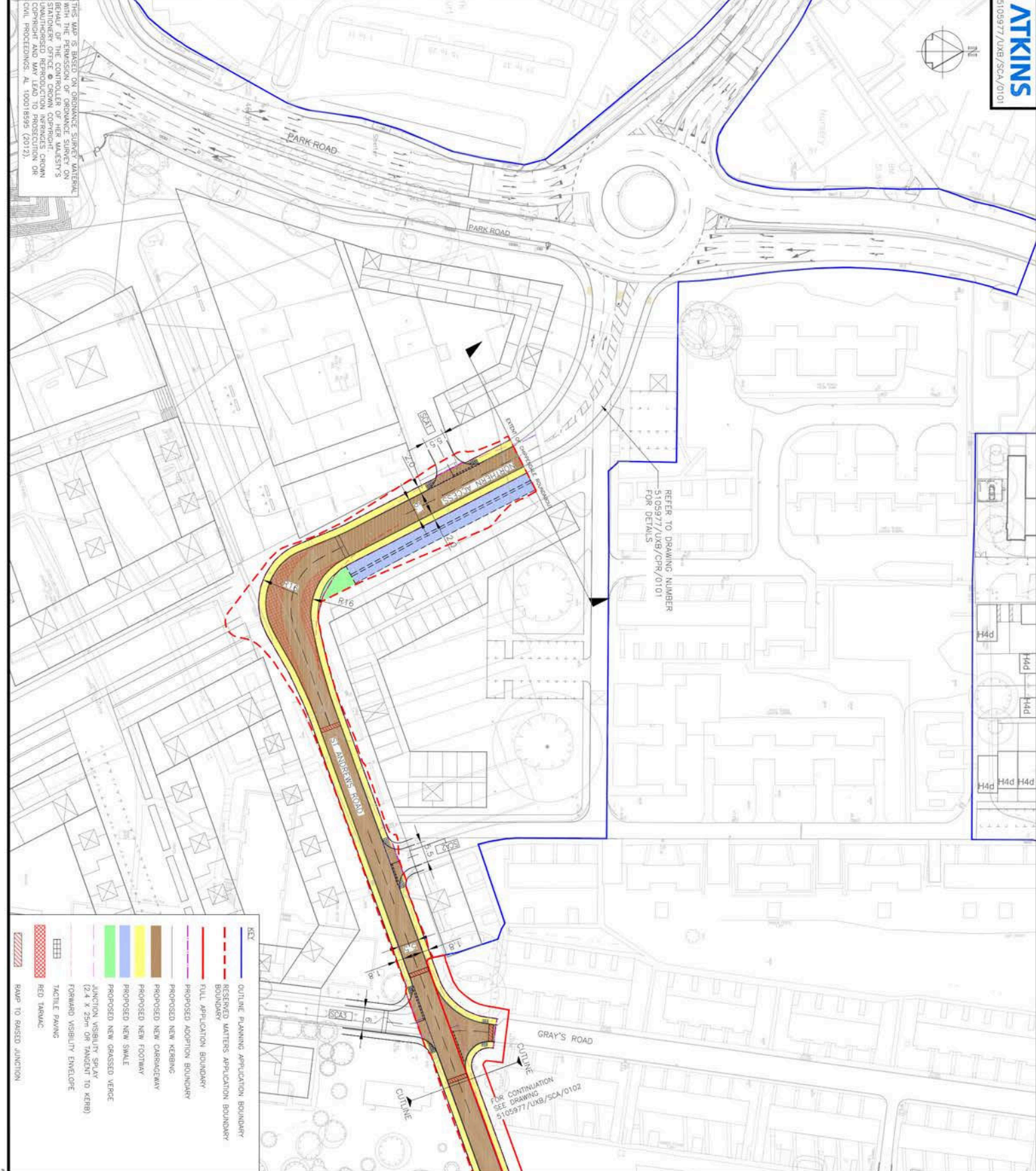
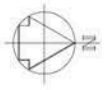
**Development:** Reserved matters (appearance, landscaping, layout and scale) in compliance with conditions 2 and 3 for the construction of the northern access of planning permission ref: 585/APP/2009/2752 dated 18/01/2012, for the proposed mixed-use redevelopment of the RAF Uxbridge site.

**LBH Ref Nos:** 585/APP/2013/2474

**Date Plans Received:** 28/08/2013

**Date(s) of Amendment(s):**

**Date Application Valid:** 28/08/2013

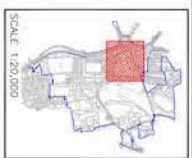


REFER TO DRAWING NUMBER 5105977/UXB/CPH/0101 FOR DETAILS

FOR CONTINUATION SEE DRAWING 5105977/UXB/SCA/0102

KEY	DESCRIPTION
[Blue dashed line]	OUTLINE PLANNING APPLICATION BOUNDARY
[Red dashed line]	RESERVED MATTERS APPLICATION BOUNDARY
[Red solid line]	FULL APPLICATION BOUNDARY
[Yellow solid line]	PROPOSED NEW KERBING
[Brown solid line]	PROPOSED NEW DRIVEWAY
[Green solid line]	PROPOSED NEW SWALE
[Green dashed line]	PROPOSED NEW GRASSED VERGE
[Green dotted line]	JUNCTION VISIBILITY SPAY (2.4 x 2.5m OR ADJACENT TO KERB)
[Green dashed line]	FORWARD VISIBILITY ENVELOPE
[Green solid line]	TACTILE PAVING
[Red hatched area]	RED TARMAC
[Blue hatched area]	RAIP TO RAISED JUNCTION

- NOTES
1. DO NOT SCALE FROM THIS DRAWING.
  2. ALL DIMENSIONS IN METRES.
  3. THE PROPOSED SCHOOL LAYOUT IS TAKEN FROM DRAWING NUMBER 211099/P/003 REV B.
  4. THE PROPOSED MASTERPLAN IS TAKEN FROM MASTERPLAN DRAWING NUMBER 5300-10-111 REV 3.
  5. TOPOGRAPHICAL SURVEY TAKEN FROM DRAWING NUMBER 5105977/UXB/CPH/0101 DATED 10/09/12.
  6. FOR TREATMENT TO EXISTING TREES REFER TO DRAWINGS BY ALAN PINE ASSOCIATES (LANDSCAPE ARCHITECT).
  7. FOR ROAD/SWALE CROSS SECTIONS SEE DRAWING NUMBER 5105977/UXB/SCA/0140.



REVISIONS	Open	By	Date	Spine
A04	PROPESTRAN CROSSING REMOVED, ROAD REFERENCES ADDED	RAM	KMR	02.08.13
A03	GENERAL AMENDMENTS	RAM	KMR	11.07.13
A02	ACCESS ONTO CURFEWOLE TURNING CIRCLE AND LAYERS ADDED FOR SCHOOL AND JUNCTION ROAD AMENDED	RAM	KMR	11.09.12
A01	ACCESS TO THE NURSERY AMENDED	TL	KMR	31.08.12

RESERVED MATTERS APPLICATION	DATE FOR COMMENT	DATE FOR COMMENT	DATE FOR LHM COMMENT	DATE FOR COMMENT	DATE FOR COMMENT
A04	A03	A02	A01	KMR	02.08.13
				KMR	11.07.13
				KMR	10.09.12
				KMR	31.08.12
				KMR	21.08.12

**Atkins Ltd**  
 Consulting Engineers  
 The Aon, 10 Midway Street  
 Birmingham West Midlands B1 1TF  
 Tel: 0121 483 5000  
 Fax: 0121 483 3332

**UXBRIDGE**  
 SCHOOL ACCESS  
 GENERAL ARRANGEMENT  
 SHEET 1 OF 2

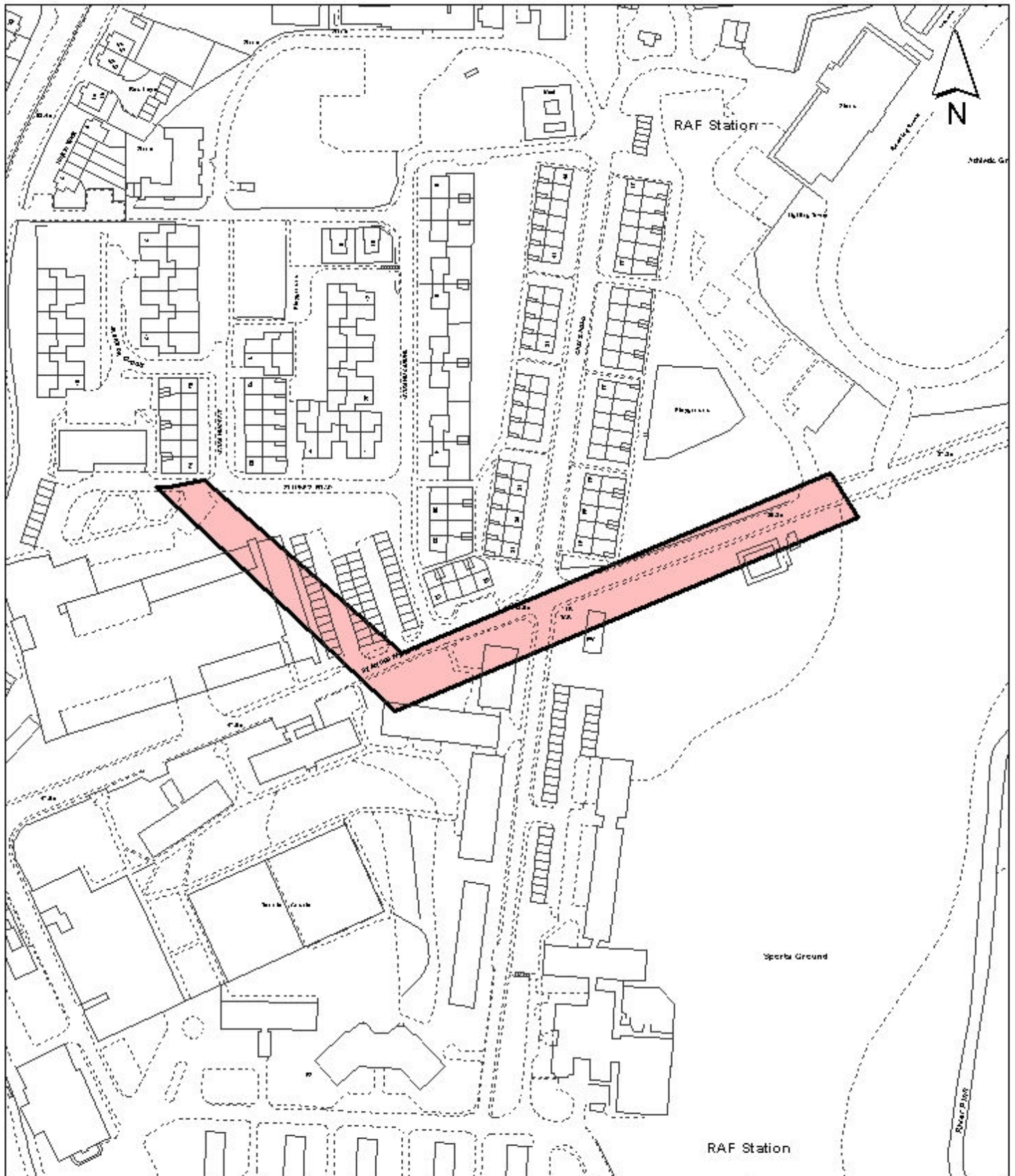
DATE: 18/09/12  
 DATE: 21/09/12  
 DATE: 21/09/12  
 DATE: 05/09/13



DRAWING NO: 5105977/UXB/SCA/0101  
 SHEET: A04









<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><b>Former RAF Uxbridge</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><b>585/APP/2013/2474</b></p>	<p>Scale</p> <p><b>1:2,000</b></p>	 <p><b>HILLINGDON</b> LONDON</p>
	<p>Planning Committee</p> <p><b>Major Applications</b></p>	<p>Date</p> <p><b>October 2013</b></p>	



## **Report of the Head of Planning, Sport and Green Spaces**

**Address** KITCHENER HOUSE WARWICK ROAD WEST DRAYTON

**Development:** Erection of a part single, two, three and 4 storey building to provide 23 residential units, consisting of 14 x 2 bedroom, 9 x 1 together with 250sqm of retail/commercial space, with associated parking, cycle and bin storage and amenity space, involving demolition of existing buildings.


**LBH Ref Nos:** 18218/APP/2013/2183

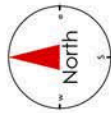
CDM NOTES: DESIGNERS NOTES ON  
 APPROVED RESOURCING

In preparing this design Hester Architects have  
 taken account of the following information which  
 could cause future hazards when constructing,  
 using, maintaining or de-commissioning the building.

The following risks could not be designed out and  
 should be carefully monitored on site during the  
 construction of the structure during any future  
 use of the building.

These notes relate solely to information shown on this  
 drawing. Any significant risks which are considered  
 to be outside the scope of this drawing will be  
 highlighted. This information is subject to revision as  
 the design develops.

Particularly hazardous areas are highlighted with  on the drawing and noted below.




Revision Date: Notes:  
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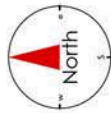


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 www.hesterarchitects.co.uk

Project: **Kitchener House**  
**Warwick Road**  
**West Drayton**  
 for: Townside Homes  
 (West London) Ltd  
 Drawing Title: **Existing Layout**

Scale: 1:250 @ A3  
 Drawn Date: 30 July 2013  
 Checked: [Signature]  
 Drawing No: 12034  
 Rev: 010

CDM NOTES: DESIGNERS NOTES ON  
 APPROVED REGULATIONS  
 In preparing this design Hester Architects have  
 taken account of the relevant regulations and  
 which could cause future hazards when constructing,  
 using, maintaining or de-commissioning the building.  
 The following risks could not be designed out and  
 should be carefully monitored on site during the  
 construction of the structure, during any future  
 maintenance or repair work.  
 These notes relate solely to information shown on this  
 drawing. Any significant risks which are considered  
 to be outside the scope of the design, or which are  
 the responsibility of a contractor or other designer, will be  
 highlighted. This information is subject to revision as  
 the design develops.  
 Particularly hazardous areas are highlighted with  on the drawing and noted below.



0m 5 10 20

West Drc



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 www.hesterarchitects.co.uk

Project: **Kitchener House**  
**Warwick Road**  
**West Drayton**

for: Townside Homes  
 (West London) Ltd

Drawing Title:  
**Proposed Block Plan**

Scale: 1:500 @ A3  
 Date: 30 July 2013  
 Drawing No: 12034  
 Rev: 013



**COMMENTS:**  
 DESIGNER'S NOTES ON SIGNIFICANT RESIDUAL RISKS  
 In preparing this design, the architect has attempted to avoid using materials and techniques which could cause future hazards while commencing the building.  
 The laboratory risks could not be designed out and should be carefully monitored on site during the construction period and during any future use. These notes make solely information shown on this drawing. Only significant risks which are highlighted to a competent contractor or other designer will be highlighted. This information is subject to revision as the design develops.  
 Particular hazardous areas are highlighted with a triangle on this drawing and noted below.

**Planning**



Revision	Date	Notes
B	18.10.13	Car Park Expansion Highlighted
A	09.10.13	Parking Bin Stores, Cycle Store, Retail and Foodstore Wall Revision

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Project: Kitchener House  
 Warwick Road  
 West Drayton  
 For: Townside Homes (West London) Ltd  
 Drawing Title: Ground Floor Plan  
 Scale: 1 : 100 @ A1  
 Drawn by: Joby  
 Checked: PB  
 CS: 23/07/13  
 Job No.: Drawing No.  
 12034  
 12034 - 02 - 014  
 Rev: B



**EXISTING LEVELS**  
 27.720  
**PROPOSED LEVELS**  
 27.720

TACHBROOK ROAD

WARWICK ROAD

WARWICK ROAD

**COM NOTES:** INH 1001/2007 - DESIGNER'S NOTES ON SIGNIFICANT RESIDUAL RISKS

In preparing this design, Hester Architects have attempted to avoid using materials and techniques which could cause future hazards whilst constructing or during the life of the building.

The following risks could not be designed out and should be carefully monitored on site during the construction period and during any future occupation of the building.

These notes relate solely to information shown on this drawing. Only significant risks which are highlighted to a competent contractor or other designer will be highlighted. This information is subject to revision as the design develops.

Particular hazardous areas are highlighted with  on the drawing and noted below.

**Planning**



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W: www.hesterarchitects.co.uk

Project: Kitchener House  
Warwick Road  
West Drayton

For: Townside Homes (West London) Ltd

Drawing Title: First Floor Plan

Scale: 1 : 100 @ A1

Drawn by: Date: 07/23/13 Checked by: 12034

Job No.: Drawing No.: 12034 - 02 - 015 Rev: 1





**COM NOTES:**  
 IN ACCORDANCE WITH 2007 REGULATIONS, DESIGNERS HAVE CONSIDERED THE SIGNIFICANT RESIDUAL RISKS TO THE BUILDING AND THE OCCUPANTS. THE DESIGNER HAS ATTEMPTED TO AVOID USING MATERIALS AND TECHNIQUES WHICH COULD CAUSE FUTURE HAZARDS WHILE CONSIDERING THE BUILDING'S CONSTRUCTION AND THE BUILDING'S USE.  
 THE BUILDING IS NOT TO BE DESIGNED OR CONSTRUCTION SHOULD BE MONITORED ON SITE DURING THE CONSTRUCTION PERIOD AND DURING ANY FUTURE OCCUPANCY OF THE BUILDING.  
 THESE NOTES MAKE SOLELY INFORMATION SHOWN ON THIS DRAWING. ONLY SIGNIFICANT RISKS WHICH ARE IDENTIFIED BY THE DESIGNER AND WHICH ARE NOT TO BE PASSED TO A COMPETENT CONTRACTOR OR OTHER DESIGNER WILL BE HIGHLIGHTED. THIS INFORMATION IS SUBJECT TO REVISION AS THE DESIGN DEVELOPES.  
 PARTICULARLY HAZARDOUS AREAS ARE HIGHLIGHTED WITH A TRIANGLE ON THE DRAWING AND NOTED BELOW.

# Planning



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 W: www.hesterarchitects.co.uk

Project: Kitchener House  
 Warwick Road  
 West Drayton  
 For: Townside Homes (West London) Ltd  
 Drawing Title: Second Floor Plan

Scale	1 : 100 @ A1	Checked	PB
Drawn by	CS	Date	23/7/13
Job No.	12034	Drawing No.	12034 - 02 - 016
Rev.			



**COM NOTES:**  
 1. DESIGNER'S NOTES ON SIGNIFICANT RESIDUAL RISKS:  
 In preparing this design, the architect has attempted to avoid using materials and techniques which could cause future hazards whilst constructing the building.  
 The laboratory site could not be designed out and should be carefully monitored on site during the construction period and during any future occupation. These notes make solely information shown on this drawing. Only significant risks which are highlighted to a competent contractor or other designer will be highlighted. This information is subject to revision as the design develops.  
 Particular hazardous areas are highlighted with  on the drawing and noted below.

**Planning**



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 E: mail@hesterarchitects.co.uk  
 W: www.hesterarchitects.co.uk

Project: Kitchener House  
 Warwick Road  
 West Drayton  
 For: Townside Homes (West London) Ltd  
 Drawing Title: Third Floor Plan

Scale	1 : 100 @ A1	Checked	PB
Drawn by / Date	CS / 23/7/13	Rev.	
Job No.	12034	Drawing No.	12034 - 02 - 017



**COM NOTES:** PLEASE REFER TO THE DESIGNER'S NOTES ON SIGNIFICANT RESIDUAL RISKS. In preparing this design, the architect has attempted to avoid using materials and techniques which could cause future hazards while constructing or during the building's life. The laboratory site could not be designed out and should be carefully monitored on site during the construction period and during any future occupation. These notes make solely to information shown on this drawing. Only significant risks which are highlighted to a competent contractor or other designer will be highlighted. This information is subject to revision as the design develops. Particular hazardous areas are highlighted with a triangle on the drawing and noted below.

**Planning**



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Project: Kitchener House  
Warwick Road  
West Drayton

For: Townside Homes (West London) Ltd

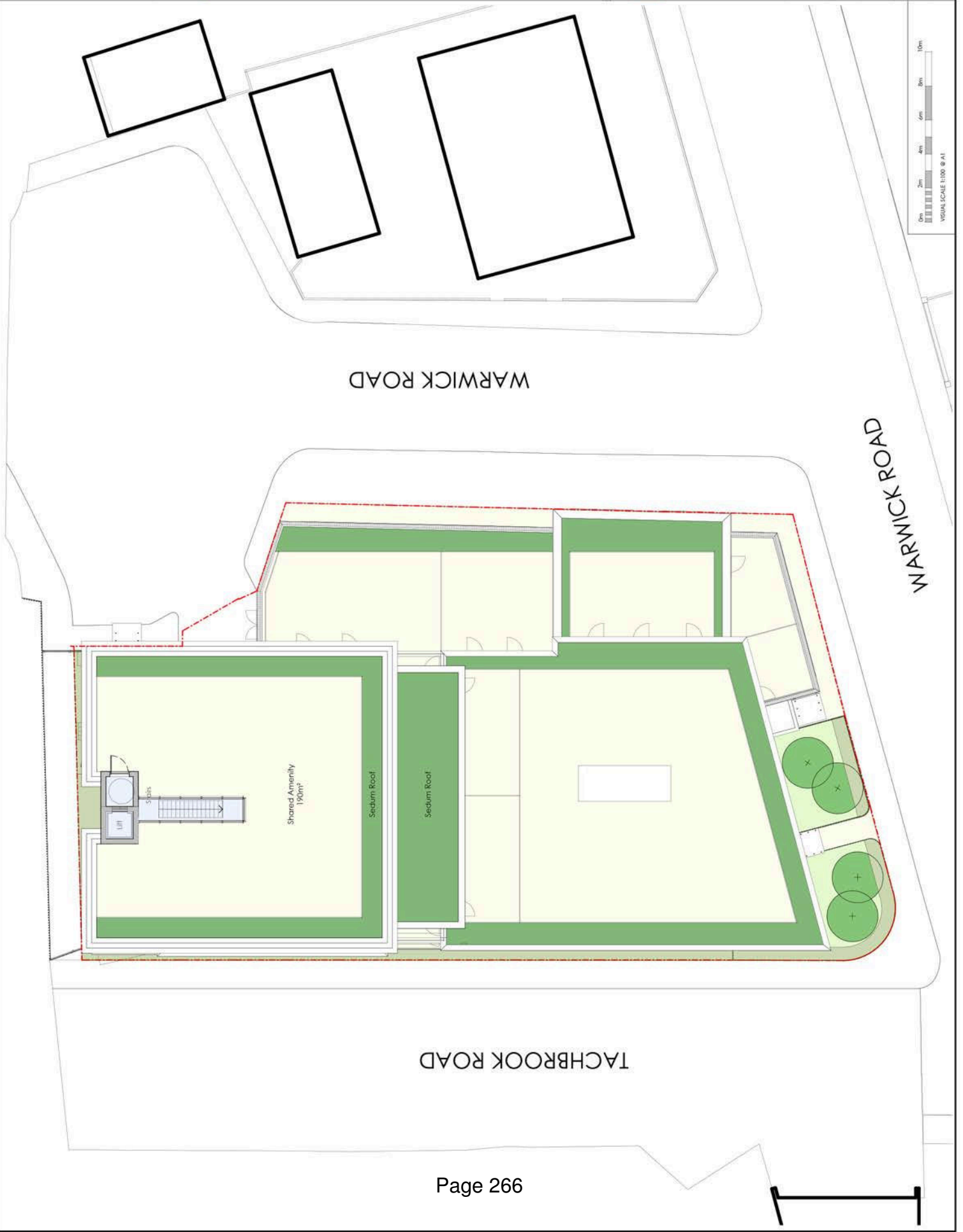
Drawing Title: Fourth Floor (Roof) Plan

Scale: 1 : 100 @ A1

Drawn by / Date: CS / 23/7/13

Checked by: PB

Job No. / Drawing No. / Rev.: 12034 / 12034 - 02 - 018

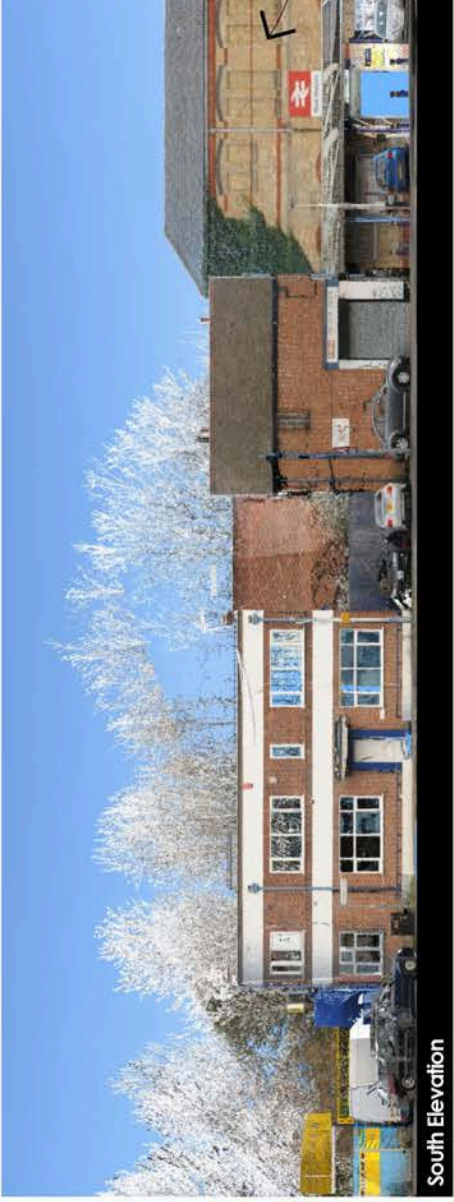




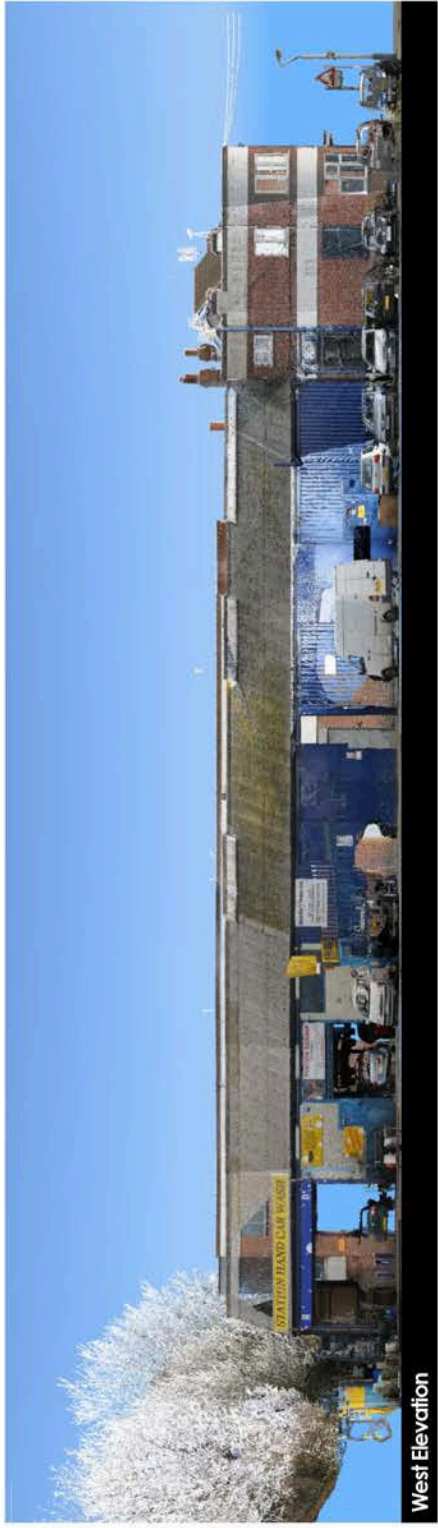
0m 1 2 5 10

These elevations have been created from 3d laser scan data and are accurate to 1mm

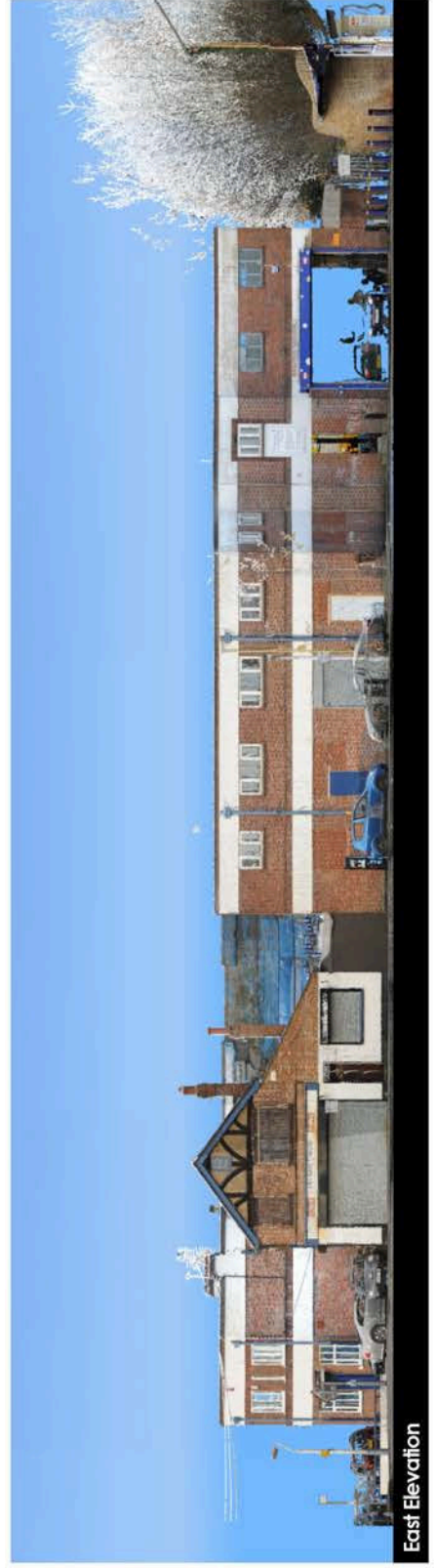
EXISTING WEST DRAYTON STATION BEYOND



South Elevation

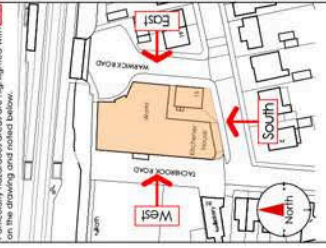


West Elevation



East Elevation

**CDM NOTES:**  
 CDM REGULATIONS 2007 : DESIGNERS NOTES ON IDENTIFYING HAZARDOUS RISKS  
 In preparing this design Hester Architects have carried out a visual inspection of the building which could cause harm towards vital construction using, maintaining or de-commissioning the building.  
 The following risks could not be designed out and should be carefully monitored on site during the construction of the structure during any future alterations.  
 These notes relate solely to information shown on this drawing. Only significant risks which are considered to be a real and identifiable risk to the health and safety of a competent contractor or other designer will be highlighted. This information is subject to revision as the design develops.  
 Particularity hazardous areas are highlighted with a triangle on the drawing and marked below.



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Project: **Kitchener House**  
**Warwick Road**  
**West Drayton**  
 for: Townside Homes (West London) Ltd  
 Drawing Title: **Existing Elevations**

Scale: 1:200 @ A3 1:100 @ A1  
 Drawn: JCH  
 Date: 30 July 2013  
 Checked: JCH  
 Drawing No: 12034  
 Rev: 02  
 12034 - 12034 - 02 - 012



4 North  
1 : 100



3 East  
1 : 100






1 South  
1:100



1 West  
1:100

CDM NOTES:  
 CDM REGULATIONS 2007 : DESIGNER'S NOTES ON  
 JOINT/CONTIGUOUS RISKS

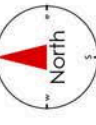
In preparing this design Hester Architects have  
 taken account of the risks to health and safety  
 which could arise from the construction of the  
 building, including the risks to health and safety  
 arising from the use of materials, equipment or  
 the following risks could not be designed out and  
 should be carefully monitored on site during the  
 construction of the building, during any future  
 maintenance or repair work, or during any future  
 demolition of the building.  
 These notes relate solely to information shown on this  
 drawing. Only significant risks which are considered  
 to require specific control measures are highlighted.  
 This information is subject to revision as  
 the design develops.

Particularly hazardous areas are highlighted with  on the drawing and noted below.

Area	Risk	Control Measure
Roof	Fall from height	Use of safety harness and fall arrest systems
Roof	Overhead power lines	Use of spotters and exclusion zones
Roof	Unstable surfaces	Use of shoring and bracing
Roof	Weather conditions	Weather monitoring and work stoppage
Roof	Heavy lifting	Use of cranes and lifting equipment
Roof	Use of tools and equipment	Proper training and supervision
Roof	Use of materials	Proper storage and handling
Roof	Use of scaffolding	Proper erection and dismantling
Roof	Use of ladders	Proper use and inspection
Roof	Use of hoists	Proper use and inspection
Roof	Use of cranes	Proper use and inspection
Roof	Use of excavators	Proper use and inspection
Roof	Use of pile drivers	Proper use and inspection
Roof	Use of concrete pumps	Proper use and inspection
Roof	Use of formwork	Proper erection and dismantling
Roof	Use of rebar	Proper installation and inspection
Roof	Use of concrete	Proper placement and curing
Roof	Use of masonry	Proper construction and inspection
Roof	Use of brickwork	Proper construction and inspection
Roof	Use of plasterwork	Proper application and inspection
Roof	Use of painting	Proper use of materials and equipment
Roof	Use of glazing	Proper installation and inspection
Roof	Use of cladding	Proper installation and inspection
Roof	Use of insulation	Proper installation and inspection
Roof	Use of ventilation	Proper installation and inspection
Roof	Use of lighting	Proper installation and inspection
Roof	Use of heating	Proper installation and inspection
Roof	Use of cooling	Proper installation and inspection
Roof	Use of fire protection	Proper installation and inspection
Roof	Use of security	Proper installation and inspection
Roof	Use of accessibility	Proper installation and inspection
Roof	Use of sustainability	Proper installation and inspection

LEVELS NOTE:  
 ALL ELEVATIONS RELATIVE TO THE ORDINANCE SURFACE  
 USE AND CHECK IN GPS OBSERVATIONS

Coordinate	Value
North	498200
East	120000
Height	100



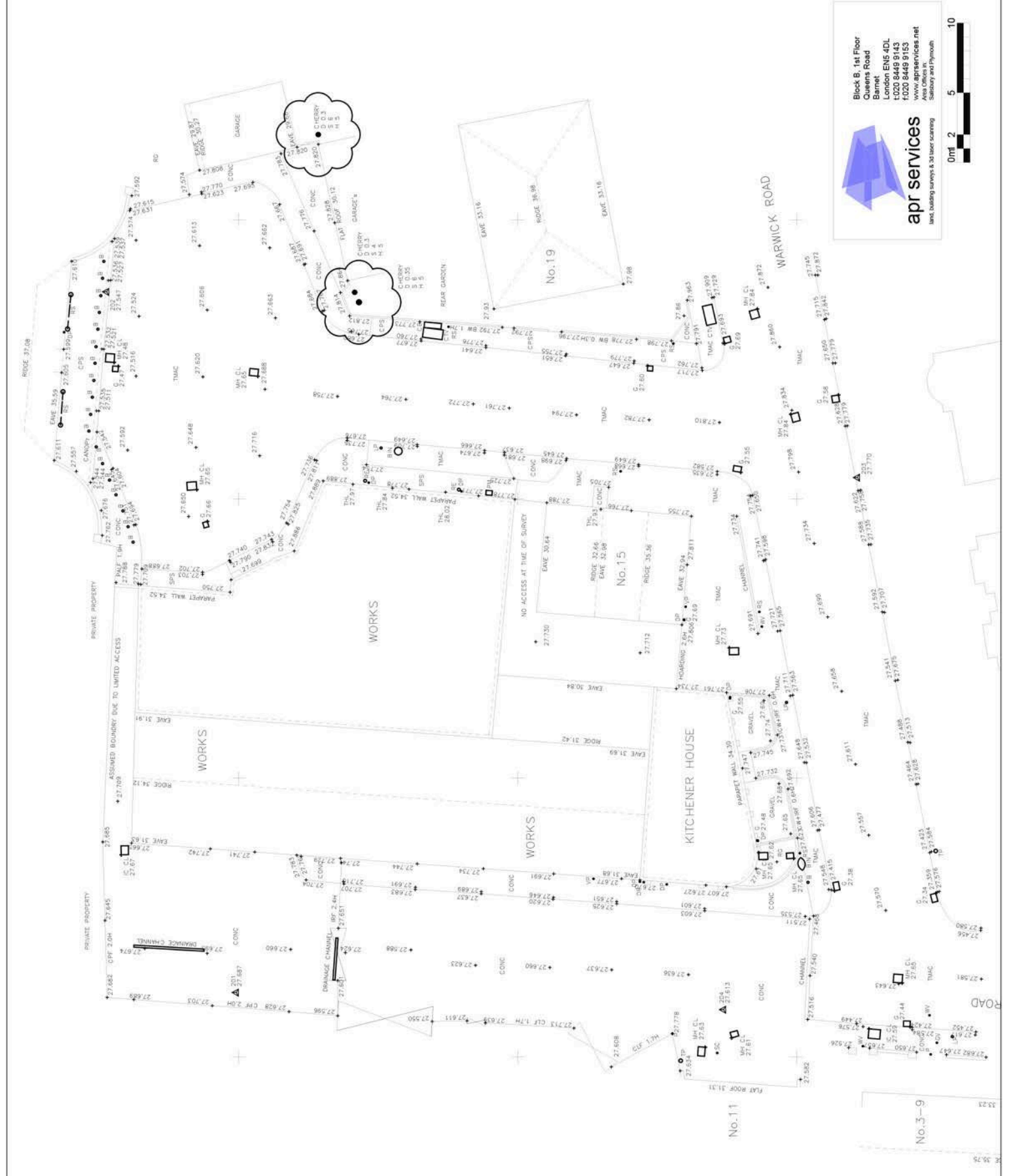
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Project: **Kitchener House**  
 Warwick Road  
 West Drayton  
 for: **Towside Homes**  
 (West London) Ltd  
 Drawing Title: **Existing Survey**

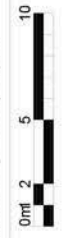
Scale: 1:250 @ A3  
 Drawn Date: 30 July 2013  
 Rev. 001  
 Drawing No. 12034-02-009





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 Salisbury and Plymouth







CDM NOTES: DESIGNER NOTES ON APPROVED REGULATIONS

In preparing this design Hester Architects have taken account of the relevant provisions of the Regulations which could cause harm to persons while constructing, using, maintaining or de-commissioning the building. The following risks could not be designed out and should be carefully monitored on site during the construction of the building. These risks relate to the construction of the building. These notes relate solely to information shown on this drawing. Any significant risks which are considered to be outside the scope of the design, or which a competent contractor or other designer will be able to manage, are not highlighted. This information is subject to revision as the design develops.

Particularly hazardous areas are highlighted with a red triangle on the drawing and marked below.



VIEW 1



VIEW 3



VIEW 2

Revision:    Date:    Notes:

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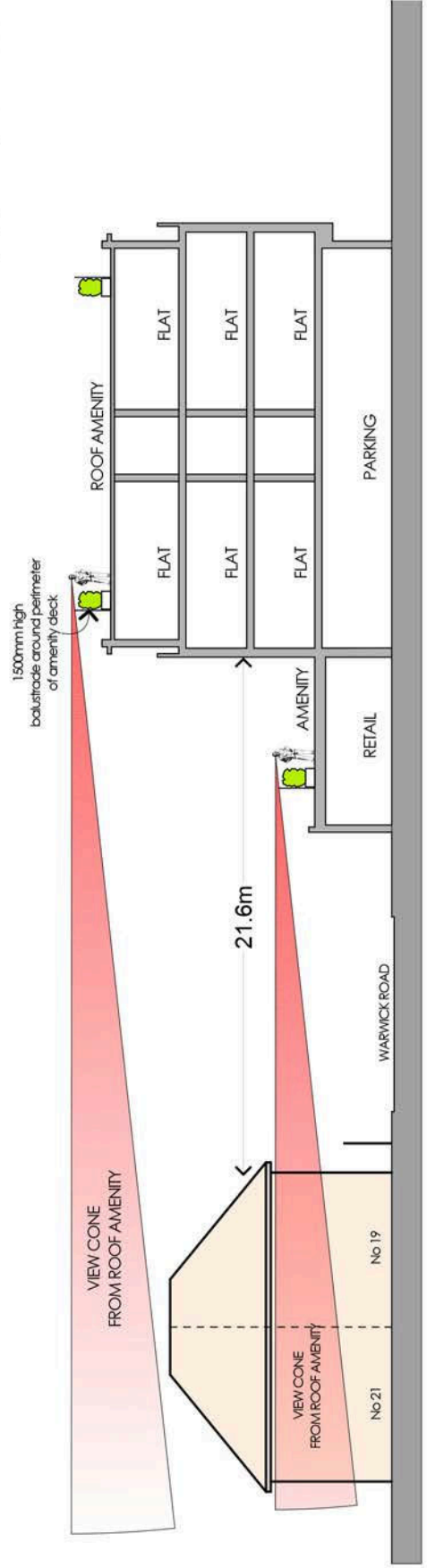
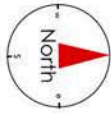
Project:    **Kitchener House**  
**Warwick Road**  
**West Drayton**

for:    **Townside Homes**  
 (West London) Ltd

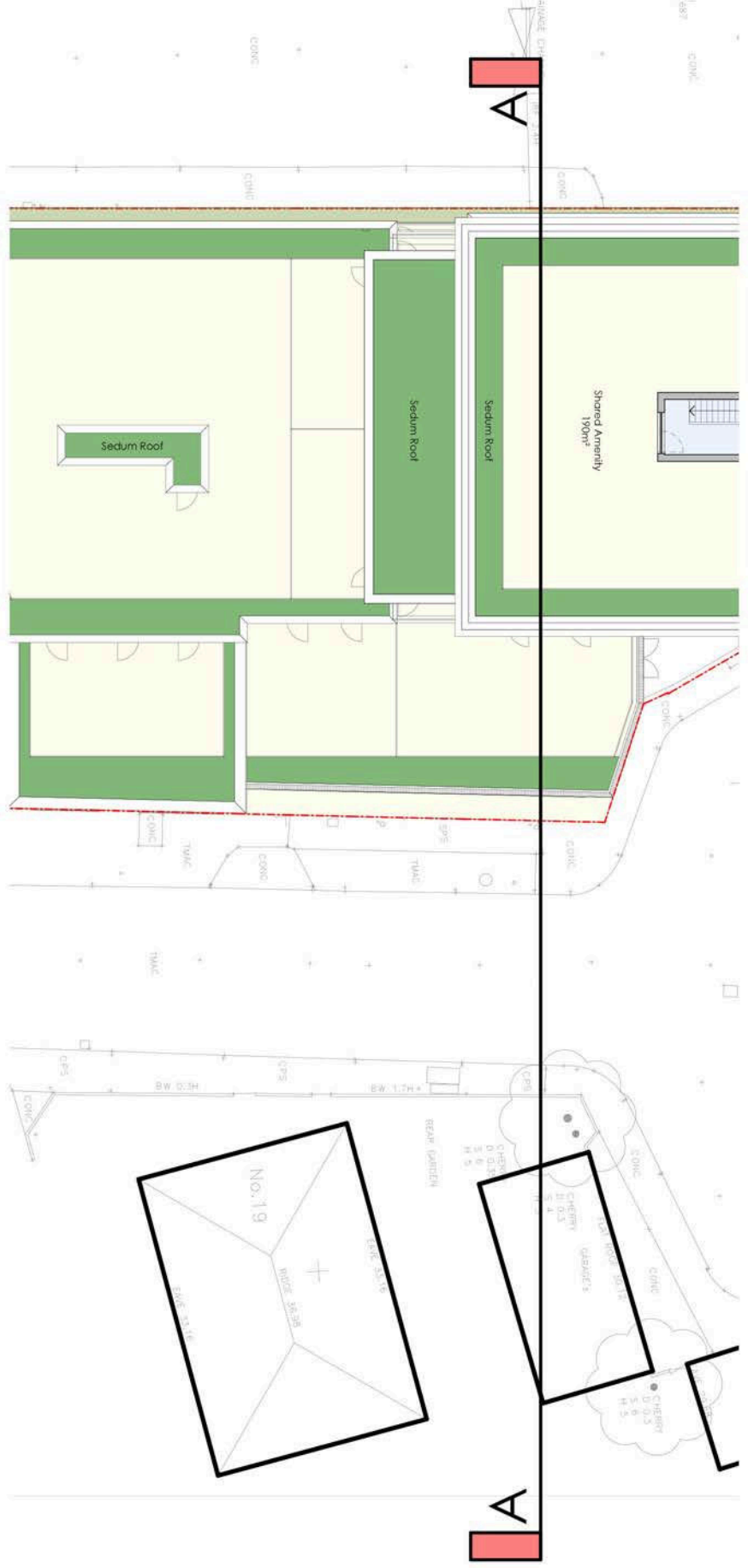
Drawing Title:    **Proposed Massing Views**

Scale:	
Drawn by:	30 July 2013
Checked by:	
Drawn No.:	12034 - 02 - 021
Rev.:	

CDM NOTES:  
 CDM REGULATIONS 2007 : DESIGNERS NOTES ON  
 JOINT/JOINT RESOLUTIONS  
 In preparing this design Hester Architects have  
 taken account of the CDM Regulations 2007 and  
 the following risks which could cause harm to  
 users, maintaining or re-commissioning the building.  
 The following risks could not be designed out and  
 should be carefully monitored on site during the  
 construction of the building. During any future  
 maintenance of the building.  
 These notes relate solely to information shown on this  
 drawing. Any significant risks which are considered  
 to be outside the scope of the design, will be  
 highlighted. This information is subject to revision as  
 the design develops.  
 Particularly hazardous areas are highlighted with  on the drawing and noted below.




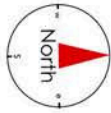
TYPICAL SECTION A-A



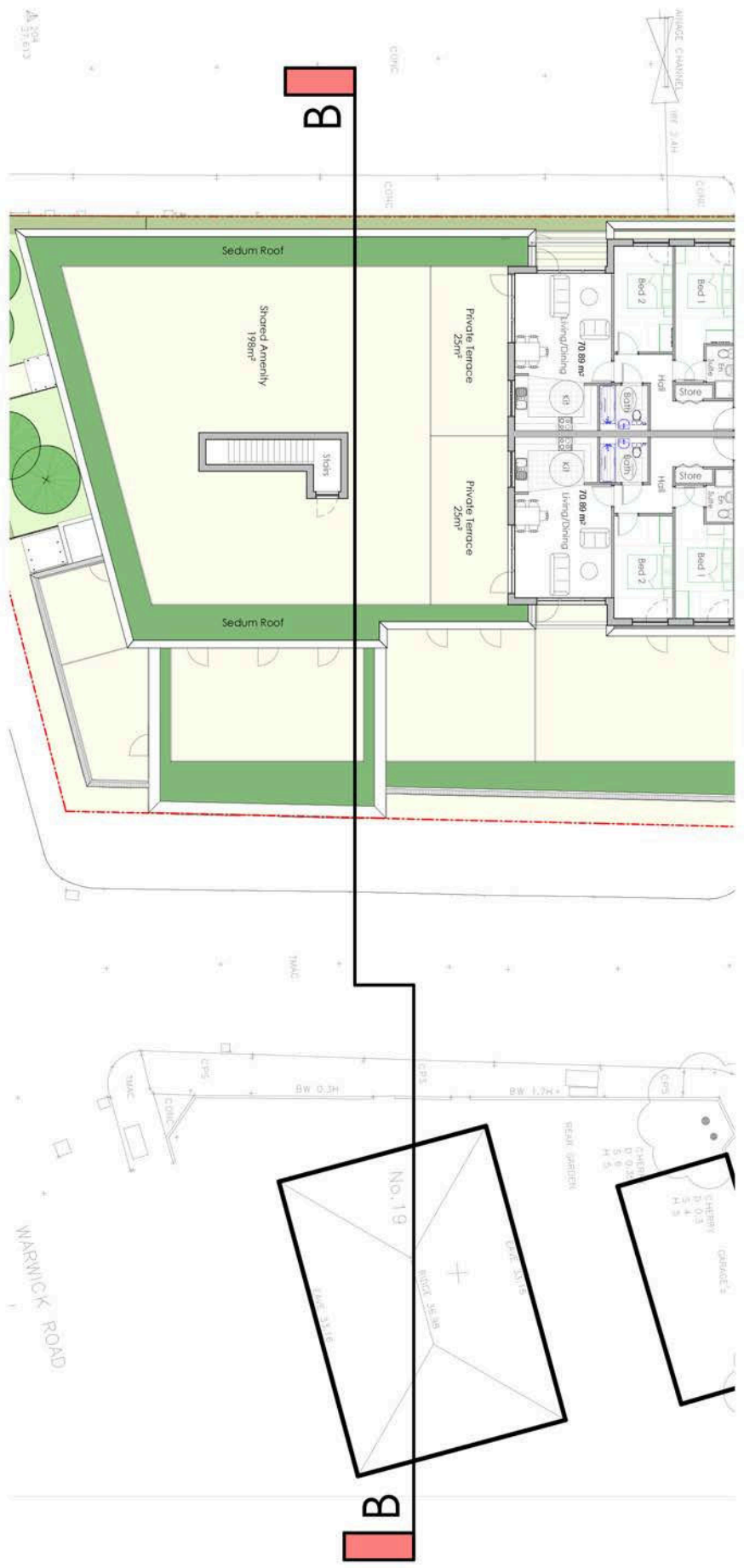
Revision:      Date:      Notes:  
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 www.hesterarchitects.co.uk  
 Project:      **Kitchener House**  
**Warwick Road**  
**West Drayton**  
 for:      Townside Homes  
 (West London) Ltd  
 Drawing Title:      **Typical Sections**  
 Scale:      1:200 @ A3  
 Drawn by:      JCH  
 Checked by:      JCH  
 Date:      30 July 2013  
 Drawing No:      12034  
 Rev:      02



**CDM NOTES:** CDM REGULATIONS 2007 - DESIGNERS NOTES ON APPOINTING RESOURCERS  
 In preparing this design Hester Architects have taken account of the CDM Regulations 2007 and the associated Approved Documents which could cause harm to persons while constructing, using, maintaining or de-commissioning the building.  
 The following risks could not be designed out and should be carefully monitored on site during the construction of the building during any future maintenance of the structure.  
 These notes relate solely to information shown on this drawing. Any significant risks which are considered to be outside the scope of a competent contractor or other designer, will be highlighted. This information is subject to revision as the design develops.  
 Particularly hazardous areas are highlighted with  on the drawing and noted below.



TYPICAL SECTION B-B




Revision: \_\_\_\_\_ Date: \_\_\_\_\_ Notes: \_\_\_\_\_  
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 mail@hesterarchitects.co.uk  
 www.hesterarchitects.co.uk  
 Project: **Kitchener House**  
**Warwick Road**  
**West Drayton**  
 for: **Townside Homes**  
 (West London) Ltd  
 Drawing Title: **Typical Sections**  
 Scale: 1:200 @ A3  
 Drawing Date: 30 July 2013  
 Drawing No: 12034  
 Drawing No: 12034 - 02 - 024  
 Rev: \_\_\_\_\_

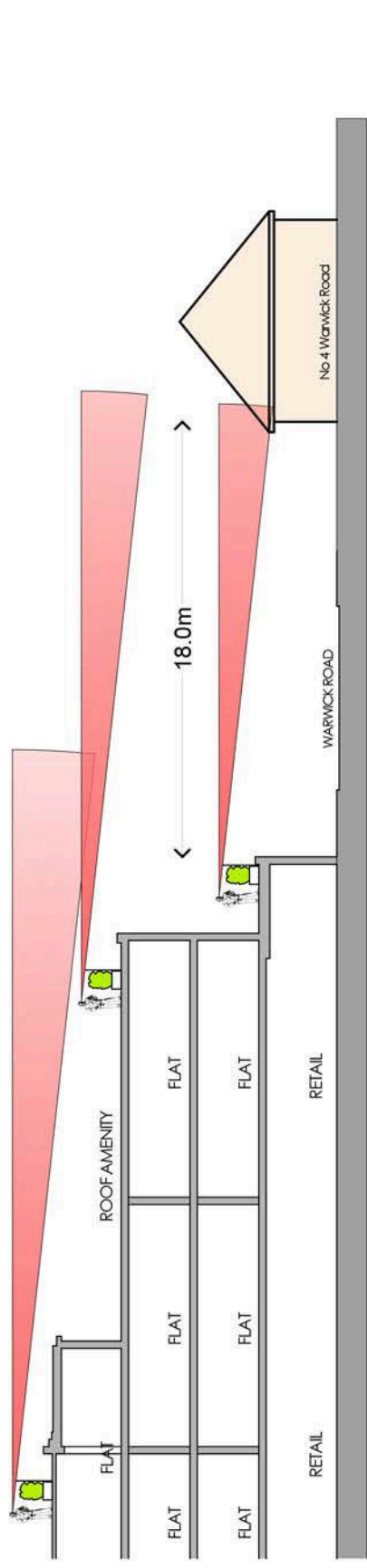
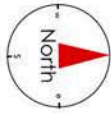
**CDM NOTES:** CDM REGULATIONS 2007 - DESIGNERS NOTES ON IDENTIFYING HAZARDOUS AREAS

In preparing this design Hester Architects have carried out a risk assessment of the proposed building which could cause future hazards while constructing, using, maintaining or de-commissioning the building.

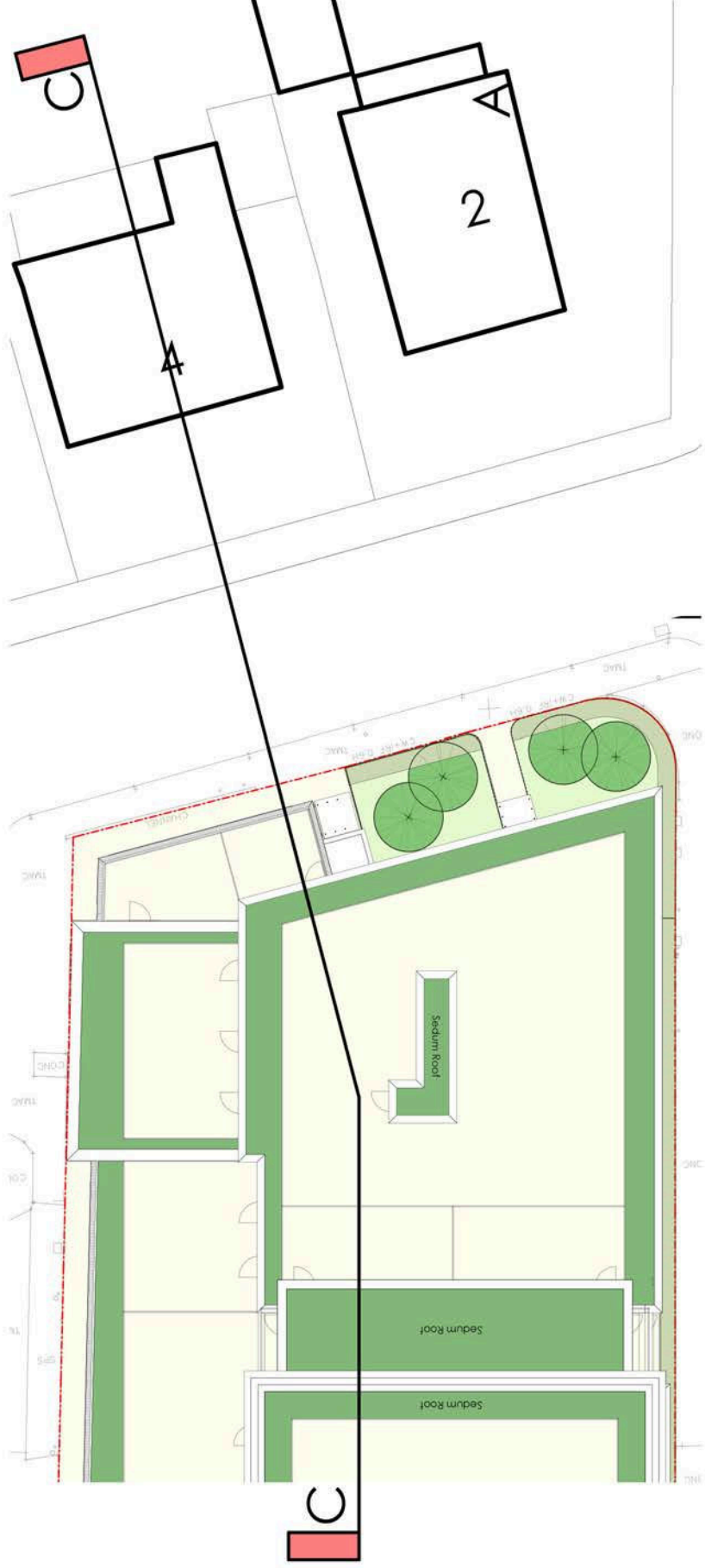
The following risks could not be designed out and should be carefully monitored on site during the construction of the building, during any future maintenance or alterations to the building.

These notes relate solely to information shown on this drawing. Other significant risks which are considered to be outside the scope of this drawing will be highlighted. This information is subject to revision as the design develops.

Particularly hazardous areas are highlighted with  on the drawing and noted below.



TYPICAL SECTION C-C



Revision: \_\_\_\_\_ Date: \_\_\_\_\_ Notes: \_\_\_\_\_  
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Project: **Kitchener House**  
**Warwick Road**  
**West Drayton**

for: **Townside Homes**  
 (West London) Ltd

Drawing Title: **Typical Sections**


Scale: 1:200 @ A3  
 Drawn: \_\_\_\_\_  
 Checked: \_\_\_\_\_  
 Date: 30 July 2013  
 Drawing No: 12034  
 Rev: 02

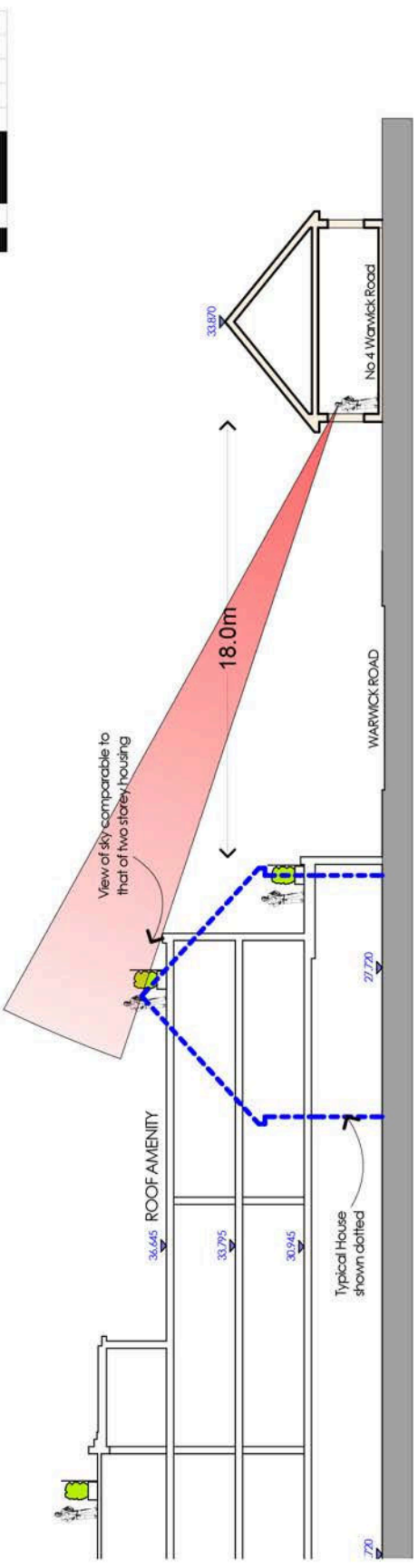
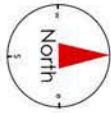
CDM NOTES: CDM REGULATIONS 2007 - DESIGNERS NOTES ON IDENTIFYING HAZARDOUS AREAS

In preparing this design Hester Architects have carried out a site visit to the proposed development to identify any potential hazards which could cause harm to persons while constructing, using, maintaining or de-commissioning the building.

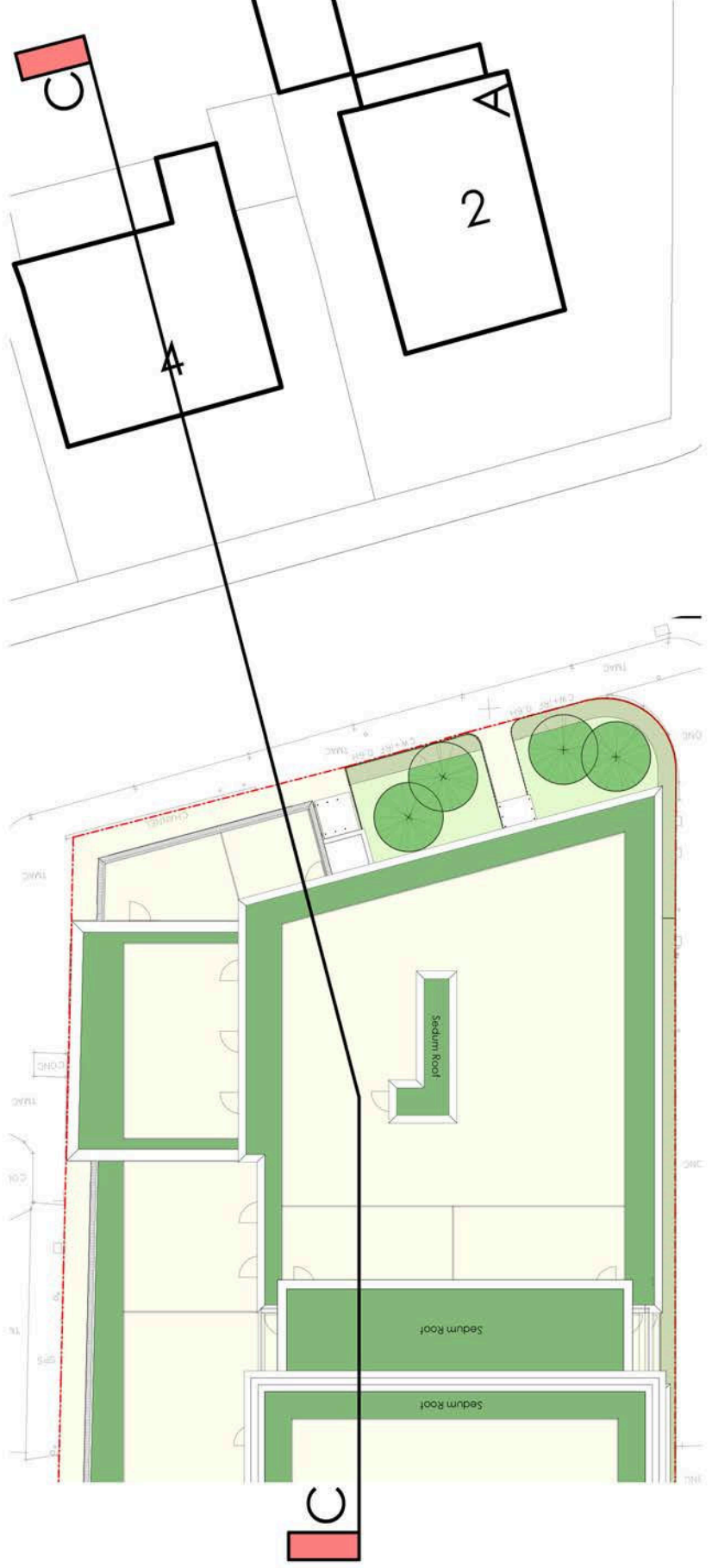
The following risks could not be designed out and should be carefully monitored on site during the construction of the building, during any future maintenance of the structure.

These notes relate solely to information shown on this drawing. Only significant risks which are considered to be a real and identifiable risk to persons are highlighted. This information is subject to revision as the design develops.

Particularly hazardous areas are highlighted with  on the drawing and noted below.



TYPICAL SECTION C-C



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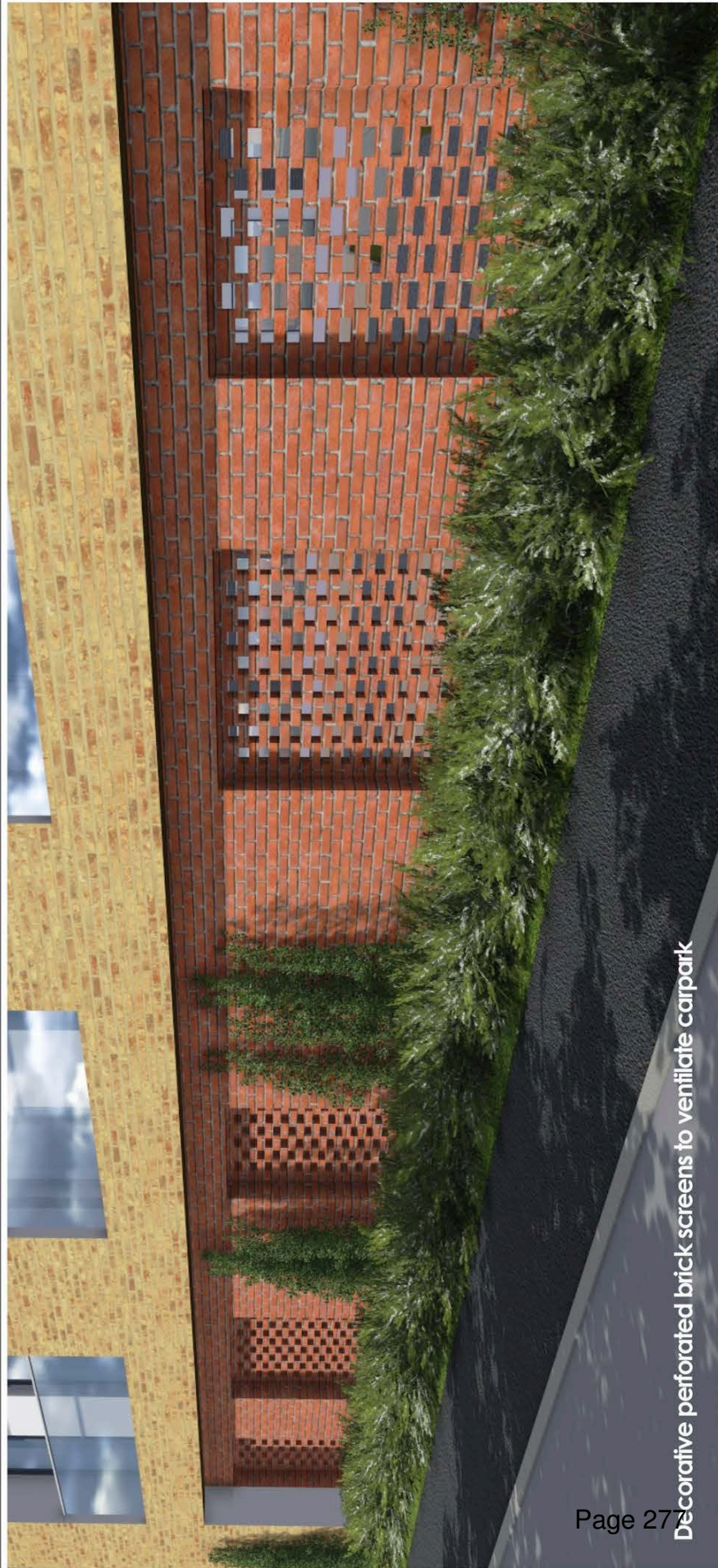
Project: **Kitchener House**  
**Warwick Road**  
**West Drayton**

for: Townside Homes (West London) Ltd

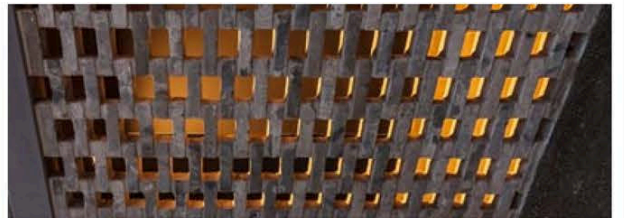
Drawing Title: **Typical Sections**


Scale: 1:200 @ A3  
 Drawn: \_\_\_\_\_  
 Checked: \_\_\_\_\_  
 Date: 11 October 2013  
 Drawing No: 12034  
 Rev: 02 - 036





Decorative perforated brick screens to ventilate carpark



**CDM NOTES:**  
 CDM REGULATIONS 2007 : DESIGNERS NOTES ON SIGNIFICANT RESIDUAL RISKS  
 In preparing this design Hester Architects have considered the design and construction of the building which could cause future hazards while constructing, using, maintaining or de-commissioning the building.  
 The following risks could not be designed out and should be carefully monitored on site during the construction of the structure during any future alterations to the building.  
 These notes relate solely to information shown on this drawing. Only significant risks which are considered to be a significant risk to the health and safety of a competent contractor or other designer will be highlighted. This information is subject to revision as the design develops.  
 Particularly hazardous areas are highlighted with  on the drawing and noted below.

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Project: **Kitchener House**  
**Warwick Road**  
**West Drayton**

for: Townside Homes  
 (West London) Ltd


Drawing Title: **Brick Screen to Parking**

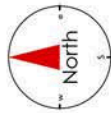
Scale: not to scale

Drawn by: JCA  
 Date: 10 October 2013

Checked: JCA  
 Drawing No: 12034-02-038  
 Rev.



CDM NOTES: DESIGNERS NOTES ON  
 APPROVED REGULATIONS  
 In preparing this design Hester Architects have  
 taken account of the relevant regulations and  
 which could cause harm to persons while  
 using, maintaining or de-commissioning the building.  
 The following risks could not be designed out and  
 should be carefully monitored on site during the  
 construction of the structure. During any future  
 maintenance or repair work, these risks could  
 re-occur. These risks relate solely to information shown on this  
 drawing. Only significant risks which are considered  
 to be likely to cause harm to persons, property,  
 competent contractor or other designer, will be  
 highlighted. This information is subject to revision as  
 the design develops.  
 Particularly hazardous areas are highlighted with  on the drawing and noted below.



0m 5 10 20

West Drc

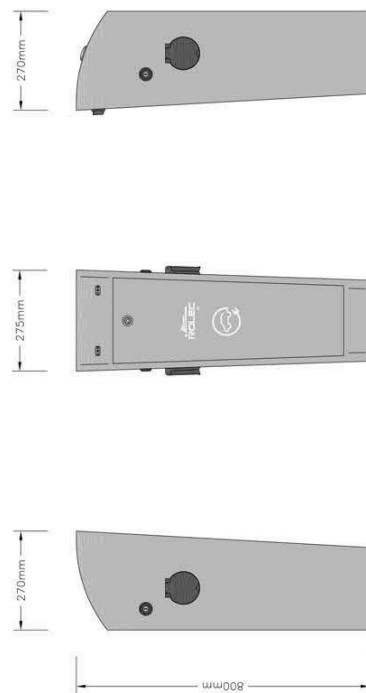


Site Area	Sq metres	Acres	Hectares
	1125.0	0.2779	0.1125

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 Project: **Kitchener House**  
 Warwick Road  
 West Drayton  
 for: Townside Homes  
 (West London) Ltd  
 Drawing Title: **Red Line Plan**  
 Scale: 1:500 @ A3  
 Date: 30 July 2013  
 Drawing No: 12034  
 Rev: 02



Proposed Wall mounted Car-Charge point to be positioned for 2 cars to share. Each unit has two charge points.



RIGHT\_SIDE\_VIEW

FRONT\_VIEW

LEFT\_SIDE\_VIEW

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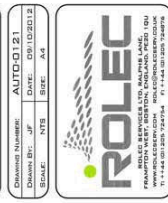
THIS DRAWING HAS BEEN DEVELOPED FOR THE PRESENTATION OF A SPECIFICATION ONLY.

**COMPONENT LIST:**

- 1x WALL MOUNTED AUTOCHARGE UNIT
- 2x 16AMP RCBO's
- 2x 32AMP RCBO's
- 2x 16AMP CONTACTORS
- 2x 32AMP CONTACTOR
- 2x MODE 3 COMMUNICATION UNITS
- 2x 32AMP IE62196 SOCKETS
- 2x KEYSWITCH
- 1x LED CHARGING STATUS INDICATOR

DATE:	REV:	DATE:

TITLE:	WALL MOUNTED AUTOCHARGE
DRAWING NUMBER:	AUTOCH1.21
DRAWN BY:	JF
CHECKED BY:	AK



800mm WALL MOUNTED AUTOCHARGE

**CDM NOTES:** CDM REGULATIONS 2007 : DESIGNER'S NOTES ON SIGNIFICANT RESIDUAL RISKS

In preparing this design Hester Architects have taken account of the risks which could arise from the use, maintaining or de-commissioning the building. The following risks could not be designed out and should be carefully monitored on site during the construction of the structure and during any future alterations or extensions to the building.

These notes relate solely to information shown on this drawing. Only significant risks which are considered to be unacceptably high are highlighted. This information is subject to revision as the design develops.

Particularly hazardous areas are highlighted with on the drawing and noted below.

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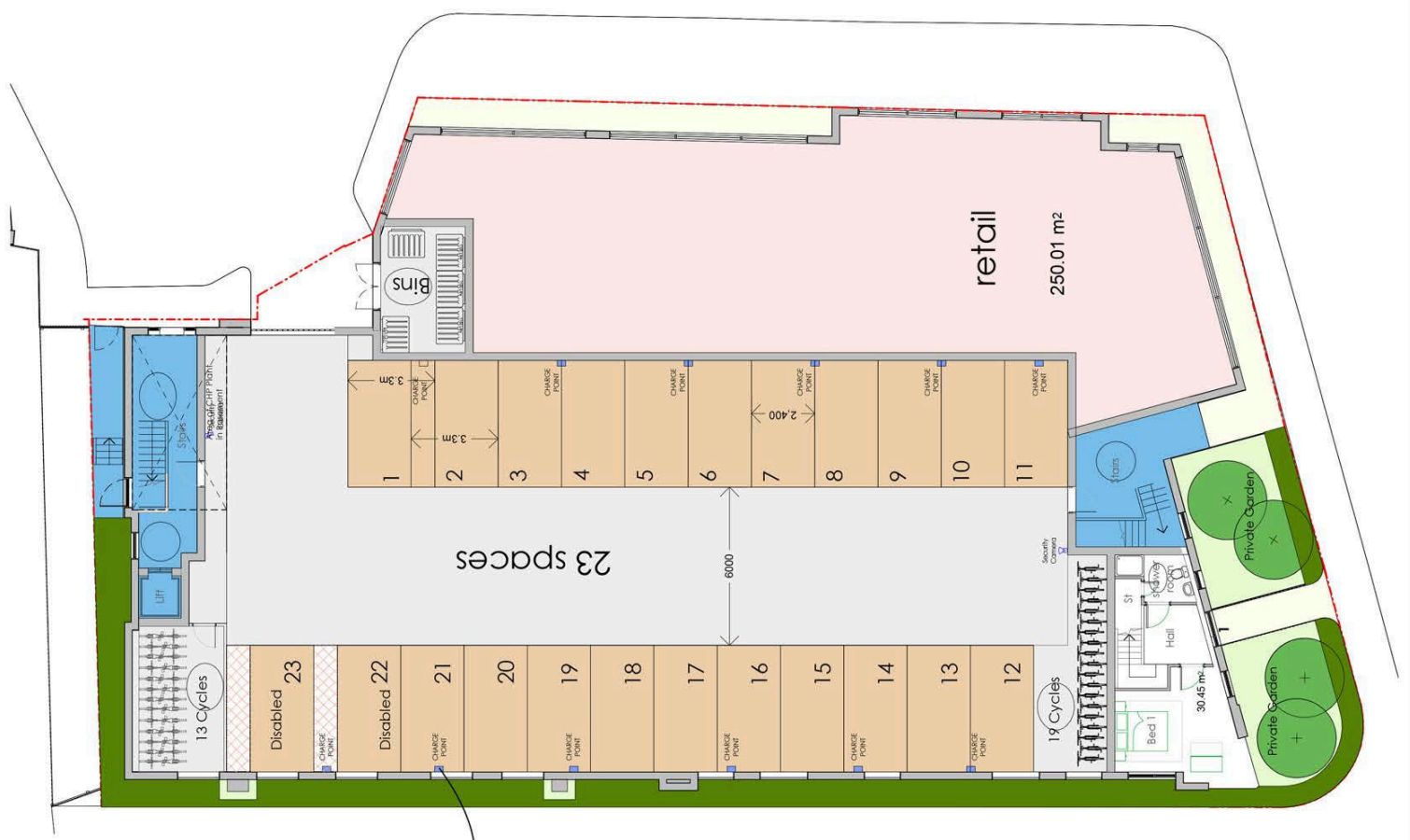
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Project: **Kitchener House**  
**Warwick Road**  
**West Drayton**

for: Townside Homes (West London) Ltd

Drawing Title: **Car Charging Details**

Scale: not to scale  
Drawn by: JAN  
Checked: 10 October 2013  
Drawing No.: 12034  
Rev.: 02 - 039



**CDM NOTES:**  
 CDM REGULATIONS 2007 : DESIGNER'S NOTES ON  
 JOINT/ON-THAT/RECURRING

In preparing this design Hester Architects have  
 considered the risks to health and safety which  
 could arise from the design of the building  
 using, maintaining or de-commissioning the building.  
 The following risks could not be designed out and  
 should be carefully monitored on site during the  
 construction of the building. During any future  
 maintenance or repair work, the contractor should  
 be aware of the risks which are highlighted in  
 these notes relate solely to information shown on this  
 drawing. Only significant risks which are considered  
 to be likely to occur during the construction phase  
 of the project are highlighted. This information is subject to revision as  
 the design develops.

Particularly hazardous areas are highlighted with:  
 on the drawing and noted below.



VIEW 4



VIEW 5

Revision Date Notes  
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Project **Kitchener House**  
**Warwick Road**  
**West Drayton**

for **Townside Homes**  
 (West London) Ltd

Drawing Title  
**Proposed Massing Views**

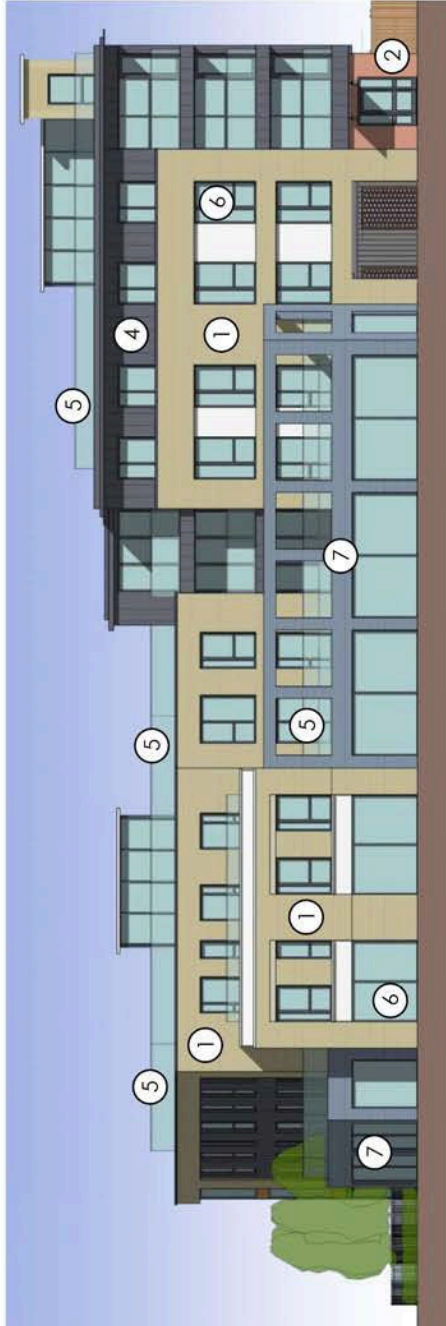
Scale	
Drawn by	30 July 2013
Checked	
Rev.	
12034	12034-02-022



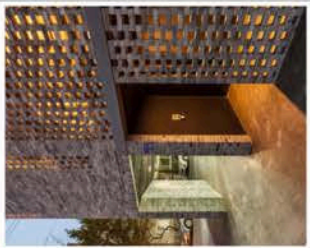
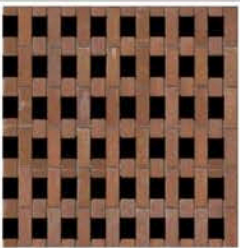
CDM NOTES:  
 CDM REGULATIONS 2007 : DESIGNERS NOTES ON  
 JOINT/JOIN TECHNIQUES

In preparing this design Hester Architects have  
 considered the risks of the proposed design which  
 could cause harm to persons while constructing,  
 using, maintaining or de-commissioning the building.  
 The following risks could not be designed out and  
 should be carefully monitored on site during the  
 construction of the structure during any future  
 maintenance of the structure.  
 These notes relate solely to information shown on this  
 drawing. Only significant risks which are considered  
 to be high or very high are highlighted. The design  
 competent contractor or other designer will be  
 responsible for identifying any other risks which  
 are highlighted. This information is subject to revision as  
 the design develops.

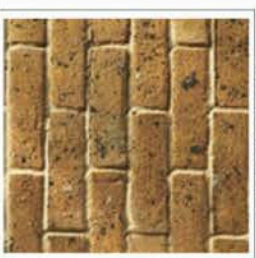
Particularly hazardous areas are highlighted with  on the drawing and noted below.



7. PERFORATE GREY GLAZED BRICKS



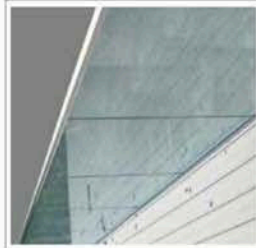
3. PERFORATED BRICKS TO BE USED BY CAR PARK



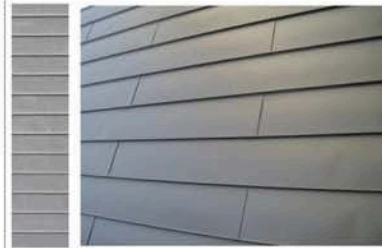
1. WIENERBERGER GLAZED DEAN  
 BELGRADE YELLOW STOCK



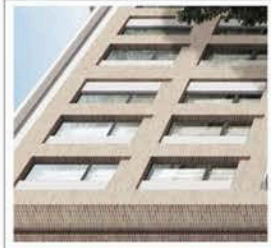
2. WIENERBERGER CHARTHAM MULTI STOCK



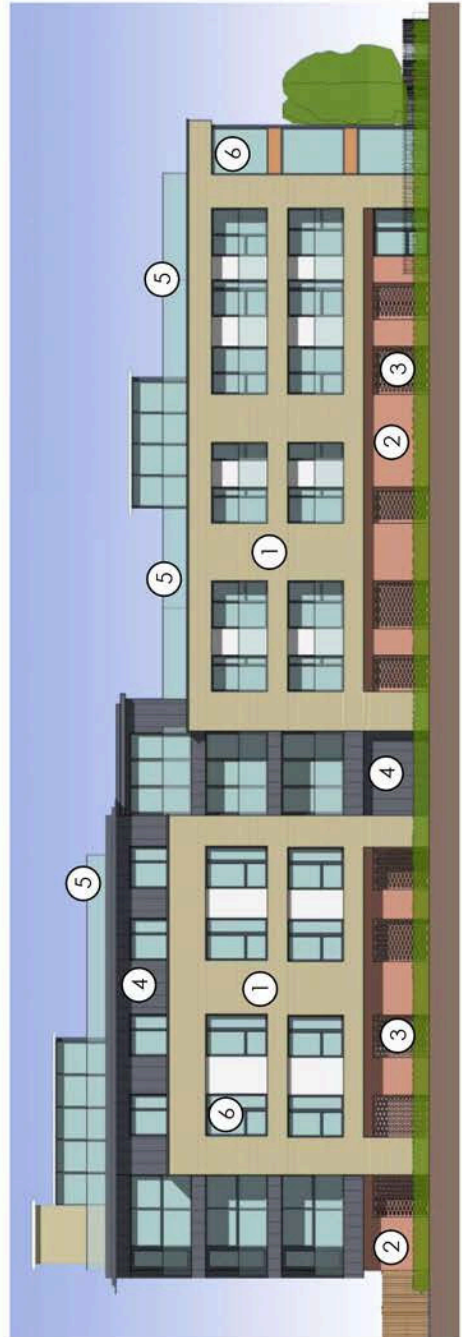
5. OPAQUE GLAZED PANEL BALCONIES



4. ZINC CLADDING



6. WINDOW FRAMES IN POWDER  
 COATED ALUMINIUM



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Project: **Kitchener House**  
**Warwick Road**  
**West Drayton**

for: Townside Homes  
 (West London) Ltd

Drawing Title: **Proposed Materials**

Scale: not to scale

Drawn by: JCH  
 Date: 10 October 2013

Checked: JCH  
 Drawing No: 12034  
 Rev: 040

**CDM NOTES:** DESIGNERS NOTES ON  
 JONERICH REGULATIONS  
 In preparing this design Hester Architects have  
 taken account of the relevant regulations which  
 could cause harm to the building or its  
 use, maintaining or de-commissioning the building.  
 The following risks could not be designed out and  
 should be carefully monitored on site during the  
 construction of the structure, during any future  
 maintenance or de-commissioning of the structure.  
 These notes relate solely to information shown on this  
 drawing. Only significant risks which are considered  
 to be a real and foreseeable risk to the health and  
 safety of any person, including the designer, will be  
 highlighted. This information is subject to revision as  
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Project: **Kitchener House**  
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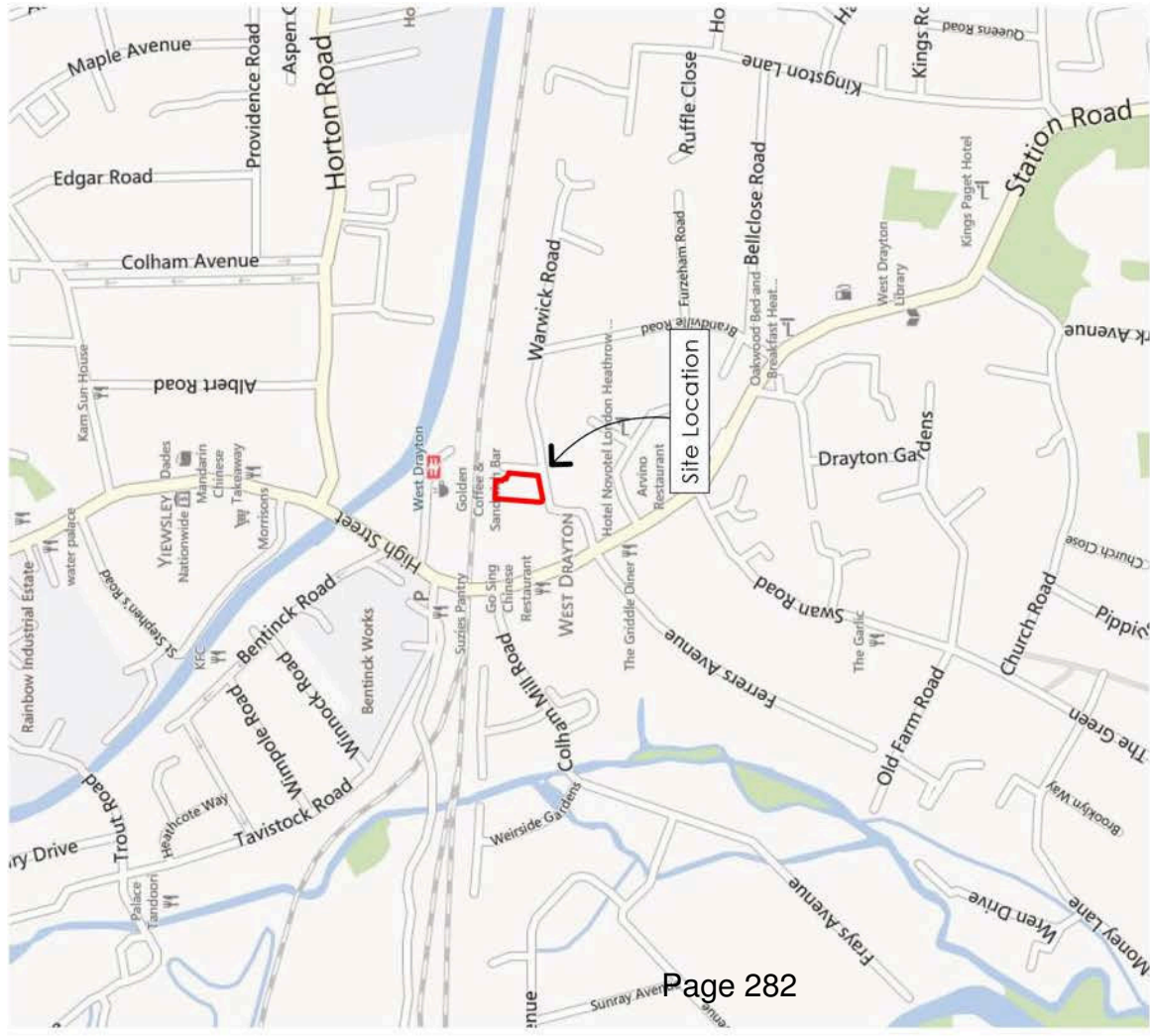
for: Townside Homes  
 (West London) Ltd

Drawing Title: **Location Plan**

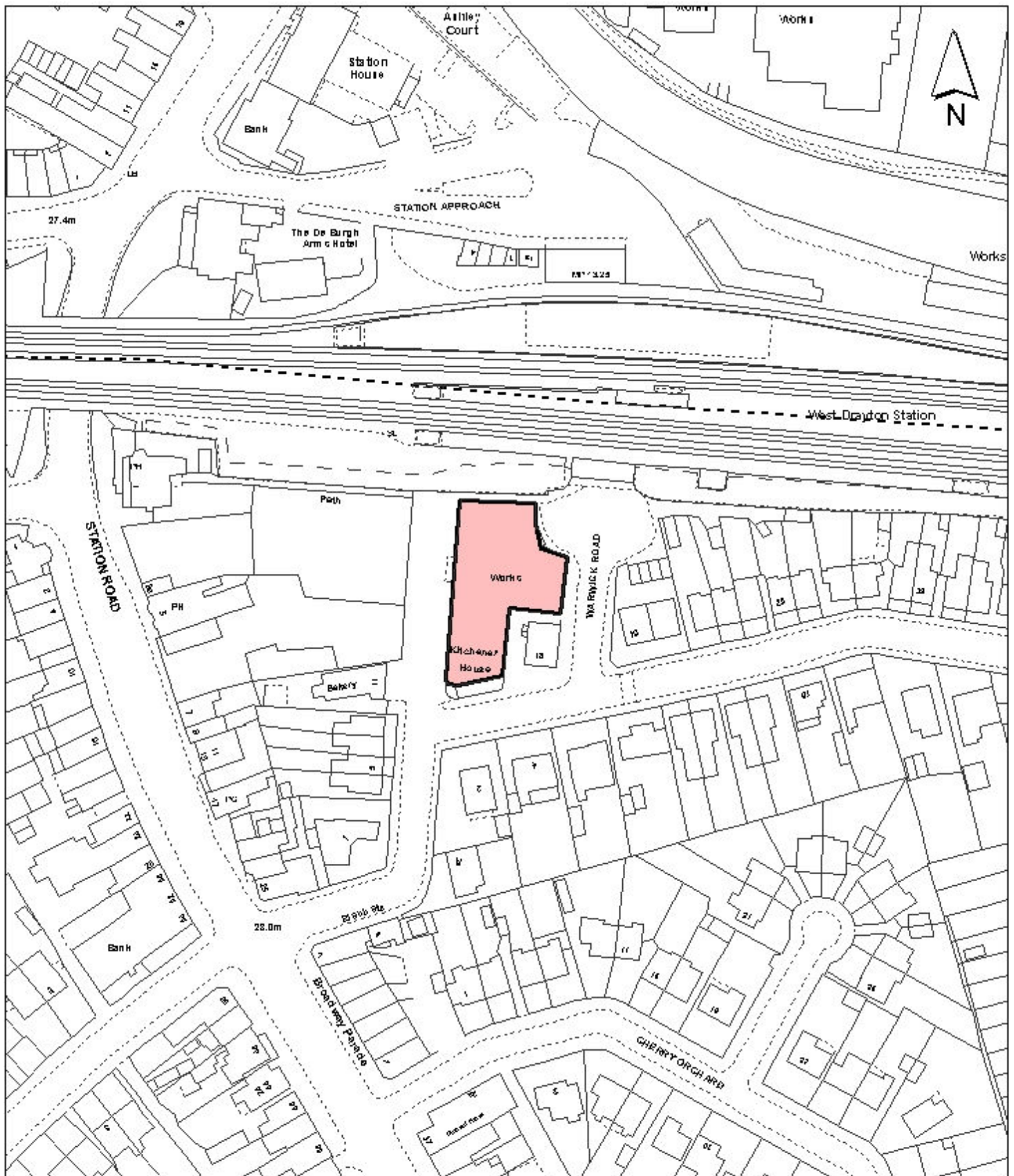
Scale: AS INDICATED  
 Drawn by: \_\_\_\_\_ Date: 30 July 2013  
 Checked by: \_\_\_\_\_  
 Drawing No. 12034  
 Rev. 02 - 001




Location Plan 1:1250







**Notes**

 Site boundary

For identification purposes only.

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Site Address

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West Drayton**

**LONDON BOROUGH  
OF HILLINGDON  
Residents Services**

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

Planning Application Ref:  
**18218/APP/2013/2183**

Scale  
**1:1,250**

Planning Committee  
**MAJOR APPLICATIONS** Page 283

Date  
**October 2013**



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