



HILLINGDON
LONDON



Major Applications Planning Committee

To Councillors on the Committee

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

Date: TUESDAY
10 DECEMBER 2013

Time: 8.00 PM OR ON THE
RISING OF THE NORTH
PLANNING COMMITTEE

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

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

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<http://modgov.hillingdon.gov.uk/ieListMeetings.aspx?CId=325&Year=2013>

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INVESTOR IN PEOPLE

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A useful guide for those attending Planning Committee meetings

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Petitions and Councillors

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

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

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

How the Committee meeting works

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

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

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

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

The procedure will be as follows:-

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

followed by any Ward Councillors;

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

About the Committee's decision

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

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

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

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

Agenda

CHAIRMAN'S ANNOUNCEMENTS

- 1 Apologies for Absence
- 2 Declarations of Interest in matters coming before this meeting
- 3 To sign and receive the minutes of the previous meeting held on 30 October 2013 1 - 14
- 4 Matters that have been notified in advance or urgent
- 5 To confirm that the items marked in Part 1 will be considered in public and those items marked in Part 2 will be heard in private

Reports - Part 1 - Members, Public and Press

Major Applications with a Petition

	Address	Ward	Description & Recommendation	Page
6	26-36 Horton Road Yiewsley 3507/APP/2013/2327	Yiewsley	Demolition of existing buildings and redevelopment to provide 50 residential units in 3 buildings with associated car parking and cycle parking spaces, communal amenity areas, landscaping, private gardens and balconies utilising existing access. Recommendation: Approval, subject to a S106 Agreement	15 - 68

7	Old Coal Depot Tavistock Road Yiewsley 18736/APP/2013/1784	Yiewsley	Demolition of existing buildings and redevelopment of site to provide a materials recovery and recycling facility and Civic Amenity Site, incorporating a recovery and recycling building, storage bays, administration office/training building, external processing and storage area, two weighbridges, reuse and extension of railway sidings, and Civic Amenity Centre, together with associated car parking, landscaping, fencing and infrastructure (additional documents received 11/11/13). Recommendation : Delegated Refusal, subject to no direction from the Mayor for London	69 - 124
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Major Applications without Petitions

	Address	Ward	Description & Recommendation	Page
8	272-276 Bath Road Heathrow 464/APP/2013/2115	Heathrow Villages	Change of use of existing building from office (Use Class B1(a)) to Hotel (Use Class C1), including 4-storey side extension (to rear of adjacent petrol station), and 4-storey rear extensions, and associated amendments to landscaping and car parking. Recommendation : Approval, subject to a S106 Agreement.	125 - 154

9	Former RAF Uxbridge Hillingdon Road Uxbridge 585/APP/2013/2719	Uxbridge North	Reserved matters (appearance, layout, scale and landscaping) in compliance with conditions 2 and 3 for Phase 3, First Application (Western Side of District Park) of planning permission ref: 585/APP/2009/2752 dated 18/01/2012 for the proposed mixed-use redevelopment of St Andrews Park (Former RAF Uxbridge site). Recommendation : Approval	155 - 168
10	Uxbridge Technical College Park Road Uxbridge 1127/APP/2013/2739	Uxbridge North	Amendment to appearance and layout of the south block previously approved under planning permission 1127/APP/2009/443 dated 14-05-10 (Section 73 application to vary condition 28 of the original planning permission). Recommendation : Approval, subject to a S106 Agreement.	169 - 206
11	Former NATS Headquarters Porters Way West Drayton 5107/APP/2013/2325	West Drayton	Reserved matters (appearance and landscaping) in compliance with conditions 2 and 3 for Phase 3, Block D (76 residential units) of planning permission ref: 5107/APP/2009/2348 dated 01/10/2010. Recommendation : Approval	207 - 228
12	Former NATS Headquarters Porters Way West Drayton 5107/APP/2013/2747	West Drayton	Reserved matters (appearance and landscaping) in compliance with conditions 2 and 3 for Phase 3, second application ('Block G' comprising 107 residential units) of planning permission ref: 5107/APP/2009/2348, dated 01/10/2010: Proposed mixed-use redevelopment of the Former NATS Site. Recommendation : Approval	229 - 246

13	21 High Street Yiewsley 26628/APP/2013/2604	Yiewsley	Reserved matters (appearance, landscaping, layout and scale) in compliance with conditions 2 and 4 of planning permission ref: APP/R5510/A/10/2130048 dated 03/12/2010 for Redevelopment of site for mixed use development comprising a 44-unit apartment hotel, 1,320 m ² of office space and 135 m ² restaurant/bar, with associated access, car parking and landscaping (Outline application for approval of access). Recommendation : Approval	247 - 268
14	Charles Curran House Boniface Road Ickenham 1022/APP/2013/2347	Ickenham	Demolition of existing care home and construction of 6 semi-detached 4-bed dwellings, together with associated car parking, landscaping and new pedestrian access. Recommendation : Approval subject to a S106 Agreement	269 - 292
15	Charles Curran House Boniface Road Ickenham 1022/APP/2013/2345	Ickenham	Conservation Area Consent for the demolition of existing care home. Recommendation : Approval	293 - 298

Part 2 - Members Only

Any Items transferred from Part 1

Any Other Business in Part 2

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Minutes

MAJOR APPLICATIONS PLANNING COMMITTEE

30 October 2013

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



	<p>Committee Members Present: Councillors Eddie Lavery (Chairman) John Hensley (Vice-Chairman) Janet Duncan (Labour Lead) David Allam, Dominic Gilham John Morgan Brian Stead Carol Melvin</p> <p>LBH Officers Present: Matthew Duigan (Planning Service Manager) Adrien Waite, Major Applications Manager Manmohan Ranger, Highways Engineer Nicole Cameron, Legal Advisor Nadia Williams, Democratic Services</p>
1.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>Apologies had been received from Councillor Michael Markham and Councillor Carol Melvin attended in his place.</p>
2.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>There were no declarations of interest declared.</p>
3.	<p>TO SIGN AND RECEIVE THE MINUTES OF THE MEETING HELD ON 8 OCTOBER 2013 (<i>Agenda Item 3</i>)</p> <p>The minutes of the meeting held on 8 October 2013 were agreed as a correct record and signed by the Chairman.</p>
4.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 4</i>)</p> <p>There were no matters notified in advance or urgent.</p>
5.	<p>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 (<i>Agenda Item 5</i>)</p> <p>It was confirmed that all items would be considered in Part 1.</p>

6. **FORMER BRITISH LEGION CLUB, SIPSON ROAD 829/APP/2013/1618** (*Agenda Item 6*)

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.

Officers introduced the report and directed Members to note the changes in the addendum sheet circulated at the meeting. Officers asked the Committee to give authority to add additional standard conditions in respect of plant noise and gate.

Condition 11 was deleted to avoid duplication with Condition 4 and Condition 5 was deleted as this was not required.

Conditions 9 and 13 were combined to avoid duplication together with an additional informative relating to food hygiene.

The recommendation with the changes to conditions, additional conditions and informative was moved, seconded and on being put to the vote was agreed.

Resolved

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

A) The Council entering 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: 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 conditions and informatives set out in the officer's report, the changes in the addendum sheet and amended conditions, additional conditions and informative set out below be imposed subject to any changes negotiated by the Head of Planning, Green Spaces and Culture prior to issuing the decision:

Amended conditions

Condition 9

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

Reason

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

Condition 13

'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).'

Additional Conditions

Standard conditions - Plant and Noise

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

Reason

To safeguard the amenity of the occupants of surrounding properties in accordance with policy OE1 Hillingdon Local Plan: Part Two Saved UDP Policies

(November 2012).'

Standard Condition - Gates:

'Prior to the commencement of the development, details of the operation of the main access way gate by disabled persons, and manual operation of any gates in the event of power failure shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the secure access arrangements shall be installed in accordance with the approved details and maintained so long as the development remains in site.'

Reason

In order to ensure the development achieves an appropriate level of accessibility in accordance with Policy 3.8 of the London Plan (July 2011).'

Additional Informative

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

7. **LAND AT 37-45 DUCKS HILL ROAD, NORTHWOOD 59214/APP/2013/2269**
(Agenda Item 7)

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.

Officers introduced the report and directed Members to note the changes in the addendum sheet circulated at the meeting. Members were asked to amend Condition 8 to ensure that 11 November 2013 matched the date of the signing of the Legal Agreement.

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

Resolved

1. **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 £1million build cost.**

	<p>(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).</p> <p>(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:</p> <p>a) Junction improvements to the site access with Ducks Hill Road.</p> <p>(viii) Agreement that if the applicant implements this permission, they will not implement permission 59214/APP/2005/951 or any part thereof.</p> <p>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.</p> <p>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 11 November 2013, or any other period deemed appropriate by the Head of Planning, Green Spaces and culture, then delegated authority be granted to the Head of Planning, Green Spaces and Culture to refuse the application for the following reason:</p> <p>'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).</p> <p>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.</p> <p>5. That if the application is approved, the conditions and informatives set out in the officer's report, the changes in the addendum and amendment to the date of the legal agreement be attached.</p>
8.	<p>428A VICTORIA ROAD, RUISLIP 64445/APP/2013/1050 (Agenda Item 8)</p> <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>

Officers introduced the report and directed Members to note the changes in the addendum sheet circulated at the meeting.

The recommendation 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. 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 Section 106 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 set out in the officer's report and changes on the addendum circulated at the meeting be attached.**

9. **428A VICTORIA ROAD, RUISLIP 64445/APP/2013/1000** *(Agenda Item 9)*

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.

Officers introduced the report and directed Members to note the changes in the addendum sheet circulated at the meeting.

The recommendation 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:

	<p>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:</p> <ol style="list-style-type: none"> 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. <p>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.</p> <p>C. That the officers be authorised to negotiate the terms of the proposed agreement.</p> <p>D. That, if the Section 106 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.</p> <p>E. That if the application is approved, the conditions and informatives set out in the officer's report and changes on the addendum circulated at the meeting be attached.</p>
10.	<p>UNITS 1-4, RUISLIP RETAIL PARK 3510/APP/2012/3176 (Agenda Item 10)</p> <p>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.</p> <p>Officers introduced the report and requested the Committee to grant delegated authority to officers to liaise with legal services on the final wording of condition 2 restricting the sale of goods.</p> <p>The recommendation and amendment to condition 2 was moved, seconded and on being put to the vote was agreed.</p> <p>Resolved</p> <p>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:</p> <ol style="list-style-type: none"> 1. The gross internal floor area authorised for open A1 use shall not exceed 2,564m² 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 conditions and informatives set out in the officer's report and amended condition 2 set out below be attached:

'Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order

1987 (as amended) or any order revoking and re-enacting that Order with or without modification or the Town and Country Planning (General Permitted Development) Order 1995 (as amended) or any order revoking and re-enacting that Order with or without modification 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 of the Town and Country Planning (Use Classes) Order 1987 (as amended).'

11. **UNIT 3, RUISLIP RETAIL PARK 43510/APP/2012/3179 (Agenda Item 11)**

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.

Officers introduced the report and requested the Committee to grant delegated authority to officers to liaise with legal services on the final wording of condition restricting the sale of goods.

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

Resolved

B. 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 2,564m² 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 conditions and informatives set out in the officer's report and amended condition 2 set out below be attached:

'Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order

1987 (as amended) or any order revoking and re-enacting that Order with or without modification or the Town and Country Planning (General Permitted Development) Order 1995 (as amended) or any order revoking and re-enacting that Order with or without modification 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 of the Town and Country Planning (Use Classes) Order 1987 (as amended).'

12. **FORMER RAF UXBRIDGE, HILLINGDON ROAD, UXBRIDGE 585/APP/2013/1963**
(Agenda Item 12)

Reserved matters (appearance, landscaping, layout and scale) in compliance with conditions 2 and 3 for the construction of the central access of planning

	<p>permission ref: 585/APP/2009/2752 dated 18/01/2012, for the proposed mixed-use redevelopment of the RAF Uxbridge site.</p> <p>Officers introduce the report.</p> <p>In response to concerns raised about access and the potential traffic issues that may occur, officers advised that the application before Members was in respect of reserved matters.</p> <p>The recommendation for approval was moved, seconded and on being put to the vote was agreed.</p> <p>Resolved – That the application be approved, subject to the conditions and informatives set out in the officer’s report.</p>
13.	<p>FORMER RAF UXBRIDGE, HILLINGDON ROAD, UXBRIDGE 585/APP/2013/2474 <i>(Agenda Item 13)</i></p> <p>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.</p> <p>Officers introduced the report.</p> <p>The recommendation for approval was moved, seconded and on being put to the vote was agreed.</p> <p>Resolved – That the application be approved, subject to the conditions and informatives set out in the officer’s report.</p>
14.	<p>KITCHENER HOUSE, WARWICK ROAD, WEST DRAYTON 18218/APP/2013/2183 <i>(Agenda Item 14)</i></p> <p>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.</p> <p>In introducing the report, officers directed the Committee to note the changes in the addendum sheet circulated at the meeting.</p> <p>In accordance with the Council’s constitution, a representative of the petitioners addressed the meeting. The petitioners objecting to the proposed development made the following points:</p> <ul style="list-style-type: none"> • This was a residential area with mainly family homes consisting of two- storey houses, maisonettes and single-story bungalows. • Whilst keen to see the sight developed, the proposal would be substantially taller, overbearing and would resulting in blocking light, which would have a detrimental effect on the neighbouring properties. • Concerned about the use of articulated delivery vehicles which would create parking problems, as Warwick Road was narrow and could be easily blocked.

- Concerned about the scale of the building compared to properties in the road which consisted mostly of a maximum of two-storey buildings and the bungalows, which were even lower.
- Suggested that the design of the three-storey building would be overbearing - it would be more sensible to have as two-storey.
- Suggested that if the proposal was approved, the parking permit scheme currently operating in Warwick Road should be extended from 5pm to 6.30pm.
- Saw no real benefit of the provision of A1 premises as an additional unit would provide no amenity residents.
- Provision of dental facilities currently not available to residents in West Drayton would be beneficial.

The agent addressed the meeting and made the following points:

- Had come up with the current application as a result of extensive work with planning officers.
- Advised that the officer's report was thorough and balanced and satisfied that all issues had addressed.
- Had already provided the Council with additional information regarding light to neighbouring properties.
- Detailed discussions had been held with Highways and had agreed to widen the highway.
- The scheme represented an application to re-develop the site and had taken several class uses to bring different ownership together, as well as providing much needed residential unit to local residents.
- Suggested that the opportunity to have a dental surgery would not be ruled out.
- Stated that existing use generated a lot of traffic, where as the new use would have more residents in a residential area and would create less disruption.
- Indicated that the height of the building would be similar to two-storey houses in terms of roof and would be identical to having two-storey houses.

In response to a query regarding the extension of the width of the highway and how this would affect the footway for residents, the agent explained that the pavement was oversized and therefore would be reduced.

A Member suggested that the proposed building appeared to grow taller, as it got closer to the station and stated that this did not appear to have been included in the drawings in relation to the station. The agent explained that the mass could rise towards the railway and that often buildings were taller near stations.

A Member expressed concern about the residential development being closest to where the greatest noise would be emitted.

With regard to concerns raised about privacy and light, officers explained that the Council's guidelines required two-storey buildings to be 15 metres from the nearest property and this proposal was 18 metres away. Officers did not consider that there would be any substantial loss of daylight to properties.

Officers clarified that, although some of the plans pack were not in line with the presentation, all the plans listed in the report were correct.

In response to a query regarding delivery times, officers advised that service

restrictions would be subject to a S106 Agreement.

A Member questioned the applicant's intention to widen the highway on land that was on adopted highway.

Members expressed concern about the dominance of three-storey building and indicated that this would be excessive in that area, they also indicated that it would be helpful to ascertain what effect the building would have against the station, particularly as the station was a locally listed building. To this end therefore, it was suggested that a site visit would be useful to the Committee.

A Member requested the provision of shadowing diagrammes in respect of the ground floor flat and highlighted that there appeared to be no amenity space proposed on the ground floor. Officers explained that the ground floor flat was set back quite a distance in order to provide some amount of space between the street and the window.

Members discussed the fact that Tachbrook was used by other businesses in the area and asked what that area would be used for once it was removed. Clarification was sought regarding the noise mitigation and air space that had been proposed with a request for officers to look at the height of the proposed development against the existing buildings.

Following discussion, the Committee indicated that the application should therefore be deferred for Members to make a site visit and for further details and clarification to be provided with regard to the issues that had been raised.

It was moved and seconded that the application be deferred for a site visit and for further clarifications as listed below, and on being put to the vote was agreed.

Resolved

That the application be deferred for a site visit and the further details/clarification as follows:

- **The proximity of the building, particularly the 4 storey portion next to the listed railway station in more detail to ascertain whether the relationship was acceptable**
- **The issue of noise in respect of the proximity of the residential apartments to the railway and further details about the acoustic attenuation of flats and amenity areas to ascertain whether this was acceptable**
- **Investigate the lack of parking for customers and staff of the retail unit**
- **The viability of controlling the hours for deliveries and whether this could be adequately controlled by the legal agreement**
- **Further details about the viability of road widening proposals and how this would work and clarification of the ownership of that part of the road**
- **Shadowing diagrams to show/illustrate the impacts on the surrounding neighbours**
- **The exact dimensions of the garden to the front of the ground floor unit/maisonette**
- **Further examination of the height and bulk of the 4 storey building in respect of it being overly dominant and comparison plans (existing and proposed) to better compare the height and bulk**
- **Further details as to the way in which the amenity space on the roof would**

	<p>work and why this was acceptable</p> <ul style="list-style-type: none">• Further details about how Tachbrook would be used in the future, given concerns about its misuse and anti-social behaviour.
	<p>The meeting, which commenced at 6.00 pm, closed at 7.20 pm.</p>

These are the minutes of the above meeting. For more information on any of the resolutions please contact Nadia Williams on 01895 277655. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

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Report of the Head of Planning, Sport and Green Spaces

Address 26-36 HORTON ROAD YIEWSLEY

Development: Demolition of existing buildings and redevelopment to provide 50 residential units in 3 buildings with associated car parking and cycle parking spaces, communal amenity areas, landscaping, private gardens and balconies utilising existing access.

LBH Ref Nos: 3507/APP/2013/2327

Drawing Nos: A2353 100 REV. P1
A2353 302 REV. P2 MATERIALS
A2353 400 REV. P2
A2353 401 REV. P2
A2353 402 REV. P2
A2353 150 REV P2
EAS 347 SK05 Access
A2353 200 P3
A2353 201 P3
A2353 202 P3
A2353 203 P3
A2353 204 P3
A2353 205 P3
A2353 210 P1 Block A Accessibility Plan
Letter dated 13 July 2013
A2353 211 P1 Block B Accessibility Plan
A2353 212 P1 Block C Accessibility Plan
A2353 220 P1 Parking and Vehicle tracking Plan
A2353 700 P11 Horton Road Schedule
Tree Protection Plan
CSH Assessment
Arboricultural Survey
Ecology Report
Flood Risk Assessment and Drainage Strategy
Flood Risk Assessment and Drainage Strategy
Geo-Environmental Desk Study
Planning Noise Assessment
Planning Statement
Planning Statement Appendices
Code for Sustainable Homes - Pre-Assessment Report
Sustainability & Energy Statement
Transport Assessment

Date Plans Received: 14/08/2013 **Date(s) of Amendment(s):** 15/08/2013
Date Application Valid: 15/08/2013 07/11/2013

1. SUMMARY

Planning permission is sought for the erection of 3 residential apartment blocks, to provide 50 residential units, comprising 13 one bedroom, 35 two bedroom and 2 three bedroom apartments together with associated parking, involving demolition of existing industrial buildings. The proposal includes parking for 54 cars, 50 secure cycle spaces

and integral bin stores, together with associated landscaping.

94 local residents, businesses and local amenity groups were consulted. In total, 5 individual letters of objection and one petition have been received, objecting to the planning application, primarily on the grounds of loss of privacy and traffic generation.

There is no land use policy objection to the principle of a residential use development of the site given the town centre location of the site, which is in an identified 'growth area' and will be the focus for housing developments, with the area's improved transport links; the focus for new employment and economic growth is in the Uxbridge and Hayes Town Centres and Heathrow Opportunity Area, in highly accessible locations; the oversupply of employment land in Hillingdon; the de minimus loss of only 3.8% of West Drayton and 0.9% of Hillingdon's total available commercial floorspace; the limited attractiveness of the site to prospective commercial users for business purposes; the potential conflict with surrounding residents; the impact on residential amenity of adjoining properties and the regeneration opportunity provided by this site to improve the character and appearance of the canal side.

The proposed regeneration of the site for residential development will make efficient use of the land, with an improved visual, design and landscaped quality, complimentary to the character and appearance of the street scene and neighbouring properties. The scheme also seeks to maximise the site's canal side location and improve the setting and environment along the canal towpath. The proposed scheme is considered to be of an acceptable design which would be compatible within the local context and result in an adequate standard of amenity for future occupiers.

The proposal would not detrimentally impact on the residential amenity of neighbouring occupiers whilst highway, ecological and drainage issues have been satisfactorily addressed.

Accordingly, the application is recommended for approval, subject to conditions and the signing of a S106 Legal Agreement.

2. RECOMMENDATION

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

(i) Transport: All on site and off site highways works as a result of this proposal, including improvements to the site access.

(ii) Education: The applicant provides a financial contribution of £176,170 towards school places in

the area, commensurate with the estimated child yield of the development

(iii) Health: The applicant provides a financial contribution of £23,068.85 towards health care in the area

(iv) Libraries: The applicant provides a financial contribution of £2,448.81 towards library provision in the area

(v) Construction Training: Either a construction training scheme delivered during the construction phase of the development or a financial contribution of £35,000

(vi) Air Quality: The applicant provides a financial contribution in the sum of £12,500.

(vii) Community Facilities/Public Realm, including towpath improvements: The applicant provides a financial contribution of £50,000

(vii) Affordable Housing review mechanism

(viii) **Project Management and Monitoring Fee:** a contribution equal to 5% of the total cash contribution to enable the management and monitoring of the resulting agreement.

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

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

D) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised by 20th. December 2013, or any other period deemed appropriate by the Head of Planning, Green Spaces and Culture, then the application may be referred back to the Committee for determination.

E) That subject to the above, the application be deferred for determination by the Head of Planning, 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, Heritage and Green Spaces prior to issuing the decision.

1 T8 Time Limit - full planning application 3 years

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

REASON

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

2 RES7 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. Such details shall include:

- (i) fenestration and doors
- (ii) balconies including obscure screening
- (iii) boundary walls and railings
- (v) external lighting
- (vi) comprehensive colour scheme for all built details

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

Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

REASON

To ensure that the development presents a satisfactory appearance and to safeguard the privacy of residents in accordance with Policies BE13 and BE24 of the the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

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 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:

A2353 100 REV. P1
A2353 302 REV. P2 MATERIALS
A2353 400 REV. P2
A2353 401 REV. P2
A2353 402 REV. P2
A2353 150 REV P2
EAS 347 SK05 Access
A2353 200 P3
A2353 201 P3
A2353 202 P3
A2353 203 P3
A2353 204 P3
A2353 205 P3
A2353 210 P1 Block A Accessibility Plan
A2353 211 P1 Block B Accessibility Plan
A2353 212 P1 Block C Accessibility Plan
A2353 220 P1 Parking and Vehicle tracking Plan
A2353 700 P11 Horton Road Schedule

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 the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012). and the London Plan (July 2011).

5 DIS5 Design to Lifetime Homes Standards & Wheelchair Standards

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

6 H1 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 the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

7 NONSC Visibility Splays

The access for the proposed development shall be provided with 2.4m x 2.4m pedestrian visibility splays in both directions and the visibility splays shall be maintained free of all obstacles to the visibility between heights of 0.6m and 2.0m above the level of the adjoining highway.

REASON

In the interest of highway safety in accordance with Policy AM7 of the the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

8 NONSC Details of Modified Access

Development shall not begin until details of the modified access off Horton Road, including details of the pedestrian crossing point (tactile paving) have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the works which have been approved by the Local Planning Authority have been completed.

REASON

In the interests of highway safety and in compliance with Policy AM7 of the the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

9 N1 Noise-sensitive Buildings - use of specified measures

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

REASON

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by road traffic, air traffic and other noise, in accordance with Policy OE5 of the the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and Policy 7.15 of the London Plan.

10 RES24 Secured by Design

The dwelling(s) shall achieve 'Secured by Design' accreditation awarded by the

Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No dwelling shall be occupied until accreditation has been achieved.

REASON

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

11 RES25 No floodlighting

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

REASON

To safeguard the amenity of surrounding properties 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.

12 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.

13 NONSC Surface Water Run Off

If surface water run-off and ground water is proposed to drain into the adjacent Grand Union Canal, details shall be submitted to and agreed in writing by the Local Planning Authority in prior to the commencement of development, and thereafter implemented in accordance with the agreed details unless otherwise agreed in writing.

REASON

To determine the potential for pollution of the waterway and likely volume of water. Potential contamination of the waterway and ground water from wind blow, seepage or spillage at the site, and high volumes of water should be avoided to safeguard the waterway environment and integrity of the waterway infrastructure, in compliance with Policy OE8 of the the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and policy 5.12 of the London Plan.

14 RES8 Tree Protection

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

1. A method statement outlining the sequence of development on the site including 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)

15 RES9 Landscaping (car parking & refuse/cycle storage)

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

1. Details of Soft Landscaping

1.a Planting plans (at not less than a scale of 1:100),

1.b Written specification of planting and cultivation works to be undertaken,

1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities

where appropriate

1.d Full details of the proposed hard and soft landscaping scheme for the waterside area

2. Details of Hard Landscaping

2.a Refuse Storage

2.b Cycle Storage for 50 bicycles

2.c Means of enclosure/boundary treatments

2.d Car Parking Layouts (including details of 5 active and 6 passive electric vehicle charging points)

2.e Hard Surfacing Materials

2.f External Lighting

2.g Other structures (such as play equipment and furniture)

3. Living Walls and Roofs

3.a Details of the inclusion of living walls and roofs

3.b Justification as to why no part of the development can include living walls and roofs

4. Details of Landscape Maintenance

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

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

5. Schedule for Implementation

6. Other

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

6.b Proposed finishing levels or contours

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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage), 5.3 (sustainable travel) of the London Plan (July 2011).

16 NONSC Imported Soils

All soils used for gardens and/or landscaping purposes shall be clean and free of contamination. Site derived soils and imported soils shall be tested for chemical contamination, and the results of this testing shall be submitted for approval to the Local Planning Authority.

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 off site receptors, in accordance with Policy OE11 of the the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

17 NONSC Parking Allocation

No part of the development shall be occupied until details of the method of control for the designation and allocation of parking spaces has been submitted to and approved in writing by the Local Planning Authority. Thereafter, the parking spaces shall be retained for the sole use of the individual flats in accordance with the approved details.

REASON

In order to ensure that sufficient parking is provided, in accordance with Policies AM14 and AM15 of the the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

18 NONSC Ecological Enhancement

Prior to commencement of development an ecological enhancement scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly detail measures to promote and enhance roosting and foraging opportunities for bats including the incorporation of new roosting facilities within the fabric of the buildings. The scheme shall also demonstrate how the development will contribute to wider wildlife benefits through the use of nectar rich green roofs and walls, habitat walls and wildlife specific landscaping. The development must proceed in accordance with the approved scheme.

REASON

To ensure the development contributes to ecological enhancement in accordance with Policy EM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012). and Policy 7.28 of the London Plan (2011).

19 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.

20 NONSC Waterside Risk Assessment

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

REASON

To ensure the proposed works do not have any adverse impact on the safety of waterway users and the integrity of the Navigation.

21 NONSC Waterbourne Freight

Prior to the commencement of development hereby approved, a feasibility study shall be carried out to assess the potential for moving freight by water during the demolition and construction cycle (waste and bulk materials) and following occupation of the development (waste and recyclables). The use of waterborne transport shall be maximised during the construction of the development unless the above assessment demonstrates that such use of the Grand Union Canal is not physically or economically feasible.

REASON

To encourage the use of the canal for transporting waste and bulk materials in accordance with policy 7.26 of the London Plan.

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

23 NONSC Air Quality and Energy Provision

Before the energy provision is installed, 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 suitable pollutant emission rates with and without mitigation technologies, which needs to be considered as part of a wider air quality assessment if necessary, as set out in the EPUK CHP Guidance 2012 (September 2007). Details to limit and/or control air pollution for any CHP shall be submitted to and approved in writing by the Local Planning Authority. The measures shall be provided prior to the occupation and thereafter implemented and maintained for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

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

24 NONSC Contamination

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

25 NONSC Japanese Knotweed Removal

No development shall take place until a detailed method statement and procedure for dealing with the eradication of Japanese Knot Weed on the site has been submitted to and approved by the Local Planning Authority. Development shall be carried out in accordance with the approved statement.

REASON

(i) This is an invasive plant, the spread of which is prohibited under the Wildlife and Countryside Act.

(ii) To benefit local wildlife and to help maintain the regions natural balance of flora, in compliance with Policies EC1 and EC5 of the the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and policy 7.19 of the London Plan (July 2011).

26 RPD2 Obscured Glazing and Non-Opening Windows (a)

The east facing first and second floor secondary windows in Block A, serving units A 1.2, A 1.3, A 1.4, A 2.2, A 2.3 and A 2.4 facing 38A Horton Road and the north facing landing windows in Block C facing 14-24 Horton Road shall be glazed with permanently obscured glass and non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

REASON

To prevent overlooking to adjoining properties in accordance with policy BE24 of the the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

INFORMATIVES

1 I52 Compulsory Informative (1)

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8

(right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2 153 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (February 2008) and national guidance.

AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
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
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE26	Town centres - design, layout and landscaping of new buildings
BE32	Development proposals adjacent to or affecting the Grand Union Canal
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H4	Mix of housing units
H5	Dwellings suitable for large families
H8	Change of use from non-residential to residential
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.13	(2011) Sustainable drainage
LPP 5.3	(2011) Sustainable design and construction
LPP 5.7	(2011) Renewable energy
LPP 7.28	(2011) Restoration of the Blue Ribbon Network
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
NPPF	

3 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.

4 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.

5 11 Building to Approved Drawing

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

6 111 The Construction (Design and Management) Regulations 1994

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

7 112 Notification to Building Contractors

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

8 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
- Disability Rights Commission (DRC) Access statements. Achieving an inclusive environment by ensuring continuity throughout the planning, design and management of building and spaces, 2004. Available to download from www.drc-gb.org.
- Code of practice. Rights of access. Goods, facilities, services and premises. Disability discrimination act 1995, 2002. ISBN 0 11702 860 6. Available to download from www.drc-gb.org.
- Creating an inclusive environment, 2003 & 2004 - What it means to you. A guide for service providers, 2003. Available to download from www.drc-gb.org.

This is not a comprehensive list of Building Regulations legislation. For further information you should contact Building Control on 01895 250804/5/6 and 8.

9 115 Control of Environmental Nuisance from Construction Work

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

- A) Demolition and construction works should only be carried out between the hours of 08.00 hours and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank and Public Holidays.
- B) All noise generated during such works should be controlled in compliance with British Standard Code of Practice BS 5228: 1984.
- C) The elimination of the release of dust or odours that could create a public health nuisance.
- D) No bonfires that create dark smoke or nuisance to local residents.

You are advised to consult the Council's Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel.01895 277401) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

10 116 Directional Signage

You are advised that any directional signage on the highway is unlawful. Prior consent from the Council's Street Management Section is required if the developer wishes to erect directional signage on any highway under the control of the Council.

11 119 **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).

12 121 **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).

13 125A **The Party Wall etc. Act 1996**

On 1 July 1997, a new act, The Party Wall etc. Act 1996, came into force.

This Act requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:-

- 1) carry out work to an existing party wall;
- 2) build on the boundary with a neighbouring property;
- 3) in some circumstances, carry out groundworks within 6 metres of an adjoining building.

Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations or planning controls. Building Control will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by Building Control should be taken as removing the necessity for the building owner to comply fully with the Act.

14 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).

15 19 **Community Safety - Designing Out Crime**

Before the submission of reserved matters/details required by condition x you are advised to consult the Metropolitan Police's Crime Prevention Design Advisor, Planning & Community Services, Civic Centre, Uxbridge, UB8 1UW (Tel. 01895 250538).

16

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. The hard standing shall therefore be so designed and constructed that surface water from the private land shall not be permitted to drain onto the highway or into the highway drainage system.

17

With regard to the external materials (condition 2), you are advised that it will be important to ensure that the materials match those older buildings in the locality. The drawings are annotated as being dark red/brown tiles and these are considered appropriate. The drawings also show stock brick, which should be a deep red, rather than the yellow/buff shown in the perspectives.

18

In seeking to discharge condition 17 (car parking), the applicant is advised that the preferred solution is to allocate 2 parking spaces each for the 3 bedroom flats and 1 space each for the smaller units.

19

With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. With regard to water supply, this comes within the area covered by the Three Valleys Water Company.

20

Specific security needs identified for the application site include CCTV coverage of certain key areas within the development, namely the underground car park and the main vehicular entrance to the development. This could be a simple fixed camera system for deterrence and retrospective investigation only and not monitored system. You are advised to submit details to expedite the specified security needs. In addition to the above, for this site to achieve 'Secured by Design' accreditation, you are advised to consult with the local Police Crime Prevention Design Adviser (CPDA). The CPDA's contact number is 0208 246 1769.

21

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

22

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 Acts.

23

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

24

You are advised that the development hereby approved represents chargeable development under the Mayor's Community Infrastructure Levy. At this time the Community Infrastructure Levy is estimated to be £40,3550.00 which is due on commencement of this development. The actual Community Infrastructure Levy will be calculated at the time your development is first permitted and a separate liability notice will be issued by the Local Planning Authority. Should you require further information please refer to the Council's Website www.hillingdon.gov.uk/index.jsp?articleid=24738"

25

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).

26

The applicant/developer should refer to the current "Code of Practice for Works affecting the Canal to ensure that any necessary consents are obtained (<http://canalrivertrust.org.uk/about-us/for-businesses/undertaking-works-on-our-property>)."

The applicant/developer is advised that any encroachment or access onto the canal towpath requires written consent from the Canal & River Trust, and they should contact the Canal & River Trust's Estates Surveyor, Jonathan Young (jonathan.young@canalrivertrust.org.uk) regarding the required access agreement."

27

If surface water run-off and ground water is proposed to drain into the adjoining Grand Union Canal waterway, details submitted pursuant to the discharge of conditions relating to drainage will be subject to consultation with the Canal & River Trust, in order to assess the potential for pollution of the waterway and likely volume of water.

The applicant is advised that surface water discharge to the Navigation will require prior consent from the Canal & River Trust. Please contact Nick Pogson from the Canal & River Trust Utilities team (nick.pogson@canalrivertrust.org.uk).

The applicant is also advised to ensure that potential contamination of the waterway (Grand Union Canal) and ground water from wind blow, seepage or spillage at the site, and high volumes of water be avoided, to safeguard the waterway environment and integrity of the waterway infrastructure.

28

You are advised that details submitted pursuant to the discharge of conditions relating to external lighting, CCTV scheme, the proposed hard and soft landscaping scheme/boundary treatment for the canal waterside area, Waterborne Freight Feasibility

study and the Risk Assessment and Method Statement will be subject to consultation with the Canal & River Trust.

3. CONSIDERATIONS

3.1 Site and Locality

The site is a roughly 'T' shaped relatively flat plot of land, 1 acre or 0.42ha in area, situated to the south of Horton Road. The primary axis is north-south with a western spur. The Grand Union canal defines the southern boundary. There are currently a number of dilapidated industrial buildings within the site with a large service yard and parking area to the north of the buildings. The industrial buildings also directly abut the canal towpath to the south of the site.

The surrounding area is largely residential in nature with groups of terrace properties to the east and west of the site with a frontage onto Horton Road and terrace housing on the opposite side of the road. The site borders residential properties to the north fronting Horton Road and to the east, including a 1980's residential development, Knowles Close. Commercial development is located to the west.

The application site falls within the a Growth Area as defined in Hillingdon's Local Plan: Part 1- Strategic Policies. The site is located within the Yiewsley/West Drayton Major Town Centre, but outside both the primary and secondary shopping areas.

There is a tree preservation order TPO No 365 to the east of the site. The site has a Public Transport Accessibility Level (PTAL) of 2-3.

3.2 Proposed Scheme

Planning permission is sought for a residential development in three blocks, to provide 50 residential units (13 x 1 bed (26%), 35 x 2 bed (34%) and 2 x 3 (4%) bed apartments). The proposals include 54 parking spaces (including 5 disabled spaces) and 50 cycle parking spaces.

Block A fronting Horton Road would be 3 storey and accommodate 14 units. Block B to the rear (south) of the site adjacent to the canal would be part four, part 5 storey (with the fifth floor contained within the roof space). This building would accommodate 30 units. Block C is 3 storey and would be located on the western arm of the site. This building would accommodate 6 units.

Entrances to the buildings are via circulation cores accessed off a new estate road. Refuse and cycle stores are integrated within the buildings A and B. Parking for the development is located around the development in landscaped shared surfaces. The existing access off Horton Road will be retained and improved, to provide access to the site.

The amenity spaces are provided around the buildings and on the canal frontage. A central communal amenity area will be provided, which will include a play area and landscaping. In total, 903sqm of communal amenity space, together with private balconies/gardens amounting to 865qm are proposed for the majority of flats.

The proposal will involve the demolition of all the existing buildings on the site.

The application is supported by a number of reports that assess the impact of the proposal. A summary and some key conclusions from these reports are provided below:

- Planning Statement

The statement describes the development and provides a policy context and planning assessment for the proposal. The statement concludes that the proposal is well conceived, robust and in accordance with the proper planning of the area.

- Marketing Report / Employment Land Analysis

- Design and Access Statement

This report outlines the context for the development and provides a justification for the design, number of units, layout, scale, landscaping, appearance and access for the proposed development.

- Arboricultural survey

The statement has been prepared to ensure good practise in the protection of trees during the construction and post construction phases of the development.

- Japanese Knotweed Assessment

- Energy Statement and

- Sustainability Statement

The sustainability credentials of the scheme are assessed in respect of renewable energy resources and achieving savings in terms of CO2. The assessment concludes that the use of Photo Voltaic panels is the preferred option for renewable energy technology.

- Code for Sustainable Homes Pre-assessment Report

- Ecological Report

The report summarises the findings of a walk over survey, desk study and protected species assessment. Recommendations for protected species surveys have been made.

- Planning Noise Assessment

The assessment concludes that the site is suitable for residential development subject to a suitable scheme of mitigation measures being incorporated into the design.

- Transport Assessment

The assessment considers the accessibility of the site, examines predicted generation trips by all modes, assesses the effect of the development on surrounding transport infrastructure and considers surfacing and refuse collection facilities. The assessment concludes that the development benefits from good levels of public transport accessibility, that net trip generation can be accommodated on the surrounding transport infrastructure and that the development through its design, will encourage the use of sustainable modes of transport.

- Flood Risk Assessment and Drainage Strategy July 2013

The assessment considers flood and drainage related matters. The report notes that the site is in Flood Zone 1 and is therefore not at risk of flooding from main rivers.

- Geo-environmental Desk Study

The objectives of the study are to:

- To determine the nature and where possible the extent of contaminants potentially

present

- To establish the presence of significant pollutant linkages
- To obtain documentary or other information to assess whether the land appears to be contaminated
- To assess whether the site is safe and suitable for the purpose for which it is intended, or can be made so by remedial action.

· Statement of Community Involvement

The document summarises the consultation strategy with statutory and non statutory consultees, including local politicians, local community groups and neighbours.

· Viability Report

· Illustrative Visuals

3.3 Relevant Planning History

Comment on Relevant Planning History

There have been no recent applications to redevelop this site previously.

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.E1	(2012) Managing the Supply of Employment Land
PT1.E5	(2012) Town and Local Centres
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM3	(2012) Blue Ribbon Network
PT1.EM6	(2012) Flood Risk Management
PT1.H1	(2012) Housing Growth
PT1.H2	(2012) Affordable Housing

Part 2 Policies:

AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
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
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.

BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE26	Town centres - design, layout and landscaping of new buildings
BE32	Development proposals adjacent to or affecting the Grand Union Canal
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H4	Mix of housing units
H5	Dwellings suitable for large families
H8	Change of use from non-residential to residential
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.13	(2011) Sustainable drainage
LPP 5.3	(2011) Sustainable design and construction
LPP 5.7	(2011) Renewable energy
LPP 7.28	(2011) Restoration of the Blue Ribbon Network
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
NPPF	

5. Advertisement and Site Notice

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

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

The application has been advertised under Article 13 of the Town and Country Planning General Development Management Order 2010 as a Major Development. 94 surrounding property owners/occupiers have been consulted. At the time of writing the report, 5 letters have been received objecting on the following grounds:

1. As a company we welcome the development, but have a number of concerns
2. There should be no access from adjoining premises whilst building is in progress.
3. An additional 50 units in Horton Road would cause more traffic congestion

4. Currently Horton Road is a major link and highly congested at many peak periods.
5. The Council needs to make improvements to keep traffic moving freely.
6. Reduction of on street parking especially in areas where this causes issues to traffic flow
7. Reducing the amount of sunlight that we receive into our rear garden during the late afternoon/early evening.
8. Our privacy can also be effected with potential occupiers being able to overlook into our garden from their windows/balconies.
9. Lack of parking for future occupiers

Petition

One petition bearing 21 signatures organised by an adjoining industrial unit has been received objecting on the following grounds:

1. the erection of a 2.5m high solid timber acoustic fence will clearly affect our right to light. At present this is open land and has been since we have been in occupation for over 30 years.
2. the erection of a 2.5m high solid timber acoustic fence so close (ie 1 metre) to our boundary wall, will severely limit the ability of people to exit the facility safely and effectively. This is especially the case for any people in wheelchairs or with other physical impairments.
3. our business will be overlooked and there will be a loss of privacy. This will be severely detrimental to our business and could lead to its closure and the loss of local jobs.
4. Given our need for privacy and secrecy we cannot authorise the demolition of a party wall.
5. Noise from surrounding commercial premises will affect future occupiers.
6. There is no Fire Assessment.

As well as the consultations carried out by the Council, the applicants organised a public exhibition at St Matthews Church and Parish Hall, Yiewsley, West Drayton on the 10th May 2013 to residents and businesses. Prior to the exhibition, approximately 200 flyers were hand delivered to local businesses and residents within the vicinity of the site. The majority of respondents also supported the redevelopment of the site for residential use within the town centre.

CANAL AND RIVERS TRUST

The British Waterways Board (Transfer of Functions) Order 2012 has substituted references to British Waterways in the Town and Country Planning (Development Management Procedure)(England) Order 2010 to the Canal & River Trust. As such, local planning authorities are now required to consult the Canal & River Trust on applications for planning permission in the same way as British Waterways was previously consulted. In addition, under the British Waterways Board Transfer Scheme 2012 (also made under the Public Bodies Act 2011) all the property of British Waterways in England and Wales has now vested in the Trust.

The Canal & River Trust is a company limited by guarantee and registered as a charity. It is separate from government but still the recipient of a significant amount of government funding. The Trust has a range of charitable objects including:

- To hold in trust or own and to operate and manage inland waterways for public benefit, use and enjoyment;
- To protect and conserve objects and buildings of heritage interest;
- To further the conservation, protection and improvement of the natural environment of inland waterways; and to promote sustainable development in the vicinity of any inland waterways for the benefit of the public.

After due consideration of the application details, the Canal & River Trust has no objection to the principle of redevelopment of this site, which currently has no positive relationship with the Grand Union Canal. We have the following comments about the submitted proposals:

Scale and Layout

In principle, we support the opening up of the canalside and the development's potential for interaction with the waterside. However, we have some concern about the height of the canalside block adjacent to the towpath. We acknowledge that this has been moved slightly further away from that proposed at pre-app stage, and its height has been reduced, but we still feel that its height and proximity are unduly overbearing, and out of character in this location. We accept the applicant's comparisons with the other tall buildings, existing and permitted, nearby, but feel that this location is different. The other examples given are offside (on the non-towpath side), where historically, industrial sites were often close to the waterfront, and they also form a bit of a group close to the high street. This site and its surrounds, on the north side of the canal, is characterised by slightly lower development, with a more traditional scale and form. We are keen to avoid a canyoning effect on the canal corridor. We would therefore like to see the development moved further back from the towpath, with a reduced height, stepping down towards the canalside.

Access to Canalside

Any new accesses onto the towpath require a commercial agreement with our Estates team, and we request an informative below regarding this.

We support the principle of improved access onto the towpath, but we are also aware that the development will bring more visitors to the site and the canal environment. They will make use of the towpath and waterspace as a valuable amenity resource, and also a useful walking and cycling route to West Drayton Station and other destinations. While we support increased access to this resource, we would request appropriate mitigation towards the increased use of the towpath and canal environment, such as upgrading of the towpath, through a S106 agreement. I am hoping to get potential costs for this from colleagues, so will get back to you shortly with this.

Ecology and Sustainability

We support the introduction of habitat enhancements such as new bird and bat boxes. We assume these will be within the site.

The development may benefit from utilising its waterside location for moving demolition waste and materials from the site by barge. The site is within a lock-free section of the Grand Union Canal, which may make deliveries to the Powerday site (which has a wharf) at Willesden Junction more efficient than by road, as well as offering other benefits to the wider community. Please see the condition requested below.

If the Council is minded to grant planning permission, it is requested that the following conditions and informatives be attached to the decision notice (in addition to a S106 contribution towards the upgrade of the towpath environment):

Conditions

"Prior to the commencement of development hereby approved, a Risk Assessment and Method Statement outlining all works to be carried out adjacent to the water must be submitted and approved in writing by the local planning authority in consultation with the Canal & River Trust. The risk assessment shall also include details of the proposed safety equipment along the canal frontage, which shall be installed prior to first occupation of the development hereby permitted. Reason: To ensure the proposed works do not have any adverse impact on the safety of waterway users and the integrity of the Navigation."

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

feasible. Reason: To encourage the use of the canal for transporting waste and bulk materials in accordance with the London Plan."

"Prior to the commencement of development hereby approved, full details of the proposed hard and soft landscaping scheme for the waterside area shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Canal & River Trust. The landscaping shall be carried out in accordance with the approved details.

Reason: To improve the appearance of the site when viewed from the waterside and to enhance the biodiversity of the area. Earthworks and associated landscaping also have the potential to impact on the integrity of the waterway and it is necessary to assess this and determine future maintenance responsibilities for any planting."

"If surface water run-off and ground water is proposed to drain into the waterway, details shall be submitted to and agreed in writing by the Local Planning Authority in consultation with the Canal & River Trust prior to the commencement of development, and thereafter implemented in accordance with the agreed details unless otherwise agreed in writing.

Reason: To determine the potential for pollution of the waterway and likely volume of water. Potential contamination of the waterway and ground water from wind blow, seepage or spillage at the site, and high volumes of water should be avoided to safeguard the waterway environment and integrity of the waterway infrastructure."

"Prior to the commencement of the development hereby permitted, full details of any proposed lighting and CCTV scheme shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Canal & River Trust. The approved lighting and CCTV scheme should be implemented prior to first occupation of the development. Reason: In the interest of crime prevention, ecology, visual amenity and the waterway setting."

Informatives

"The applicant/developer should refer to the current "Code of Practice for Works affecting the Canal & River Trust" to ensure that any necessary consents are obtained (<http://canalrivertrust.org.uk/about-us/for-businesses/undertaking-works-on-our-property>)."

"The applicant is advised that surface water discharge to the Navigation will require prior consent from the Canal & River Trust. Please contact Nick Pogson from the Canal & River Trust Utilities team (nick.pogson@canalrivertrust.org.uk)."

"The applicant/developer is advised that any encroachment or access onto the canal towpath requires written consent from the Canal & River Trust, and they should contact the Canal & River Trust's Estates Surveyor, Jonathan Young (jonathan.young@canalrivertrust.org.uk) regarding the required access agreement."

In addition, in order for the Canal & River Trust to monitor our role as a statutory consultee, please send me a copy of the decision notice and the requirements of any planning obligation.

METROPOLITAN POLICE C P D A

Concerns are raised over the the open nature of the canal side frontage. I would suggest 1.8m park style railings as being a suitable barrier. A gate could be incorporated in it for use of the residents, though locking arrangements would certainly be a necessity. In addition, the communal garden area, containing the LAP, should also have 1.2m railings and a gate, to help designate this as an amenity area for the new residents, and to help empower them (and the Police) to challenge youths from further afield who might decide to use and abuse this space.

It is considered that the current proposal with unrestricted access to the canal would result in a good deal more crime and anti social behaviour on the site if these measures are not put in place, which is of course, the essence of 'designing out crime'.

With respect to the other requirements of Secured by Design, these will be the standard ones as listed in on the application form on the SBD website.

THE INLAND WATERWAYS ASSOCIATION - No response.

Internal Consultees

ENVIRONMENTAL PROTECTION UNIT

Noise

After reviewing the noise survey, a condition requiring a sound insulation and ventilation scheme for protecting the proposed residential development from road traffic, air traffic and other noise is recommended. The scheme should ensure that internal LAeq,T and LAm_{ax} noise levels meet appropriate noise criteria. All works which form part of the scheme shall be fully implemented before the residential development is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

Reason: To ensure that the amenity of the occupiers of the proposed residential development is not adversely affected by road traffic, air traffic and other noise in accordance with policy OE5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policy 7.15.

(Officer Comment: A condition has been added).

Please add the standard construction works Informative:

Air Quality

No information was submitted with regard to air quality. Besides the impact of the development on the existing residents, air quality consideration also needs to be given to the impact on the proposed development of existing air quality in the area, as a number of new sensitive receptors are being introduced to the site.

The proposed development is within the declared AQMA and in an area that is likely to be slightly below the European Union limit value for annual mean nitrogen dioxide (40.0 mg/m³). Modelling undertaken by CERC for Hillingdon indicated the worst location on site exceeded the limit value at 41.8 mg/m³ and was just below the limit value adjacent to Horton Road varying from 39.5 mg/m³ to 39.29 mg/m³.

There is a NO_x diffusion tube (HD51) located near the junction of Horton Road on Colham Road (approximately 250 metres from the High Street and 185 metres from the railway). This tube location has measured bias adjusted annual mean for NO₂ over the last few years as follows: 2008 - 36.2 mg/m³, 2009 - 34.3 mg/m³, 2010 - 34.2 mg/m³, 2011 - 33.2 mg/m³, 2012 - 36.2 mg/m³. As the application site is located nearer to the High Street and the Railway line, it is possible the NO₂ annual mean on the application site is higher, however, it is anticipated it is likely to be a little below 40 mg/m³.

The development is introducing sensitive receptors into a poor air quality area. As no air quality assessment has been provided, it is unclear if air quality will improve as a consequence of the development. It is likely any improvement would be negligible. As the development is in and may cause increases in an area already suffering poor air quality a S106 obligation up to £12,500 should be sought for contribution to the air quality monitoring network in the area.

The Sustainability and the Energy Strategy indicates natural ventilation at the site, along side high efficiency boilers and photovoltaic panels. It is recommended the facade of the building along Horton Road is located further away from Horton Road, especially in the absence of any mitigating factors. As no clarification has been provided with regard to air quality, it may be advisable to include the ingress of polluted air condition, especially for the block nearest Horton Road.

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

(Officer Comment: An Air Ingress condition has been added)

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.

It is noted from the Code for Sustainable Homes Pre-assessment, there is a target to get 3 points for NOx emissions which would mean each of the 50 properties will have emissions with a dry NOx level of less than 40 mg/kWh. A condition is advised in relation to providing details of the final energy provision at the site. Details of any plant, machinery or fuel burnt, as part of the energy provision for the development including suitable pollutant emission rates with and without mitigation technologies should be provided, which will need to be considered as part of a wider air quality assessment if necessary, as set out in the EPUK CHP Guidance 2012 (September 2007). Details to limit and/or control air pollution for any CHP should also be submitted.

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

Notes: This condition relates to the operational phase of residential and commercial development and is intended for the protection of future residents in a designated AQMA and Smoke Control Area. Advice on the assessment of CHPs is available from EPUK at: http://www.iaqm.co.uk/text/guidance/epuk/chp_guidance.pdf. An area up to a distance of 10 times the appropriate stack height needs to be assessed. They should contact the Environmental Protection Unit if they have any queries.

Transport Statement refers to 54 car parking spaces. It also proposes to provide a travel plan for the development. It may be advisable to include a green travel plan condition on any permission that may be given. Based on estimates for trips generated for a use similar to the former use, the Transport Statement indicates trip generation as a consequence of the development is expected to be lower than in the current use.

Land and Contamination.

The following information was submitted with regard to land contamination issues:

· Geo-Environmental Desk Study for 26-36 Horton Road, West Drayton by Jomas Associates Ltd for Clearview Homes Ltd (Final v1.0), dated April 2013

A desk top study for the site has been submitted which is based on documentary information and a site walkover. The qualitative assessment of risk with regard to the future residential development is considered 'moderate'. Potential sources of contamination identified at the site include made ground under the areas of hard standing and possibly associated with the infilled dock and contamination from fuel storage and spillages at the site. The report recommends ground investigations are required to identify contamination at the site and the investigations should include

a ground gas/vapour assessment. Any assessment should also include groundwater testing where this is found. Our concerns relate primarily to human health with regard to any groundwater contamination.

The report also identifies the presence of Japanese knotweed on site and a contractor has recommended treatment. The Environment Agency may wish to be consulted with regard to this, and possible groundwater contamination, although the extent of this is unknown at this point.

The standard contaminated land condition is recommended for any permission that may be given. The site will require imported top soil for landscaping purposes and separate condition to ensure the imported soils are independently tested to ensure they are suitable for use is also recommended.

Contaminated Land Condition

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

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

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

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

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

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

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

Condition to minimise risk of contamination from garden and landscaped area

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

REASON: To ensure that the occupants of the development are not subject to any risks from soil

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

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

ACCESS OFFICER

The site is occupied by 3 industrial buildings that would be demolished to make way for new residential accommodation. The proposal primarily comprises a mix of 1 and 2 bedroom dwellings with a number of three-bedroom flats. The proposed parking layout provides 54 parking bays, of which 5 would be accessible. Whilst the aspiration to comply with Approved Document M to the Building Regulations is noted, there appears to have been no reference to London Plan July 2011, Policy 3.8(Housing Choice) and the Council's Supplementary Planning Document "Accessible Hillingdon" adopted May 2013.

The scheme should be revised and compliance with all 16 Lifetime Home standards (as relevant) should be shown on plan. In addition, 10% of new housing should be built to wheelchair home standards and should accord with relevant policies, legislation and adopted guidance.

The following access observations are provided:

1. A minimum of five fully wheelchair accessible units should be incorporated into the scheme. These residential units should be clearly identifiable on plan and include the all relevant specifications required for wheelchair accessible accommodation.
2. From the internal face of the front door, the wheelchair standard flats should feature an obstruction free area not less than 1500 mm wide and 1800 mm to any door or wall opposite
3. Level access should be achieved. Details of level access to and into the proposed dwelling should be submitted. A fall of 1:60 in the areas local to the principal entrance should be incorporated to prevent rain and surface water ingress. In addition to a levels plan showing internal and external levels, a section drawing of the level access threshold substructure, and water bar to be installed, including any necessary drainage, should be submitted.
4. In the smaller blocks, one Part M compliant passenger lift should be provided. In larger blocks two lifts should be featured to allow for increased use and to maintain wheelchair access in the event of a lift breakdown. Further details should be obtained from the above-mentioned Supplementary Planning Document which can be downloaded from the Council's website.
5. The width of the proposed hallway and doorways should be of sufficient width to allow a wheelchair user to pass through at an angle.
6. The 45 Lifetime Home standards flats should all provide a minimum of one bathroom that achieves at least 700 mm from one side of the WC, with 1100 mm provided between the front edge of the toilet pan and any obstruction opposite.
7. To allow bathrooms to be used as wet rooms in future, plans should indicate floor gully drainage.

Officer Comments: The Council's Access officer raised a number of detailed points relating to the original plans. Amended plans have been received, including dedicated accessibility plans, demonstrating compliance with Lifetime Homes criteria and general compliance with Accessible Hillingdon SPG. The Access Officer raises no objections to the revised plans.

URBAN DESIGN AND CONSERVATION OFFICER

COMMENTS: Whilst there are no objections in principle to the redevelopment of this site for housing, or to the design approach to the scheme, there are concerns re the proposals, which are as follows:

· The height and massing of block B should more closely reflect the scale of the surrounding housing area, i.e. predominantly 2-3 storeys, to create linkage and integrate the scheme with its context. At 3-5 storeys, it takes its cue in terms of scale from the group of large housing developments located within the town centre area, which has quite a different scale and character to this area.

Officer note: This issue has been addressed in the report.

· Block C has its main entrance to the rear, which would not be good in terms of site legibility, street activity or also possibly safety. Two of the ground floor patios are hard up against parking spaces, with no buffer zone of planting to provide privacy. 3 of its 4 elevations face onto parking areas and the other, the northern elevation, has only staircase windows, the rest is blank. Given this includes the front door of the building, this should be its principal elevation, yet this would be a largely dead frontage with little activity or natural surveillance of the door, or the space beyond the building.

Officer note: Revised plans have been submitted showing a new entrance to Block C on the south elevation. A new path leads to the entrance. The old entrance on the northern elevation has been retained for two reasons: firstly to minimise the route to the bin store and to accord with carry distances in the guidance, and secondly it allows an 1800mm wide path to meet Accessible Hillingdon standards.

· Block A should have a main entrance onto Horton Road, to create an active frontage. It is also difficult to see how useable the two patio areas that front onto Horton Road will be, as not only do they face the main road, but they would also be at a lower level to it and hence not very private.

Officer note: This issue has been addressed in the report.

· There are runs of proposed parking spaces across the site that need to be "broken up" with additional tree planting.

Officer note: Revised plans have been received showing spaces adjusted north and south to allow for additional planted area / trees between spaces to further break them up.

WASTE MANAGER

Flats: I would estimate the Weekly Waste Arising from the development would be 7,970 litres. The above waste would therefore be accommodated in a total of 8 x 1,100 litre bulk bins. Initially all bulk bins on site would be for residual waste; then some of these could be exchanged for recycling at a latter date, or an additional recycling bins added. Space would have to be allocated for the above waste and recycling storage.

The bin enclosures / bin storage area must ensure there is at least 150 mm clearance in between the bulk bins and the walls of storage area. The size and shape of the bin enclosures must also allow good access to bins by residents, and if multiple bins are installed for the bins to be rotated in between collections. The dimension of an 1,100 litre bulk bin are shown in the table below: -

Bin Size Height Depth Width 1,100 litre Eurobin 1,370 mm 990 mm 1,260 mm.

Arrangements should be made for the cleansing of the bin stores with water and disinfectant. A hose union tap should be installed for the water supply. Drainage should be by means of trapped gully connected to the foul sewer. The floor of the bin store area should have a suitable fall (no greater than 1:20) towards the drainage points.

The material used for the floor should be 100 mm thick to withstand the weight of the bulk bins.

Ideally the walls of the bin storage areas should be made of a material that has a fire resistance of one hour when tested in accordance with BS 476-61.

The gate / door of the bin stores need to be made of metal, hardwood, or metal clad softwood and ideally have fire resistance of 30 minutes when tested to BS 476-22. The door frame should be rebated into the opening. Again the doorway should allow clearance of 150 mm either side of the bin when it is being moved for collection. The door(s) should have a latch or other mechanism to hold them open when the bins are being moved in and out of the chamber.

Internal bin chambers should have appropriate passive ventilators to allow air flow and stop the build up of unpleasant odours. The ventilation needs to be fly proofed. If the chambers are inside the building they should have a light. The lighting should be a sealed bulked fitting (housings rated to IP65 in BS EN 60529:1992).

The gradient of any path that the bulk bins have to be moved on should ideally be no more than 1:20, with a width of at least 2 metres. The surface should be smooth. If the storage area is raised above the area where the collection vehicle parks, then a dropped kerb is needed to safely move the bin to level of the collection vehicle. The access the roadway to the bins must be constructed to withstand the weight of a RCV; 26 tonnes.

TREE AND LANDSCAPE OFFICER

LANDSCAPE CHARACTER / CONTEXT: The site is occupied by a warehouse building on an industrial estate, accessed from Horton Road on its northern boundary. The plot is arranged on a north-south axis with the towpath of the Grand Union canal defining the southern boundary. To the east of the plot is Knowles Close, a residential estate built in the 1980's. A spur of land within the site projects to the west into an area of industrial and commercial buildings.

Within the site there are few trees. However, it benefits from the 'borrowed landscape' provided by mature off-site trees along the eastern boundary within the housing land, some of which are protected by TPO No.365. There are also established off-site trees on the towpath, along the southern boundary.

PROPOSAL: The proposal is to demolish the existing buildings and redevelop the site to provide 50 residential units in 3 buildings with associated car parking and cycle parking spaces, communal amenity areas, landscaping, private gardens and balconies utilising existing access.

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.

- Issael's Design & Access Statement, describes the amenity space and landscaping in section 7.11. The amenity space provision includes the use of private balconies, private gardens and patios. There will also be two shared communal spaces.
- One of the key design objectives (discussed during a pre-application meeting) is to provide an attractive visual (and physical) link between Horton Road and the canalside. This has partly been achieved by the introduction of an estate road which leads directly to the canal.
- Reference is made to the attention to detail of the external landscape materials. However, there is little information regarding the landscape masterplan and no details, or palette of materials, to illustrate the intended design quality.
- An Arboricultural Survey to BS5837:2012, by Merewood has assessed 24 individual trees and one group (G1). Of these only T8,9,10,11 and 12 are within the site. These are all 'C' grade trees which will be removed to facilitate the development. All other (off-site) trees which influence / or may be influenced by the development have been assessed and taken into account in the site layout.

- No trees or other landscape features of merit will be affected by the proposal. - Merewood's Tree Protection Plan and report should ensure that these trees are safeguarded, provided that the recommended measures are adhered to.
- In terms of the masterplan and site layout, much of the pre-application advice is reflected in the proposal. However, there is a paucity of tree planting along the north south road axis, where tree cover is required to complement and soften the impact of the built development.
- There are also too many car parking spaces grouped together without relief along the north-south access road - and particularly around the western-most block which appears to be stranded in a sea of parking.
- If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and appearance of the area.

RECOMMENDATIONS:

No objection subject to the above observations and conditions RES6, RES7, RES8, RES9 (parts 1,2,5 and 6), RES10 and RES11.

FLOOD AND DRAINAGE OFFICER

The Flood risk Assessment (FRA) does not provide calculations to demonstrate that the area set aside for suds is sufficient. In order to inform this infiltration tests must be done rather than assuming infiltration is appropriate from previous arrangements. It also shows formal piped drainage where sheet flow across the site into dished areas would reduce the maintenance requirements.

I do note that it suggests that water butts etc are to be provided, but makes no mention of rainwater/ grey water reuse for flushing toilets etc, which should be explored.

The access to the canal and area adjacent to the canal is much improved and am happy with this meeting the requirements of our policy on the Blue Ribbon Strategy.

SUSTAINABILITY OFFICER

I have no objections to the proposed development and consider it to be a well considered scheme that would result in an improved natural environment in this area. The links through and frontage next to the canal need a bit of work, but in general this development should result in an improved canal frontage and increased use of the tow-path. I therefore have no objections subject to the following comments and conditions:

Ecology

The site is next to the Grand Union Canal which is a site of metropolitan grade importance for nature conservation. The development needs to actively contribute to measures to enhance wildlife. The following condition is therefore necessary:

CONDITION

Prior to commencement of development an ecological enhancement scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly detail measures to promote and enhance roosting and foraging opportunities for bats including the incorporation of new roosting facilities within the fabric of the buildings. The scheme shall also demonstrate how the development will contribute to wider wildlife benefits through the use of nectar rich green roofs and walls, habitat walls and wildlife specific landscaping. The development must proceed in accordance with the approved scheme.

REASON

To ensure the development contributes to ecological enhancement in accordance with Policy EM7 (Local Plan) and Policy 7.28 of the London Plan.

Energy

The broad energy statement outlines that Code Level 4 will be applied to the development. I support this provision which would comply with policy 5.2 of the London Plan and would recommend this is secured by way of condition.

Landscaping

The applicant must be made aware that the landscaping plans should clearly incorporate the canal frontage with a view to maximising its relationship with the development. The Canal & River Trust should be consulted on the discharge of this part of the condition.

HIGHWAY ENGINEER

No objection to the above application on condition the applicant satisfactorily addresses the concerns and the conditions referred to below.

Summary

- Trip Generation and impact -satisfactory and impact negligible
- Car parking/disabled and cycle parking allocations -compliant with Borough and London
- Traffic conflict issue, so suggested removal of one car parking bay nearest to access
- Access road(shared surface) to be revised up- from 5.5 to 6m for road safety reasons
- Electrical charging points-11 needed, 5 active and 6 passive

. Trip generation and impact

Based on TRAVL and TRICS the Trip generation and Traffic impact from the proposal are satisfactory. The TRAVL two way car trip rates for the development of 50 Flats are 0.01 in and 0.07 out for the A M peak period, and 0.5 in/ 0.3 out for the PM peaks plus 0.75 trips for all day. The estimated generated car trips are 4 morning peak and 3 for the evening peak and 37 for all day. The non car trips is also estimated at 18 morning peak and 15 evening and 215 all day trips. TRICS give rise to 31 AM trips and 24 trips for the PM peak for the 1900msq. The proposed generated vehicular trips will there have negligible impact on the road network.

Car and Cycling Parking Allocation

Parking allocation for the PTAL Index 3 for the area is compliant with the Borough and London Plans. Disabled parking space provision of 10% of the 54 total parking bays is equally compliant with Hillingdon and London plan parking standards.

Visibility Splays - Pedestrian

The access for the proposed car parking shall be provided with those parts of 2.4m x 2.4m pedestrian visibility splays which can be accommodated within the site in both directions and shall be maintained free of all obstacles to the visibility between heights of 0.6m and 2.0m above the level of the adjoining highway. From the submitted drawing SKO5 the visibility splay extends beyond the development boundary and may not be able to implement it. The Applicant would have to demonstrate to Highways that it would not cause adverse affect on vehicular and pedestrian inter visibility at the proposed Horton Road access.

Highways has concerns with the proposed width of the shared surface it should be revised up to 6m to accommodate the access and egress manoeuvres of vehicles associated with the site. It is also evident from the submitted drawing reversing vehicles will conflict with those entering the development as such the developer will need to provide Highways with information demonstrating that would be the case. The applicant could consider removing the bay as an option. Reason: To

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

Electric charging

The Prior to the commencement of development a plan showing provision for electric charging points to serve 20% of all car parking spaces should be submitted to and approved in writing by the Local Planning Authority. The plan shall set out the location of the charging points, the chosen technology and clear presentation of how the bays will be marked. The development shall proceed in accordance with the approved plan. Highway suggests the provision of 5 active and 6 passive electric points for the initial period after the development. Reason: To provide car parking for electric vehicles to help tackle air quality impacts to meet the climate change challenges in accordance with Policy 6.13 of the London Plan.

Parking for Wheelchair Disabled People

The applicant should ensure it provides parking spaces (with dimensions of 4.8m x 3.6m , to allow for wheelchair transfer to and from the side of car shall be reserved exclusively for people who are mobility impaired and/or using a wheelchair, in accordance with the approved Parking Control Methodology, and unless otherwise agreed in writing by the Local Planning Authority. Such parking spaces shall be sited in close proximity to the nearest accessible building entrance with dropped kerbs provided from the car park to the pedestrian area.

Highways also require for approval suitably scaled drawings showing the revised proposed car parking layout within the site and proposed alteration to existing access site. These scale drawings should be superimposed with vehicle swept paths of servicing vehicles access/ egressing the site and manoeuvring within the site boundary. The swept path details are required to show all vehicle details and include a 300mm margin of error.

No part of the development shall be occupied until details of the method of control for the designation and allocation of parking spaces has been submitted to and approved in writing by the Local Planning Authority. Thereafter, the parking spaces shall be retained for the sole use of the individual flats in accordance with the approved details.

Reason: In order to ensure that sufficient parking is provided, in accordance with Policies AM14 and AM15 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The site is not a designated Industrial or Business Area in the adopted UDP or the Hillingdon Local Plan: Part 1- Strategic Policies, Employment and Land Map. Saved Local Plan Part 2 Policy LE4 relates to the loss of employment land outside identified Industrial and Business Areas. Briefly, this policy protects such uses subject to certain criteria. Addressing each of the Saved Policy LE4 criteria in turn, the applicant contends that there is a strong case to support the loss of employment use at the application site:

(i) The existing use seriously affects amenity, through disturbance to neighbours, visual intrusion or an adverse impact in the character of an area;

The site is used for general industrial purposes falling within Class B2 & Class B8 of the Town and Country Planning (Use Classes) Order 1987 (as amended) including manufacturing, storage and a large service yard with access onto Horton Road. The use appears to be long established and is un-restricted in planning terms, with no conditions controlling hours of operation, noise levels or vehicle movements to and from the site for the current use. As the commercial use of the site is unregulated, the use of the site for industrial purposes has the potential to now and in the future, have a detrimental impact

on the prevailing residential character, amenity and outlook of residents in the area.

It is also considered that the character and appearance of the site at present creates a poor visual and physical environment, to the detriment of neighbouring residents, the canal side and the area generally, given that the site has been neglected and the majority of the buildings and front service area are not well maintained.

It is considered that residential use of the site would be a more compatible use given the large number of residential properties directly adjacent to, or within the vicinity of the site, as well as creating a better environment for the canal side.

(ii) The site is unsuitable for industrial redevelopment because of the size, shape, location or lack of vehicular access;

The application site is designated as being located within the town centre on the 'saved' UDP Proposals Map. It is neither a Strategic Industrial Location nor a Preferred Industrial Location in the London Plan, an Industrial and Business Area in the adopted UDP or a Locally Significant Industrial Site (LSIS) and Locally Significant Employment Location site (LSEL) in the Hillingdon Local Plan: Part 1- Strategic Policies.

There is currently 358 ha of designated employment land in the Borough, with the Employment Land Study (2009) concluding that employment has become increasingly office based and such uses have tended to consolidate in accessible and designated business / office parks in Uxbridge, Stockley Park and around Heathrow.

It is recognised that there has been a steady decline in industrial and warehousing floorspace. However, the Council has maintained an effective employment land supply, such that any release of land over the past 10-20 years has not harmed employment or business functions within the Borough. In this context, isolated employment sites, such as the application site are considered to be unattractive to prospective users.

In support of demonstrating compliance with Policy LE4, the applicants commissioned a market assessment of commercial sites within the area and the potential market demand for the application site. The assessment concludes that as this site is surrounded by residential housing with a canal to the rear, industrial occupiers would not view this as a prime industrial site. Much of the industrial occupation happens closer to the Stockley Park roundabout where road access is better. As such, the site would be more suited for a change of use away from its current planning designation.

The applicants also contend that the site in its current condition is unlikely to attract any interest from potential occupiers, due to its dilapidated state. A large amount of refurbishment works would therefore need to be undertaken in order to attract occupiers. However, this may not be viable, as potential occupiers would be concerned about the surrounding residential dwellings, which could potentially lead to complaints and restrict any noisy operations or 24 hour uses. Concerns could also be raised regarding heavy duty vehicles travelling through the residential area, which could pose a hazard to local pedestrians. Access to the site is restricted as there is only one point of access in and out of the site, which would be difficult to modify due to the bus stop located in front of the site. There is also a risk of damage to the adjoining houses from large HGV movements.

The applicants further submit that the irregular shaped site does not lend itself well for re-development for a single unit. Furthermore, smaller occupiers would still require larger vehicles delivered to them, which would be likely to cause congestion on the Estate,

backing up into the surrounding highway network.

For the reasons given above, it is considered that a robust case has been put forward as to why the site is unsuitable for industrial redevelopment.

(iii) There is no realistic prospect of the land being used for industrial or warehousing purposes in the future;

The applicants contend that the location of the site is unattractive to potential business / commercial users of the site. To reinforce this conclusion, an independent market report has been submitted in support of this application. The report highlights the poor prospect of successful sale / lease of the site for its future utilisation for industrial, storage or commercial purposes, due to its town centre location, its relatively inferior location compared to purpose built employment centres / business parks in the Borough, access restrictions, the current state of repair of existing site buildings, high potential for conflict with adjacent residential uses (noise, disturbance, hours of operation, highways safety etc) and financial and market conditions.

Based upon the quantitative oversupply, an independent market assessment and the evidence from the current owners of the site, it is concluded that there is no realistic prospect of the application site being used for commercial purposes in the future. The loss of employment from the site is therefore considered acceptable, in accordance with criterion (iii) of "saved" adopted HUDP Policy LE4 2007.

(iv) They are in accordance with the Council's regeneration policies for the area.

The NPPF, The London Plan (2011), the adopted Hillingdon Local Plan: Part 1- Strategic Policies and the saved Hillingdon Unitary Development Plan Policies (2007) all support the provision of residential accommodation in appropriate locations. London Plan Policy 3.3 (increasing housing supply) seeks to increase London's housing supply, enhance the environment, improve housing choice and affordability and to provide better accommodation for Londoners. Local Plan Policy PT1.H1 affirms the London Plan targets to deliver 4,250 new homes in the Borough from 2011 to 2021 or 6,375 dwellings up to 2026. The proposal includes 50 residential units, which will contribute towards the Council's housing supply as prescribed in the London Plan and emerging local policy.

The Local Plan lists individual strategic policies including Policy E1 relating to Managing the Supply of Employment Land and states the Council will accommodate growth by protecting Strategic Industrial Locations and the designation of Locally Significant Industrial Sites (LSIS) and Locally Significant Employment Locations (LSEL) including the designation of 13.63 hectares of new employment land. The site which is the subject of this application does not fall within a LSIS or LSEL.

The application site falls within the a Growth Area as defined in Local Plan: Part 1- Strategic Policies (2012) with the regeneration of the area being driven by improved public transport links to and from London including the Crossrail link from West Drayton due to open in 2018. This corridor will play a key role in delivering the housing targets set out within the adopted Hillingdon Local Plan: Part 1 (2012). The improved Crossrail stations will provide the catalyst for the regeneration of West Drayton and Hayes, bringing extra travellers through these stations whilst facilitating the provision of additional homes and housing growth to ensure Hillingdon's housing target figures are met. Proposed public transport improvements, such as improved interchanges, are located within the Yiewsley/West Drayton/Hayes growth areas. Residential accommodation in sustainable

town centre locations such as this, in an area which has been identified by the Council as a 'growth area' in the coming years is therefore supported in policy terms.

The Employment Land Study 2009 and 2010 update confirms that there is an oversupply of industrial land in Hillingdon. The loss of the 2,044 sqm of existing commercial / light industrial floorspace on the application site represents only 3.8% of the total industrial land availability in West Drayton Sub-Market and 0.9% of the total industrial floorspace in Hillingdon. The loss of this employment land is considered to be de minimus to the overall oversupply of employment land in Hillingdon. West Drayton has a good supply of stock at present and is considered unlikely to suffer a significant detriment with the loss of this site to a different use.

Policy H4 the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) also seeks to encourage additional housing in town centres. The supporting text states:

"The Council recognises the importance of residential accommodation in town centres as a part of the overall mix of uses which is necessary to ensure their vitality and attractiveness. Such housing offers particular advantages in terms of accessibility to town centre facilities, employment opportunities and public transport. In order to maximise the residential potential of town centre sites, residential development within them should comprise predominantly one or two-bedroom units."

Conclusion

It is considered that the applicant has demonstrated that the proposed scheme satisfies all four of the criteria of Policy LE4 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

Approval for the loss of employment and future residential use of the application site could be considered an appropriate "windfall" site, assisting in providing a balanced approach to future development and much needed family housing units in the Borough.

Saved Policy H8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states amongst other things, that the conversion or change of use of premises to residential use will only be acceptable if a satisfactory residential environment can be achieved. As detailed in other sections of this report, the proposed use could provide an adequate residential environment, notwithstanding the specific site constraints, such as the proximity of the site to the canal and other commercial uses.

The principle of the proposed uses therefore meets the policy requirements of the adopted Development Plan, emerging policy. No objections are therefore raised to the principle of residential use on the site.

7.02 Density of the proposed development

London Plan Policy 3.4 sets out density requirements for new residential development within London Boroughs within Table 3.2. In urban areas with a PTAL rating of 2-3, it is suggested that a scheme comprising 1, 2 and 3-bed units should show a density between 55 and 170 dwellings per hectare (dph). The application scheme represents a density of 108dph, and therefore is considered to be appropriate for its location.

The proposal seeks to provide 50 residential units totalling 147 habitable rooms. This equates to a density of 123 u/ha or 350 hr/ha. This level of development is within the guidelines set out within Table 3.2 density matrix of the London Plan, assuming a PTAL of 2.

It will therefore be important to demonstrate that the units will have good internal and external living space, and that the scale and layout of the proposed development is compatible with sustainable residential quality, having regard to the specific constraints of this site. It is considered that this residential scheme has been designed to meet the relevant policy standards and targets, with Code for Sustainable Homes Level 4 being targeted and provision of at least 10% wheelchair housing.

UNIT MIX

In ensuring a range of housing choice is provided to residents, Policy 3.8 states that new developments should offer a range of choices, in terms of the mix of housing sizes and types, and ensuring that all units are built to Lifetime Homes Standards. The proposed scheme provides a mix of 1, 2 and 3 bed units and is therefore compliant with London plan Policy 3.8.

Saved Policies H4 and H5 seek to ensure a practicable mix of housing units are provided within residential schemes. One and two bedroom developments are encouraged within town centres, while larger family units are promoted elsewhere.

The residential unit mix is provided below:

- 1 bed 2 person x 13
- 2 bed 3 person x 23
- 2 bed 4 person x 12
- 3 bed 5 person x 2

This mix of units is considered appropriate for this town centre location. The proposed development accords with the requirements of national policy and the Development Plan by making effective and efficient use of redundant Brownfield Land whilst respecting the surrounding context and adjacent Grand Union Canal.

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

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

7.04 Airport safeguarding

There are no airport safeguarding issues related to this development.

7.05 Impact on the green belt

There are no Green Belt issues associated with this site.

7.07 Impact on the character & appearance of the area

Part 1 policy BE1 requires all new development to improve and maintain the quality of the built environment in order to create successful and sustainable neighbourhoods. Saved Part 2 Policies BE13 and BE19 seek to ensure that new development complements or improves the character and amenity of the area, whilst Policy BE38 seeks the retention of topographical and landscape features and provision of new planting and landscaping in development proposals.

Policy BE26 seeks to ensure that within town centres, the design, layout and landscaping of new buildings should reflect the role, overall scale and character of town centres as a focus for shopping and leisure activity. The supporting text to Policy BE26 states that the design of buildings and external spaces should increase the visual and functional attractiveness of town centres, in order to attract people and investment; and new buildings should maintain the feeling of bulk and scale of the town centres while creating variety and interest in themselves.

London Plan Policy 7.1 sets out a series of overarching design principles for development in London and policy 7.6 seeks to promote world-class, high quality design and design-led change in key locations. In addition to Chapter 7, London Plan policies relating to density (3.4) and sustainable design and construction (5.3) are also relevant.

The scale, bulk and siting of buildings are key determinants in ensuring that the amenity and character of established residential areas are not compromised by new development. The main constraints and opportunities of the site have been identified, in particular its relationship to neighbouring residential and industrial properties and the potential to open up physical / visual links from Horton Road to the canal side. As such, the proposals need to be considered with regard to the impact on Horton Road and the Grand Union Canal.

The current buildings are considered to have a relatively poor relationship to the street and the canal, with no active frontage or natural surveillance to either Horton Road or the waterway. The redevelopment of the site therefore presents an opportunity to improve the site's relationship with the street frontage and canal, with the potential to provide pedestrian access to and views to the towpath from Horton Road.

Layout

The residential blocks have been sited to ensure that a sufficient gap exists between each building to provide visual permeability within and from outside the site and that an acceptable living environment is created for prospective residents in terms of privacy and overlooking. Distances of between 18 to 21 metres are maintained between individual blocks, which will be used to make provision towards private amenity space and car parking.

The design approach of the scheme with regards to the building form along Horton Road has been to follow prevailing building lines, in order to respect the existing urban grain. The new building along Horton Road (Block A) has been set half way back (approximately 5 metres) between the frontage of the two adjacent terraces. It is not considered practical to provide direct access to Block A from Horton Road due to the change in ground levels.

Block B has been set back some 14 metres from the canal edge to the south.

In terms of the relationship of the blocks to adjoining residential development a distance of at least 15 metres is maintained between Block C and the rear of properties in the terrace fronting Horton Road (Nos. 14-24). With respect to Block A distances of between 5 and 12 metres have been maintained with the eastern boundary with 38A Horton Road.

No objections are raised to the siting of the play area which is centrally located with good natural surveillance.

Scale

The immediate area does not have one specific architectural style with a variety of different residential buildings and some industrial and warehouse buildings with heights ranging from 2 to 6 storeys in places.

Block A would front Horton Road, whilst blocks B and C would be sited further into the site and would therefore have relatively little impact on the street scene.

The proposed residential block A is 3 storey. The scale of this building has been designed in order to integrate it into the existing street pattern, on Horton Road. It is considered that this block would not appear unduly prominent within the street scene and would be compatible with the scale of surrounding development. The scale of the buildings have been designed in order to integrate it into the existing street pattern, on Horton Road. It is considered that the proposed building will fit in with the scale of existing commercial and residential buildings to the south and will not obstruct views to any key focal points.

With regard to Block B at the rear of the site, one of the key areas of concern with the proposed development is the relationship of this building to the Grand Union Canal. The Urban Design Officer raises concerns with regard to the height of this block in terms of the appearance of this building viewed from the canal. Block B would be 4 and a half stories fronting the canal, approximately 12.5.m in height to to the eaves and 15.7 metres to the ridge. The block would then reduce to 4 stories further back into the site (11 metres in height to to the eaves and 13.4 metres to the ridge). However, the block would be set in 14.2 metres from the canal. Although this block would be taller than other buildings fronting the canal in the immediate vicinity, it is noted that the height of this building is not dissimilar from other recently approved canal side development in the area. The site falls within a town centre location and given the intervening landscaped area and tree planting between the block and the tow path, it is not considered that the block would appear unduly prominent when viewed from the canal.

In addition, to resolve concerns from the Canal and Rivers Trust that the development will impact on the quality of the environment enjoyed by users of the towpath, the developers have agreed that this could be alleviated through other improvements to the quality of the towpath.

It is not considered that Block B would appear unduly prominent within the street scene as it is set deep within the site, at least 58 metres from the road frontage.

The proposals respond to the local architectural context, including the areas canal heritage, whilst addressing the more domestic scale of properties onto Horton Road. It is considered that the layout would satisfactorily reflect the established suburban character of the townscape context of the site.

Appearance

The scheme is accompanied by illustrative material, as set out within the Design & Access Statement, which identifies the possible appearance of the proposed residential blocks. The external design of the buildings and proposed building materials, such as facing bricks, render, and tiled roofs maintain a balanced and appropriate design response with regard to the scale and context of the site. It is considered that a condition should be imposed on any permission requiring the submission of external materials details prior to the commencement of works.

Subject to compliance with the above mentioned condition, it is considered that the scheme is compliant with Policies BE13, BE19 and BE21 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), relevant London Plan policies and design guidance.

7.08 Impact on neighbours

Outlook and Light

Policy BE20 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that the Local Planning Authority will seek to ensure that buildings are laid out so that adequate daylight, sunlight and amenities of existing houses are safeguarded. Policy BE21 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that planning permission will not be granted for new development, which by reason of its siting, bulk and proximity, would result in a significant loss of residential amenity of established residential areas.

The supporting text to Policies BE20 and BE21 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states 'that while some proposals of substantial width, height and depth, may not cause loss of amenity by reason of daylight or sunlight, these may nonetheless still be over-dominant in relation to the adjoining property and/or its private amenity space. This in turn can result in a depressing outlook detracting from residential amenity'. The Council's Supplementary Planning Document 'Hillingdon Design and Access Statement' (HDAS) 'Residential Layouts' states that where a two or more storey building abuts a property or its garden, adequate distance should be maintained to overcome possible over domination. The distance provided will be dependent on the bulk and size of the building but generally 15m would be the minimum acceptable separation distance.

The closest residential properties to the site are to the east within Knowle Close and to the terraced properties to the east and west of the site with a frontage onto Horton Road.

Outlook

In relation to outlook, adequate distance has been maintained to avoid over dominance, in compliance with design guidance. Block A steps away from the existing adjacent gardens to avoid overdominance from adjacent rear gardens, whilst a distance of at least 15 metres is maintained between Block C and the rear of adjoining properties fronting Horton Road. The proposal complies with the guidance and is not considered to result in an over dominant form of development which would detract from the amenities of neighbouring occupiers, in compliance with Policy BE21 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

Sunlight/Overshadowing

Similarly, it is not considered that there would be a material loss of daylight or sunlight to neighbouring properties, as the proposed buildings would be sited a sufficient distance away from adjoining properties. Given its orientation and relationship with neighbouring residential windows, and as demonstrated in the daylight/sunlight shadow diagrams within the DAS), the proposals would not create a material loss of daylight or sunlight to neighbouring properties or gardens.

It is also considered given its layout that there will be a good level of day lighting for the proposed development. The proposal is considered to be consistent with Policy BE20 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies(November 2012) and relevant design guidance.

Privacy

Policy BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that the design of new buildings should protect the privacy of occupiers and their neighbours. Hillingdon Design and Accessibility Statement (HDAS) Supplementary

Planning Document: Residential Layouts, which was also specifically set out in the pre-application response, sets out a minimum distance of 21m between facing habitable room windows, as measured at a 45 degree line from the centre of the nearest first floor window.

Whilst the scheme has been designed to ensure that the majority of units are dual aspect, these have also been carefully considered so that in critical positions windows do not overlook neighbouring gardens or windows.

Building A has been designed to increasingly step back from the boundary with No 38a. to ensure that a minimum of 21m is maintained between habitable windows which fall within the 45 degree line of vision. It is considered that the careful use of setbacks has resulted in an acceptable relationship to neighbouring residential properties in this regard. Where Block A is less than 21m away from its neighbours to the east and west (fronting Horton Road), it faces existing blank flank walls with no windows. Flats to the east side of Building A that could potentially overlook the neighbours have windows facing south and carefully designed balconies with appropriate screening to encourage views towards the canal. Other windows to the east elevation face the blank flank wall of the neighbouring building or use obscure glazing to non-habitable rooms. In summary, the building steps away from the existing adjacent gardens to avoid overlooking into gardens. whilst windows have been sensitively placed to avoid directional overlooking into habitable rooms.

Building B is over 28m away from the nearest neighbouring building to the east, 76-87 Knowles close.

Flats with habitable rooms to the west side of Building C that could potentially overlook the neighbours to the north east have windows facing south and carefully design balconies with appropriate screening to ensure there is no overlooking. Building C within the development is at least 15m from the rear of the terrace houses on Horton Road with the only north facing windows within this building serving a stair core (non-habitable windows) to the building, which can be treated with obscure glazing, to ensure there is no overlooking issue. The windows to the west elevation fall within the overlooking zone of the neighbouring Crusader House, but the design of the window bays prevent overlooking by angling the clear glazing to the south.

Subject to conditions to ensure that the first and second floor secondary east facing windows to habitable rooms in Block A and the north facing landing windows in Block C are obscure glazed and none opening (except at top vent level), it is not considered that there would be a loss of privacy to adjoining occupiers, in accordance with Policy BE24 of the Local Plan Part 2 and relevant design guidance.

7.09 Living conditions for future occupiers

External Amenity Areas

Policy BE23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) requires the provision of external amenity space, sufficient to protect the amenity of the occupants of the proposed and surrounding buildings and which is usable in terms of its shape and siting. The Council's SPD Residential Layouts specifies amenity space standards for flats.

Hillingdon Design and Accessibility Statement (HDAS) Supplementary Planning Document - Residential layouts, suggests that the following shared amenity space for flats

and maisonettes is provided:

1 bedroom flat - 20m² per flat

2 bedroom flat - 25m² per flat

3+ bedroom flat - 30m² per flat

Based on the current accommodation schedule, this would equate to a total of 1,255 m² of shared and private amenity space for 50 dwellings. The current development proposal provides 903 m² of useable communal amenity space, including 100 m² of play space provision. The majority of the units also benefit from private space in the form of balconies or small terrace garden areas, which make up an additional area 865 sqm. This would provide an overall total of 1,768 m² of amenity space which would exceed the relevant standards contained in the HDAS. The amenity space provided is considered acceptable, in compliance with the Hillingdon Design and Accessibility Statement (HDAS) Residential Layouts and Saved Policy BE23 of the Local plan.

The children's play space would be located within the central communal amenity area, which has good natural surveillance from the proposed apartments either side. The site is also within easy walking distance of Yiewsley Recreation Ground (approximately 450m to the north, which offer child play facilities for elder children), and Kingston playing fields (approximately 600m east).

Each of the units benefit from a reasonable level of privacy, outlook and light and overall, it is considered that good environmental conditions can be provided for future occupiers in compliance with relevant UDP saved policies and supplementary design guidance.

Unit size

Planning policy requires that all new housing should be built to Lifetime Homes standards, with 10% of new housing designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users. Policy 3.5 of the London Plan endorses a range of minimum unit sizes for new residential development in London. All the individual flats meet London Plan minimum floorspace standards set out at Table 3.3 and those set out within the London Housing Design Guide, providing a good standard of accommodation to future residents. In addition, the submitted plans and documentation, including the planning statement and Design and Access Statement illustrate that lifetime homes and wheel chair standards could be achieved, in accordance with London Plan Policy 3.8 and the Council's Supplementary Planning Document "Accessible Hillingdon" adopted January 2010.

Outlook and Light

The units have been designed wherever possible to be dual aspect with no north facing single aspect units. Only 11 of the flats (22%) are single aspect and are orientated to ensure they receive good levels of lighting. All of these flats also either have a private garden or balcony as well as access to the two communal amenity areas within the scheme. Each of the units are considered to benefit from a reasonable level of outlook and light, in compliance with Policies BE20 and BE21 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), HDAS: Residential Layouts and the provisions of the London Plan.

Privacy

Saved Policy BE24 states that the design of new buildings should protect the privacy of

occupiers and their neighbours. A minimum separation distance of 21 metres is required to avoid overlooking and loss of privacy. It is considered that the design of the development would protect the privacy of future occupiers, in accordance with Policy BE24 of the Hillingdon Local Plan: Part 2 -Saved UDP Policies (November 2012) and relevant design guidance.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The National Planning Policy Framework (NPPF) at Paragraph 32 states that plans and decisions should take account of whether safe and suitable access to the site can be achieved for all people; and development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. Paragraph 35 of NPPF also refers to developments and states that developments should be located and designed where practical to give priority to pedestrian and cycle movements; create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.

Local requirements in relation to impacts on traffic demand, safety and congestion are set out in Local Plan Part 2 policy AM7 which states:

The LPA will not grant permission for developments whose traffic generation is likely to:

- (i) unacceptably increase demand along roads or through junctions which are already used to capacity, especially where such roads or junctions form part of the strategic London road network, or
- (ii) prejudice the free flow of traffic or conditions of general highway or pedestrian safety

Traffic Generation

The applicant has submitted a Transport Assessment to consider the traffic impacts on the existing road capacity. It demonstrates that the level of increase in peak hour traffic resulting from the proposed development can be accommodated on Horton Road. The proposed residential use is likely to result in fewer car trips than the existing use. Even if the existing use were not discounted, the potential 37 all-day residential car trips generated by the proposal is unlikely to have any significant impact upon the local highway network. The Highway Engineer therefore raises no objections on traffic generation grounds.

Access

The Highways Engineer advises that the proposed width of the shared surface should be revised up to 6m, in order to accommodate the access and egress manoeuvres of vehicles associated with the site. These issues can be addressed by imposing a condition requiring the submission and approval of the final details of the on site highway works.

A swept path analysis of all required delivery and servicing vehicles has been completed. The Highway Engineer is satisfied that all required vehicles can adequately use the internal site layout.

In light of the above considerations, subject to conditions, it is considered that the development would not give rise to conditions prejudicial to free flow of traffic and highway and pedestrian safety. The development therefore accords with Policy AM7 of the Hillingdon Local Plan Part 2.

Parking

It is considered that the proposals strike the requisite balance between parking restraint, to promote alternative travel modes and the provision of adequate parking. The proposed level of parking meets LBH's UDP standards as well as all London Plan standards.

The London Plan Policy 6.1 states that 'the need for car use should be reduced, with Table 6.2 stating that there should be a maximum of 1 space for 1-2 bed units.

The application proposes a total of 54 parking spaces, including 10% of these spaces for people with a disability. This equates to 1.08 spaces per unit. The Council's standards allow for a maximum provision of 1.5 spaces per residential unit, a total of 75 spaces in this case. The site has a PTAL rating of 2-3 and it is considered that residents of the proposed development would have relatively good access to all day to day facilities and to the wider London area, via good public transport connections. The proposed 1.08 parking spaces per dwelling therefore meets the NPPF policy guidance by being in line with expected existing and future need, taking into account the type, mix and use of the development.

It also evident from the submitted drawings that reversing vehicles from the parking bay closest to the entrance could potentially conflict with vehicles entering the development. This may result in the loss of one parking bay from the development. The loss of one parking space would still result in the proposed parking provision meeting the London Plan and Hillingdon parking standards.

As such, the Council's Highways Engineer has raised no objection to the level of car parking. The proposal is therefore considered to comply with Local Plan Part 2 Saved Policies AM14 and AM15 and London Plan Policy 6.1. In addition the provision of electric charging points can be secured by condition. The proposal therefore accords with the aims of Policy AM14 and AM15 of the Local Plan Part 2.

The submitted plans indicate that secure cycle storage can be provided for 50 cycles, in the form of cycle stores within the demise of Blocks A and B. The scheme would be in accordance with the Council's standards and Local Plan Part 2 Saved Policies AM9.

7.11 Urban design, access and security

SECURITY

The metropolitan Police Crime Prevention Officer has expressed concerns over the proposals to create a new public route from Horton Road to the canal and has suggested a fence around the development to close it off from the canal, together with a fence around the central landscaped space (play area). Details of fencing and other security arrangements, including the canal side boundary treatment and CCTV have been secured by condition.

7.12 Disabled access

The Equality Act 2010 seeks to protect people accessing goods, facilities and services from direct discrimination on the basis of a protected characteristic, which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers likely have a defined model that meets best practice design guidance. The submitted documentation has explained how the principles of access and inclusion have been applied to this scheme.

The Access Officer has made a number of observations in relation to the original

submission. In response to these comments, a separate set of accessibility plans have been submitted which demonstrate compliance with the 16 Lifetime Homes criteria and general compliance with Accessible Hillingdon SPG, including the SPG 'Wheelchair Standard Homes' for the wheelchair units. The latter are all located on the ground floor of the three blocks (5 units). Wheelchair parking spaces have been moved such that each building has a wheelchair space for its wheelchair flats. The internal layout of the wheelchair flats have been adjusted where possible, to meet the general principles of the guidance. Examples of these changes include increasing main bedroom size, increasing bathroom size, and increasing door sizes. In addition, the site entrance has been updated pulling back the wall to allow for a safer transition from the footpath to the shared surface.

Although lifts are not provided the applicants have stated that the common stairs are capable of being retrofitted with a chairlift, to provide the required accessibility and adaptation of the buildings. It is not considered that the lack of lifts in the 3 blocks is a sustainable reason to refuse the application, as this is not one of the Lifetime Home criteria and all of the disabled units are located on the ground floor.

The Access officer has reviewed the revised plans and raises no objections. Subject to conditions, it is considered that lifetime homes and wheel chair standards can be achieved, in accordance with the London Plan Policies 3.8, 7.1 and 7.2 and in general compliance with the Council's Supplementary Planning Document "Accessible Hillingdon".

7.13 Provision of affordable & special needs housing

The development would introduce a total of 50 dwellings, therefore triggering the affordable housing requirement threshold of 10 units as set out in London Plan policy 3.13. A full GLA Toolkit Appraisal has been carried out in support of this application

Policy H2 of the Hillingdon Local Plan: Part 1- Strategic Policies relates to Affordable Housing with the Council seeking 35% of all new units in the borough delivered as affordable housing. The Council note however, subject to the provision of robust evidence, it will adopt a degree of flexibility in its application of Policy H2 to take account of tenure needs in different parts of the borough as well as the viability of schemes.

The statement in support of this application and the Financial Viability Appraisal (FVA) concludes that the scheme cannot support any affordable housing. The FVA has been heavily scrutinised and is accurate. It is not considered that affordable housing could be achieved without reducing other obligations (which officers do not feel would be appropriate). However, the issue of affordable housing will be subject to review

7.14 Trees, landscaping and Ecology

TREES AND LANDSCAPING

Local Plan Part 2 Policy BE38 stresses the need to retain and enhance landscape features and provide for appropriate (hard and soft) landscaping in new developments.

An arboricultural survey has been carried out making an assessment of existing trees on and within the vicinity of the site. Within the site there are few trees. However, it benefits from the 'borrowed landscape' provided by mature off-site trees along the eastern boundary within the housing land, some of which are protected by TPO No.365. There are also established off-site trees on the towpath, along the southern boundary. The trees would be largely unaffected by the development proposals, other than the removal of an ash (T5) along the tow path and the need to remove a few insignificant and/or poor quality trees to the west side of the site. The development of the site would give rise to new landscaping opportunities that would potentially benefit the visual amenity of this part of

West Drayton.

One of the key design objectives is to provide an attractive visual and physical link between Horton Road and the canal side. This has partly been achieved by the introduction of an estate road which leads directly to the canal, with a canal side landscaped area.

The Tree and Landscape Officer raises no objections subject to conditions to ensure that the detailed landscape proposals preserve and enhance the character and appearance of the area and off It is considered that the scheme is on the whole acceptable and in compliance with Saved Policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

ECOLOGY

Saved Policy EC2 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks the promotion of nature conservation interests. Saved policy EC5 seeks the retention of features, enhancements and creation of new habitats. London Plan Policy 7.19[c] seeks ecological enhancement. Although the trees in the site may be valuable for biodiversity, the application site itself is not considered to have a high ecological value, due to the lack of potential for protected species. However, it is not appropriate to only protect sites with protected species, which by their nature are not abundant. Policy 7.30 seeks the protection of the Blue Ribbon Network (a network of strategic waterways identified within the London Plan with measures taken to improve the habitat and amenity value of the waterways).

A Phase 1 Habitat Survey, protected species assessment and bat survey of the site were carried out on 28th May 2013. The bat survey found no evidence of bats and the assessment concludes that there is very limited potential for single or small numbers of bats at this site. The only ecological constraints identified in relation to this site are the presence of *Fallopia japonica* (Japanese Knotweed) and the possible presence of nesting birds. The former would need to be treated by a specialist eradication company and this is secured by condition. Avoidance and precautionary measures can be applied to avoid impacts on nesting birds when site clearance begins.

The Canals and Rivers Trust support the introduction of habitat enhancements and it is considered that the proposed soft landscaping adjacent to the canal will contribute towards Local and London Plan policies to improve the habitat and amenity value of the waterway.

A condition is recommended requiring the submission and approval of an ecological enhancement scheme. The scheme shall include detailed measures to promote and enhance roosting and foraging opportunities for bats including the incorporation of new roosting facilities within the fabric of the buildings and also demonstrate how the development will contribute to wider wildlife benefits, through the use where feasible, of nectar rich green roofs and walls, habitat walls and wildlife specific landscaping.

Subject to this condition, it is considered that the ecological mitigation is considered satisfactory. The proposal therefore complies with Policy 7.19 of the London Plan which requires that development protects and enhances biodiversity, and Local Plan Part 1 Policy EM7 and relevant Local Plan Part 2 policies.

7.15 Sustainable waste management

Refuse is provided in 2 refuse stores at ground floor level in Blocks A and B. The level of waste and recycling provision is acceptable and vehicle tracking diagrams have been submitted demonstrating that the development can be adequately serviced by refuse vehicles.

7.16 Renewable energy / Sustainability

Sustainability policy is now set out in the London Plan (2011), at Policy 5.2. Part A of the policy requires development proposals to make the fullest contribution to minimising carbon dioxide emissions by employing the hierarchy of: using less energy; supplying energy efficiently; and using renewable technologies. Part B of the policy currently requires non domestic buildings to achieve a 25% improvement on building regulations. Parts C & D of the policy require proposals to include a detailed energy assessment.

At the time of the application being submitted, the 2011 London Plan required major developments to demonstrate a 25% reduction from a 2010 Building Regulations compliant development. A Sustainability Statement has been submitted in support of the application. This report demonstrates how a variety of technologies could be incorporated into the design to reduce the CO2 emissions for an approximate average of 25% reduction in CO2 over building regulations 2010.

A pre-assessment report has also been carried out in relation to the Code for Sustainable Homes (November 2010 technical guide). The report shows how the proposed scheme can achieve Code Level 4 through a combination of high performance building fabric, high efficiency gas boilers and photovoltaic panels. A condition is therefore recommended requiring an Interim certificate to be submitted prior to commencement, showing the development complies with Level 4 of the Code for Sustainable Homes. In addition prior to the occupation of the development a completion certificate showing the development complies with Code 4 of the Code for Sustainable Homes will be required. This is also covered by condition.

Subject to a condition securing that the development achieves Level 4 of the Code for Sustainable Homes, it is considered that the scheme will have satisfactorily addressed the issues relating to the mitigation and adaptation to climate change and to minimising carbon dioxide emissions, in compliance with Policies 5.2, 5.13 and 5.15 of the London Plan, Policy PT1.EM1 of Hillingdon Local Plan Part 1 and the NPPF.

7.17 Flooding or Drainage Issues

Policies OE7 and OE8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to ensure that new development incorporates appropriate measures to mitigate against any potential risk of flooding. The site falls outside any flood zones as defined in the Council's own Strategic Flood Risk Assessment (SFRA) and is with flood zone 1 on the Environment Agency maps. Although a flood risk assessment is therefore not a requirement, given the proximity of the canal, a Flood Risk and Drainage Strategy has been submitted, to demonstrate that it would incorporate sustainable drainage techniques and reduce the risk of flooding in accordance with the requirements of Policies 5.11, 5.12 and 5.13 of the London Plan and the NPPF.

The Flood Risk and Drainage Strategy concludes that as the site is within Zone 1 of the Environment Agency (EA) flood zone maps, there is no risk of flooding from rivers and sea, with an annual probability of under 0.1%. Recommendations are however proposed and form part of the drainage strategy of the site.

- A new linear drain across the site entrance be introduced to prevent surface water runoff into the development site from Horton Road;
- The detailed drainage design of the proposed infiltration techniques be carried out to

meet the requirements of BRE365, Ciria SuDS guidance and Building Regulations Part H; and;

· Further assessment of groundwater levels will take place as part of the intrusive site investigation.

The report concludes that the development proposals comply with the guidance provided in the NPPF, and the London Plan (2011), and that no reason exists to object to the proposals in terms of flood risk or drainage.

The Canal & River Trust maintains the water level of the adjoining Grand Union Canal, using reservoirs, feeders and boreholes, and thereafter manages the water by transferring it within the canal system. The level of the water in canals is normally determined predominantly by the use of weirs and is therefore controlled. The Trust notes that water levels in river navigations are affected by the flow in the river and will fluctuate more widely than canals.

The Flood and Drainage Officer notes that the FRA does not provide calculations to demonstrate that the area set aside for suDS is sufficient and points out that infiltration tests must be done rather than assuming infiltration is appropriate from previous arrangements. Given that a final drainage strategy has not been agreed, a condition is recommended requiring the submission and implementation of a detailed surface water drainage scheme, based on the agreed Flood Risk Assessment(FRA). The drainage strategy would have to demonstrate the surface water run-off generated to and including the 1 in 100 year critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme would also need to include provision of on-site surface water storage to accommodate the critical duration 1in 100 year storm event, with an allowance for climate change. Subject to compliance with this condition, it is considered that the scheme will have satisfactorily addressed drainage and flood related issues, in compliance with the Hillingdon Local Plan: Part 2 Policies OE7 and OE8, Policies 5.13 and 5.15 of the London Plan and the aspirations of the NPPF.

7.18 Noise or Air Quality Issues

Policy 7.15 of the London Plan seeks to reduce noise and minimise the existing and potential adverse impacts of noise on, from, within, or in the vicinity of, development proposals. A noise assessment has been carried out in support of the application and concludes that the principle of residential accommodation is acceptable in this location, subject to mitigation measures outlined within the report.

The Government's National Planning Policy Framework (NPPF) which replaces PPG24 (Planning and Noise) gives the Government's guidance on noise issues.

A baseline noise survey was undertaken to establish prevailing noise levels across the development site.

The application site is on a busy high road and sited next to commercial premises. It is therefore reasonable to expect that traffic and industrial noise from the neighbouring print works is likely to be high enough to affect the residential amenities of future occupiers. Although the print works operate occasionally during the night, it is noted that when the site is not in operation prevailing background noise levels at night will be significantly lower at this location. It should also be noted that there are numerous existing residential properties in the area that are subject to the same noise environment.

Based on the results of the noise survey, guidance on maximum allowable noise

emissions for any proposed plant serving the development has been proposed to ensure the local authority's emissions criteria can be met at nearby noise sensitive receptors. It is concluded that the site is suitable for residential development subject to a suitable scheme of mitigation measures being incorporated into the design. Further detail on noise control measures will be provided during detailed design.

It is considered that flatted development is acceptable in principle, subject to adequate sound insulation. The acoustic assessment contains recommendations, including a 2.5 metre high acoustic fence on the boundary with the neighbouring commercial premises, which, if 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'. It is considered that the issue of sound insulation can be addressed by the imposition of suitable conditions, as suggested by the Council's Environmental Protection Unit. Subject to compliance with these conditions, it is considered that the scheme would be in compliance with Policy OE5 of the Hillingdon Local Plan part 2.

Air Quality

No information was submitted with regard to air quality. Besides the impact of the development on the existing residents, air quality consideration also needs to be given to the impact on the proposed development of existing air quality in the area, as a number of new sensitive receptors are being introduced to the site.

The proposed development is within the declared AQMA and in an area that is likely to be slightly below the European Union limit value for annual mean nitrogen dioxide (40.0 mg/m³). Modelling undertaken by CERC for Hillingdon indicated the worst location on site exceeded the limit value at 41.8 mg/m³ and was just below the limit value adjacent to Horton Road varying from 39.5 mg/m³ to 39.29 mg/m³.

There is a NO_x diffusion tube (HD51) located near the junction of Horton Road on Colham Road (approximately 250 metres from the High Street and 185 metres from the railway). This tube location has measured bias adjusted annual mean for NO₂ over the last few years as follows: 2008 - 36.2 mg/m³, 2009 - 34.3 mg/m³, 2010 - 34.2 mg/m³, 2011 - 33.2 mg/m³, 2012 - 36.2 mg/m³. As the application site is located nearer to the High Street and the Railway line, it is possible the NO₂ annual mean on the application site is higher, however, it is anticipated it is likely to be a little below 40 mg/m³.

The development is introducing sensitive receptors into a poor air quality area. As no air quality assessment has been provided, it is unclear if air quality will improve or by how much, as a consequence of the development. The Council's Environmental Protection Unit has therefore requested conditions to provide details of the final energy provision at the site. and a Section 106 obligation up to £12,500 for contributions to the air quality monitoring network in the area.

Subject to the above mentioned conditions and planning obligation, it is considered that the impact of the development on the air quality of the area can be mitigated, to the extent that refusal of the application on these grounds would not be justified, in accordance with Policy EM8 of the Local Plan Part 1.

7.19 Comments on Public Consultations

The main issues raised have been dealt with in the main body of the report.

- Access from adjoining premises whilst building is in progress is not a planning matter.
- Traffic generation and parking provision has been assessed by the Highway Engineer and is considered acceptable
- The parking provision has been assessed and is adequate to meet the needs of the development.
- None of the development proposed falls outside the application site. The erection of a 2.5m high solid timber acoustic fence on the boundary with the adjoining commercial premises does not raise any planning related issues.
- There are no policies protecting commercial premises from loss of privacy.
- Ancient rights of light are covered by separate legislation.
- The issue of noise from surrounding commercial premises affecting future occupiers is addressed in the relevant section of this report.
- The issue of Fire Assessments and evacuation routes of adjoining commercial site is covered by separate legislation.
- Damage to adjoining properties during construction activities is subject to separate legislation and is not a planning matter.

7.20 Planning obligations

Policy R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) is concerned with securing planning obligations to supplement the provision recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals. These saved UDP policies are supported by more specific supplementary planning guidance.

The Council's Section 106 Officer has reviewed the proposal, as have other statutory consultees, including the Canals and Rivers Trust.. The comments received indicate the need for the following contributions or planning obligations to mitigate the impacts of the development, which have been agreed with the applicant:

- (i). Transport: All on site and off site highways works as a result of this proposal, including improvements to the site access.
- (ii) Education: The applicant provides a financial contribution towards school places in the area commensurate with the estimated child yield of the development amounting to £176,170
- (iii) Health: The applicant provides a financial contribution of £23,068.85 towards health care in the area
- (iv) Libraries: The applicant provides a financial contribution of £2,448.81 towards library provision in the area
- (v) Construction Training: either a construction training scheme delivered during the construction phase of the development or a financial contribution of £35,000
- (vi). Air Quality: The applicant provides a financial contribution in the sum of £12,500.
- (vii) Community Facilities/Public Realm, including towpath improvements: The applicant provides a financial contribution of £50,000
- (vii) Affordable Housing review mechanism
- (viii) Project Management and Monitoring Fee: a contribution equal to 5% of the total cash contribution to enable the management and monitoring of the resulting agreement.

The applicant has agreed to these proposed Heads of Terms, which are to be secured by way of the S106 Agreement. Overall, it is considered that the level of planning benefits sought is adequate and commensurate with the scale and nature of the proposed development, in compliance with Policy R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

7.21 Expediency of enforcement action

There are no enforcement issues associated with this site.

7.22 Other Issues

CONTAMINATED LAND

A Geo-Environmental Desk Study has been submitted in support of the application. The qualitative assessment of risk with regard to the future residential development is considered 'moderate'. Potential sources of contamination identified at the site include made ground under the areas of hard standing and possibly associated with the infilled dock and contamination from fuel storage and spillages at the site. The report recommends ground investigations to identify contamination at the site, which should include a ground gas/vapour assessment. Any assessment should also include groundwater testing where this is found.

The Environmental Protection Unit's concerns relate primarily to human health with regard to any groundwater contamination and raises no major concerns with regard to ground contamination. However, in light of the above assessment, conditions are recommended to effect the removal of the oily ground and any unknown contamination to assess gas levels and ensure that imported soils are free from contamination. Subject to these conditions, it is considered that the proposal can be implemented without the future occupiers of the development being subject to any risks from soil or ground water contamination, in accordance with policy OE11 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

The report also identifies the presence of Japanese knotweed on site and a condition is recommended requiring a scheme of eradication.

BLUE RIBBON NETWORK (The provision of wharfage, impact on the canal)

Policy AM 18 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) requires developments adjoining the Grand Union Canal, where appropriate, to secure canal side facilities for canal borne freight, as well as for recreation, amenity and nature conservation. London Plan (July 2011) policy 7.26 states that new development close to navigable waterways should seek to maximise water transport for bulk materials, particularly during demolition and construction phases, while Policy 7.30 seeks the protection of the Blue Ribbon Network (a network of strategic waterways identified within the London Plan with measures taken to improve the habitat and amenity value of the waterways).

These, and other issues, have been raised in the consultation responses from The Canals and Rivers Trust, which has recommended a condition requiring a feasibility study to assess the potential for moving freight by water during the construction cycle and occupation phase of the development (waste and recyclables). The Trust has also recommended a series of conditions to protect and enhance the canal side environment and has sought a contribution towards towpath improvements.

Paragraph 4.23 of the Hillingdon Local Plan: Part 1- Strategic Policies states the Grand Union Canal will be a key open space and blue/ green corridor with improved public access, strong biodiversity habitats, and increased opportunities for recreation and leisure activities. In addition, the Council is seeking to maximise the potential of the Grand Union Canal as a regeneration opportunity. Projects that help to meet this objective, such as the

upgrade of the canal towpath will be supported. The proposed scheme is considered to contribute towards these policy objectives.

8. Observations of the Borough Solicitor

General

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in "Probity in Planning, 2009".

Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have "due regard" to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different "protected characteristics". The "protected characteristics" are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have "due regard" to the above goals means that members should consider whether persons with particular "protected characteristics" would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances."

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

No objection is raised to the principle of the residential use of this site. The density of the proposed development falls within London Plan guidance. It is considered that the design, scale and layout of the development will introduce a built form that is appropriate to its town centre context and character of the area and views from the neighbouring Grand Union Canal.

Overall, it is considered that the proposed development would provide good living conditions for all of the proposed units and protect the residential amenity of surrounding occupiers in terms of outlook, privacy and light.

The applicant has offered an acceptable package of contributions to be secured by way of a proposed S106 Agreement. In addition, access, parking and highway safety issues have been satisfactorily addressed.

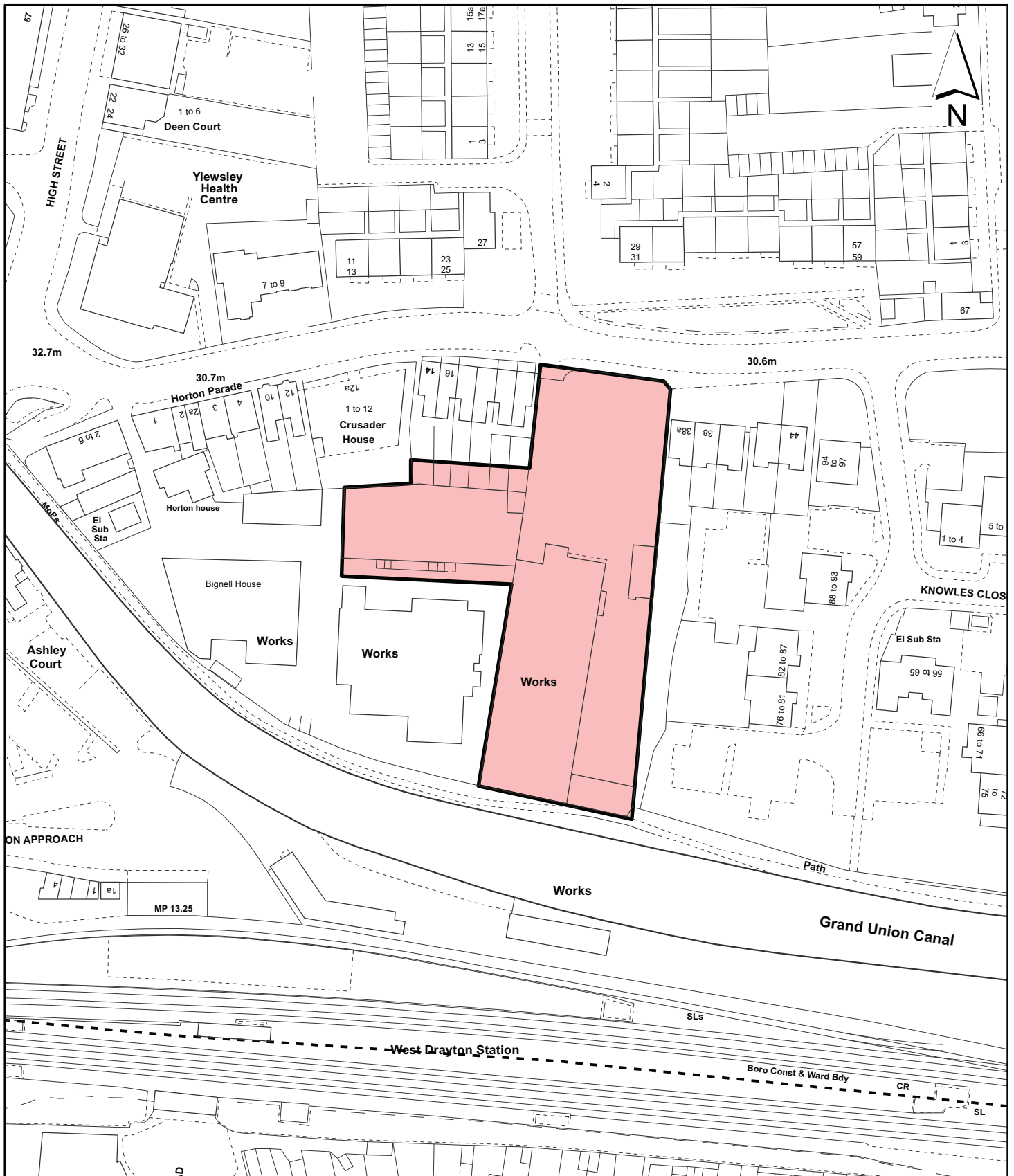
It is recommended that the application should be supported subject to a Section 106 Legal Agreement and conditions.

11. Reference Documents


- The Hillingdon Local Plan: Part 1- Strategic Policies (8th November 2012)
- Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
- London Plan 2011
- National Planning Policy Framework (NPPF)
- The Greater London Authority Sustainable Design and Construction (2006)
- Council's Supplementary Planning Guidance - Community Safety by Design
- Council's Supplementary Planning Document - Air Quality
- Hillingdon Supplementary Planning Document: Accessible Hillingdon (January 2010)

Contact Officer: Karl Dafe

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.

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Site Address	
26-36 Horton Road Yiewsley	
Planning Application Ref:	Scale
3507/APP/2013/2327	1:1,250
Planning Committee	Date
Major Application	December 2013

**LONDON BOROUGH
OF HILLINGDON**

Residents Services

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



HILLINGDON

LONDON

Report of the Head of Planning, Sport and Green Spaces

Address OLD COAL DEPOT TAVISTOCK ROAD YIEWSLEY

Development: Demolition of existing buildings and redevelopment of site to provide a materials recovery and recycling facility and Civic Amenity Site, incorporating a recovery and recycling building, storage bays, administration office/training building, external processing and storage area, two weighbridges, reuse and extension of railway sidings, and Civic Amenity Centre, together with associated car parking, landscaping, fencing and infrastructure.

LBH Ref Nos: 18736/APP/2013/1784

Drawing Nos: pp-004 rev p
pp-010
pp-011 rev p
pp-012 rev p
pp-013 rev p
pp-014 rev p
pp-015 rev p
Environmental Statement Volumes 1, 2 & 3
Planning Statement
Design & Access Statement
17388 L6
pp-016
pp-005 rev p
pp-006 rev p
pp-008 rev p
pp-001 rev p
pp-002 rev p
pp-003 rev p
pp-007 rev p
pp-009 rev p
Addendum to Transport Statement Nov 2013
Trabvel Plan - Nov 2013

Date Plans Received: 27/06/2013 **Date(s) of Amendment(s):**

Date Application Valid: 27/06/2013

1. SUMMARY

The planning application is for the development of a Waste Material Recycling & Recovery Facility (Proposed Development) which would upon completion consist of the following elements: a) A Materials Recovery and Recycling Building (MRF): consisting of one building incorporating three operational areas, for the preliminary separation, treatment and storage of reclaimed or salvaged materials and onward transfer for re-use and energy production; b) Storage Bays: including aggregate and sand for onward sale, general construction materials and materials for energy use for delivery by road or rail to other sites secured by contract; c) An Office Building: to accommodate Powerday Plc's administrative activities ancillary to the operations to be undertaken at the Site and the provision of a Training and Education Centre and the provision of staff accommodation and facilities, staff parking; d) External Processing and Storage Areas: external processing area to include concrete and wood processing and storage areas for

inert materials on the western side of the site boundary; and container storage (in association with the rail operation and maintenance); e) Two Weigh bridges; f) Re-use and extension of railway sidings; g) Civic Amenity site (CA): including 22 parking bays and provision for 8 containers to receive normal waste from households as well as other wastes, which because of its nature or composition is similar to waste from households, from the local community; h) Landscaping and fencing; i) Associated infrastructure: including roads, hardstanding and parking areas.

A total of 974 neighbouring properties were consulted. In addition to this Officers posted Site Notices in 22 locations in the Yiewsley and West Drayton areas including in local supermarkets to inform residents of the proposed development. 204 representations have been received. Of these 1 has been in support, 9 have been general comments and 193 have objected to the scheme. Issues relating to highways and traffic impacts, the scale of the development and air quality have all been raised. In addition, a petition of 3224 signatures objecting to the scheme has been received. Given the scale of the development it is referable to the Mayor of London.

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

However, the Council's Highways Officer has raised significant concerns about the quality and accuracy of the Transport Assessment. It is considered that the development would have significant adverse impacts on the free flow of the highway network in the Yiewsley & West Drayton Area and on highway or pedestrian safety.

In addition the Council's Air Quality Officer has also raised significant concerns regarding the acceptability, robustness and accuracy of the Air Quality Assessment which is underpinned by the the unacceptable Transport Assessment. The transport assessment needs to be refined using more sufficiently robust and accurate data. In particular, greater clarity and assessment of the amount of HGVs including the presumed impact of the rail. HGVs are considerably more polluting than light vehicles and need to be given appropriate attention in assessment.

The applicant has also failed to enter into a S106 Agreement.

2. RECOMMENDATION

That should the Mayor not direct the Council under Article 6 to refuse the application, or issue a direction under Article 7 that he is to act as the Local Planning Authority for the purposes of determining the application, delegated powers be given to the Head of Planning, Green Spaces and Culture to refuse planning permission for the reasons set out below and any other material planning reasons which might be raised by H.M. Railway Inspectorate:

1 NON2 Highways

The proposal involves a significant number of traffic movements, including many by heavy goods vehicles and the application fails to provide an accurate assessment of highways and transportation impacts associated with the proposed development and as such the scheme fails to demonstrate that it would not be detrimental to highway and pedestrian safety and the free flow of traffic contrary to policies AM7 and LE1 of the Hillingdon Local Plan Part 2 Saved Policies (November 2012) policies 5.17 and 6.3 of the London Plan (July 2011) and paragraph 32 of the National Planning Policy Framework.

2 NON2 Level Crossing

The proposed development will significantly increase the traffic passing over the level rail crossing, and in the absence of a full risk assessment in respect of the use of the level crossing the application fails to demonstrate that it would be safe for the public and rail operators, contrary to policies AM7 and AM11 of the Hillingdon Local Plan Part 2 Saved Policies (November 2012), policies 2.6, 6.2, 6.3 and 6.4 of the London Plan (July 2011) and paragraph 32 of the National Planning Policy Framework.

3 NON2 Air Quality

The applicant has failed to demonstrate that the air quality impacts of the development would not be unacceptable. The scale and magnitude of the development requires a much greater understanding of the air quality impacts and without this no proper assessment of mitigation can occur. The extent of the impacts is not sufficiently clearly set out in the Air Quality Assessment. Accordingly the proposal is contrary to Policy 7.14 of the London Plan and the Council's Supplementary Planning Guidance on Air Quality and the provisions set out in the National Planning Policy Framework.

4 NON2 Planning Obligations

The applicant has failed to provide a contribution towards the improvement of services and facilities as a consequence of demands created by the proposed development in respect of construction training, Highways matters, air quality monitoring, environmental mitigation (including but not limited to measures to control impacts of activities that would impact on residential amenity) and project management. The proposal therefore conflicts with Policies AM1, AM11 and R17 of the adopted Hillingdon Local Plan Part 2 Saved Policies (November 2012) and Policies 4.1, 4.12, 6.7 and 7.1 of the London Plan (July 2011) and the London Borough of Hillingdon Planning Obligations Supplementary Planning Document.

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

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

AM12 Promotion of traffic management measures which give priority to buses

AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -
(i) Dial-a-ride and mobility bus services
(ii) Shopmobility schemes
(iii) Convenient parking spaces
(iv) Design of road, footway, parking and pedestrian and street

	furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM18	Developments adjoining the Grand Union Canal - securing facilities for canal borne freight
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
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
BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE25	Modernisation and improvement of industrial and business areas
BE34	Proposals for development adjacent to or having a visual effect on rivers
BE35	Major development proposals adjacent to or visible from major road and rail connections to Heathrow and central London
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE4	New development within or on the fringes of conservation areas
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LE7	Provision of planning benefits from industry, warehousing and business development
OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
LPP 2.11	(2011) The Central Activities Zone - strategic functions
LPP 2.7	(2011) Outer London: economy
LPP 2.8	(2011) Outer London: Transport
LPP 4.1	(2011) Developing London's economy
LPP 4.4	(2011) Managing Industrial Land & Premises
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.15	(2011) Water use and supplies
LPP 5.16	(2011) Waste self-sufficiency
LPP 5.17	(2011) Waste capacity
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions

LPP 5.20	(2011) Aggregates
LPP 5.21	(2011) Contaminated land
LPP 5.3	(2011) Sustainable design and construction
LPP 5.5	(2011) Decentralised energy networks
LPP 5.7	(2011) Renewable energy
LPP 6.1	(2011) Strategic Approach
LPP 6.10	(2011) Walking
LPP 6.11	(2011) Smoothing Traffic Flow and Tackling Congestion and reducing traffic
LPP 6.12	(2011) Road Network Capacity
LPP 6.13	(2011) Parking
LPP 6.14	(2011) Freight strategy
LPP 6.3	(2011) Assessing effects of development on transport capacity
LPP 6.5	(2011) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2011) Cycling
LPP 7.1	(2011) Building London's neighbourhoods and communities
LPP 7.14	(2011) Improving air quality
LPP 7.15	(2011) Reducing noise and enhancing soundscapes
LPP 7.2	(2011) An inclusive environment
LPP 7.24	(2011) Blue Ribbon Network
LPP 7.3	(2011) Designing out crime
LPP 7.4	(2011) Local character
LPP 7.7	(2011) Location and design of tall and large buildings
LPP 7.8	(2011) Heritage assets and archaeology
LPP 8.2	(2011) Planning obligations
LPP 8.3	(2011) Community infrastructure levy
AM11	Improvement in facilities and promotion of safety and security at bus and rail interchanges; use of planning agreements to secure improvement in public transport services
LPP 6.2	(2011) Providing public transport capacity and safeguarding land for transport
LPP 6.4	(2011) Enhancing London's Transport Connectivity
LPP 2.6	(2011) Outer London: vision and strategy
NPPF	

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located off Tavistock Road in West Drayton, and comprises the Old Coal Depot. It is 3km from Junction 4 of the M4 motor way, with the M4 and M25 interchange a further 2km to the west; junction 1 of the M40 is approximately 7km to the north. Heathrow Airport is located approximately 5km to the south, within the Borough, and Central London is approximately 28km to the east. The centre of Slough is approximately 10km to the west.

The Application Site is irregular in shape, comprising approximately 5.57 hectares. Excluding the access track to the east, the Application Site measures approximately 470m x 170m, at its widest points. Vehicular access is gained from Tavistock Road to the east along a narrow two way tarmac carriageway, which measures approximately 215m in

length and truncated by the level rail crossing.

The majority of the Application Site contains a mixture of small scale light industrial and commercial business uses. There is a two storey brick office building, occupied by Euro Storage (UK), located in the south east corner of the main part of the Application Site, plus a number of other temporary units and storage containers scattered throughout.

Given its previous and current uses, the Application Site is wholly covered by hardstanding with no existing vegetation apart from a small area of dense woody scrub in the north western corner, scattered patches of scrub, trees, tall ruderal and ephemeral/short perennial vegetation and some boundary planting.

The land in the vicinity of the Application Site lies within the floodplain of the River Colne and its tributaries, albeit the site itself lies at a man-made higher elevation of approximately 30.0m Above Ordnance Datum (AOD). The relatively flat natural topography characterises the surrounding area of the Application Site to the north, west and south.

To the south, the Application Site is separated from the Great Western Railway West Wales to London Paddington Main Line by a swathe of land currently utilised as a minerals and aggregate storage depot, which contains some existing scrub and tree planting. A further scrub and tree belt lies between the Application Site and the swathe of land mentioned above, directly south of the existing office building towards the south eastern corner of the Application Site.

Residential properties lie further to the south of the Application Site, beyond the Main Line, with the properties in Weirside Gardens, Fairway Avenue, Fairway Close, Humber Close and Colham Mill Road being the closest. The Weirside Gardens, Fairway Avenue and Fairway Close area (and beyond) is designated as an Area of Special Local Character in the adopted Unitary Development Plan (UDP); West Drayton Conservation Area lies further to the south east.

Another railway line, which is used for aggregates traffic, diverges from the Main Line to the east of the Application Site, and follows the northern and western boundaries of the Application Site before continuing directly south past the M4 and M25 interchange.

A railway embankment separates the northern and western boundaries of the Application Site from the railway line. A number of residential properties lie further to the north, beyond the railway line, in Trout Road and Trout Lane, along with further business/industrial uses, mainly comprising storage/haulage type uses, all of which are located within Colne Valley Park. This area is designated Green Belt and includes the Slough Arm section of The Grand Union Canal and Little Britain, Cowley, both of which are Nature Conservation Sites of Metropolitan or Borough Grade I Importance; Cowley Lock Conservation Area lies further north.

Colne Valley Park, is a large north/south linear park that runs from the northern edge of Staines in the south to the southern edge of Rickmansworth in the north, wraps around the Application Site from the north to the west, where the administrative boundary of Hillingdon ends and gives way to South Buckinghamshire District Council; the River Colne runs north south through the park. The Iver Water Treatment Works lies further to the west, inside the M25.

A small copse, which the Fray's River runs through and falls within the Little Britain,

Cowley Nature Conservation Site of Metropolitan Importance, is located immediately adjacent to the site to the east/north east.

Tavistock Road, which lies further to the east/north east, comprises a mix of residential development and industrial, retail and office units. Beyond that lies the Yiewsley Town Centre area, consisting of a number of common High Street services and facilities.

3.2 Proposed Scheme

The planning application is for the development of a Waste Material Recycling & Recovery Facility (Proposed Development) which would upon completion consist of the following elements:-

i) A Materials Recycling Building (MRF): Measuring 192m at its maximum length by 103m and provide 15,581m² gross floorspace with a maximum height of 18.5m which would be located centrally within the Site. This would be a clad steel framed structure with curved roof. Vehicle entrance to the building would be provided on the eastern, western and northern elevations away from residential properties located to the south of the Site. There will be a single opening along the southern elevation for service and maintenance requirements only. The building would be open plan allowing maximum flexibility for the siting of equipment and general operations.

ii) Storage Bays: It is proposed that the storage area would also house materials associated with the construction industry as well as providing storage in association with the wood and concrete processing.

iii) External Processing and Storage Areas (to include concrete and wood processing and inert material storage): To be provided on the western side of the site boundary in proximity to the railway and container storage (in association with the rail operation and maintenance).

iv) Offices and associated car parking for Powerday. The offices would be contained in a newly constructed two-storey building located just to the east of the existing entrance to the Site, which would have a gross floorspace of approximately 480m². The office building would consist of a reception area, meeting rooms and an education/training centre on the ground floor and general office accommodation throughout the remainder of the building. The office car parking would be provided for both employee and visitor use in line with the Council's standards.

v) A platform measuring approximately 220m in length and 4.5 - 12m in width would be constructed to allow for the loading and unloading of material from trains halting at the Site. An existing rail siding would be retained and extended to provide rail access to the Site. A buffer would be required at the western end of the sidings for the purposes of rail safety.

vi) Two weighbridges to be located at the Site entrance. One will weigh vehicles entering the site and the second leaving the site.

vii) A Civic Amenity site (CA): including 22 parking bays and provision for 8 containers to receive normal waste from households as well as other wastes, which because of its nature or composition is similar to waste from households, from the local community.

viii) Landscaping and fencing to include tree planting, the erection of an acoustic barrier fence and palisade fence.

ix) Associated infrastructure: including roads, hardstanding and parking areas.

The proposed development would deal with a wide range of waste types including:-

- i) Inert;
- ii) Non Hazardous;
- iii) Hazardous (Limited to Lower Risk Types).

Inert waste as defined by The Landfill Directive 1999, is waste that does not undergo any significant physical, chemical or biological transformations. It does not dissolve, burn or otherwise physically or chemically react, biodegrade or adversely affect other matter with which it comes into contact in a way likely to give rise to environmental pollution or harm to human health; and its total leachability and pollutant content and the ecotoxicity of its leachate are insignificant and, in particular, do not endanger the quality of any surface water or groundwater. Such wastes include sand and concrete.

Non-hazardous waste is not specifically defined in the revised Waste Framework Directive (rWFD - Directive 2008/98/EC on waste and repealing certain Directives). "Waste" and "hazardous waste" are defined in that document. Hazardous waste is defined as "waste which displays one or more of the hazardous properties listed in Annex III", Annex III of the rWFD sets out the 15 hazardous properties which can render waste as hazardous. By inference, non-hazardous waste is that waste which is not hazardous.

The rWFD makes reference to "List of waste" at Article 7 and further refers to the Commission Decision that sets out the list of waste referred to as the European Waste Catalogue (EWC). This list, implemented in England by the List of Wastes (England) Regulations 2005, classifies wastes by their source and their type (e.g. soil and stones produced by construction and demolition activities). The EWC code list also identifies hazardous waste by use of an asterisk. The non-asterisked waste is therefore non-hazardous.

All the above waste streams can be found in commercial and industrial (C&I) waste, construction and demolition (C&D) waste and municipal solid waste (MSW) in varying degrees, all of which are proposed to be accepted at the site subject to the Environment Agency permitting. However it is proposed that Hazardous waste types will be limited to lower risk types as identified in the EWC 2002.

The site would also handle aggregate and sand for onward sale and delivery to development sites in the locality. The opportunity would also be taken to convert construction and demolition wastes into recycled aggregate as well as processing wood for use in the energy sector.

The different tonnages of the industrial waste streams and aggregates/sand to be managed on the site would be dependent on the terms of new contracts, market conditions and the physical capacity of the site to manage the material. The amount and proportion of material processed and managed at the site would vary over time in accordance with market conditions.

The capacity of the site is determined by its physical size, the floorspace of the proposed buildings, the processing equipment that can be accommodated, the material being managed, the level of processing that takes place and the capacity of the transport infrastructure to accommodate the import and export of material.

Of these constraints, the capacity of the transport infrastructure to import and export material sets the maximum capacity of the site, and a significant amount of material can be delivered to or exported from the site by rail. The application seeks to price the following capacity of waste (Tonnes per annum):

By Road - 600,000
By Rail - 350,000
TOTAL - 950,000

Materials Recycling Building

The Materials Recycling Building (MRF) would accept commercial/industrial waste, demolition and construction waste and municipal solid waste.

The MRF is a specialised plant, which separates and processes recyclables that have been collected in order to recover secondary materials for onward shipment to recycling plants or for use with further reprocessing. The main components of a MRF include:

- Weighing inbound and outbound materials to record loads;
- Delivery and storage of incoming wastes;
- Processing of wastes; and
- Storage of recovered products and by-products.

All processing of waste would take place within the MRF building with the exception of concrete and wood processing and inert materials storage. These proposed processing activities would be carried out in the western corner of the site on impermeable hardstanding. The MRF building has been sized and designed to accommodate the necessary plant and equipment.

Processed materials, depending on type, would either be baled or stockpiled ready for use, onward reprocessing, transfer for use as Refuse Derived Fuel (RDF) in an offsite Energy from Waste (EFW) facility. The stockpiled and baled material would be stored within the building or in the storage area located within the western section of the Site. It is intended that materials would be exported from the Site to their point of use.

It is proposed to accept a limited range of hazardous waste for a limited range of assessment and treatment. The definitive list of acceptable wastes will be determined through the environmental permitting process and determined and regulated by the Environment Agency. All activities relating to Hazardous waste treatment will take place within the MRF.

Storage Bays and External Processing Areas

The Storage Bays (SB) would provide a storage area for waste materials awaiting processing or onward movement following processing. The SB would deal with residual material from the MRF as well as general waste loads. The material would be stored on Site within the general storage areas located to the west of MRF building. It would subsequently be bulk transferred off Site for re use.

Storage areas would be for general construction material including processed concrete and wood. This activity would be undertaken in the identified storage areas to the west of the site.

The site would accept aggregate, sand and similar bulk construction materials, which would be stockpiled in the storage bays. This material would be sold on or mixed with recycled inerts processed at the MRF to provide a product for the construction industry. The aggregates or product would be exported from the Site to their point of use. Where aggregate would be delivered to the Site by train, the material would be discharged from the wagons by hopper and conveyor to covered bays along the western side of the MRF building. General construction material would be transported to the Site and stockpiled temporarily before being transferred by road or rail.

The two weighbridges would ensure the tonnage of material entering and leaving the site could be measured and recorded for permitting, planning enforcement and commercial reasons.

Civic Amenity Site

The Civic Amenity Site (CAS) would consist of 8 container bays which would accept normal household waste including, but not limited to inert materials, MSW, wood, metals, general waste and garden waste. The containers will then be transferred directly to the MRF building for processing, limiting transport requirements. There will be 22 parking bays available for members of the public to utilise the CAS.

3.3 Relevant Planning History

Comment on Relevant Planning History

There is no directly relevant 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.BE1 (2012) Built Environment
- PT1.E1 (2012) Managing the Supply of Employment Land
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM11 (2012) Sustainable Waste Management
- PT1.EM3 (2012) Blue Ribbon Network
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM7 (2012) Biodiversity and Geological Conservation
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.HE1 (2012) Heritage
- PT1.T3 (2012) North-South Sustainable Transport Links

Part 2 Policies:

AM12	Promotion of traffic management measures which give priority to buses
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM18	Developments adjoining the Grand Union Canal - securing facilities for canal borne freight
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
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
BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE25	Modernisation and improvement of industrial and business areas
BE34	Proposals for development adjacent to or having a visual effect on rivers
BE35	Major development proposals adjacent to or visible from major road and rail connections to Heathrow and central London
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE4	New development within or on the fringes of conservation areas
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LE7	Provision of planning benefits from industry, warehousing and business development
OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
LPP 2.11	(2011) The Central Activities Zone - strategic functions
LPP 2.7	(2011) Outer London: economy
LPP 2.8	(2011) Outer London: Transport

LPP 4.1	(2011) Developing London's economy
LPP 4.4	(2011) Managing Industrial Land & Premises
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.15	(2011) Water use and supplies
LPP 5.16	(2011) Waste self-sufficiency
LPP 5.17	(2011) Waste capacity
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.20	(2011) Aggregates
LPP 5.21	(2011) Contaminated land
LPP 5.3	(2011) Sustainable design and construction
LPP 5.5	(2011) Decentralised energy networks
LPP 5.7	(2011) Renewable energy
LPP 6.1	(2011) Strategic Approach
LPP 6.10	(2011) Walking
LPP 6.11	(2011) Smoothing Traffic Flow and Tackling Congestion and reducing traffic
LPP 6.12	(2011) Road Network Capacity
LPP 6.13	(2011) Parking
LPP 6.14	(2011) Freight strategy
LPP 6.3	(2011) Assessing effects of development on transport capacity
LPP 6.5	(2011) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2011) Cycling
LPP 7.1	(2011) Building London's neighbourhoods and communities
LPP 7.14	(2011) Improving air quality
LPP 7.15	(2011) Reducing noise and enhancing soundscapes
LPP 7.2	(2011) An inclusive environment
LPP 7.24	(2011) Blue Ribbon Network
LPP 7.3	(2011) Designing out crime
LPP 7.4	(2011) Local character
LPP 7.7	(2011) Location and design of tall and large buildings
LPP 7.8	(2011) Heritage assets and archaeology
LPP 8.2	(2011) Planning obligations
LPP 8.3	(2011) Community infrastructure levy
AM11	Improvement in facilities and promotion of safety and security at bus and rail interchanges; use of planning agreements to secure improvement in public transport services
LPP 6.2	(2011) Providing public transport capacity and safeguarding land for transport
LPP 6.4	(2011) Enhancing London's Transport Connectivity
LPP 2.6	(2011) Outer London: vision and strategy

NPPF

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **25th July 2013**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

A total of 974 neighbouring properties were consulted. In addition to this Officers posted Site Notices in 22 locations in the Yiewsley and West Drayton areas including in local supermarkets to inform locals of the proposed development. 204 representations have been received. Of these 1 has been in support, 9 have been general comments and 193 have objected to the scheme.

The objections have been raised on the following grounds:

1. Additional heavy lorry movements 7 days a week.
2. Even greater congestion on already heavily congested roads which often are a standstill already.
3. Proximity of the proposed development to residential areas
4. Pollution from the development. The area is already heavily polluted from the M4, M25 and Heathrow Airport.
5. Poor and limited vehicle access to the site which will force lorries to go through West Drayton & Yiewsley.
6. Poor Access to the site will be hazardous and a danger to road users.
7. The site is to be used 24/7 365 days a year will cause dust and noise problems to local residents.
8. Contravenes Human Rights Act.
9. Raised site means that disturbance from the site would have a detrimental effect on both adjacent housing and properties further away.
10. This highly populated area is unsuitable for a waste facility.
11. Impact on peoples health resulting from air quality impacts of the development.
12. Impact on quality of life for residents.
13. Pollution from the site could be pumped into the air whilst winds would carry the nauseating gasses and smells to homes and businesses.
14. Air Pollution.
15. Noise pollution.
16. Fall out from the development would cause closure of Paddington to East Country mainline.
17. Injuries and possible fatalities due to close proximity and density of the community.
18. Public road transport will suffer due to increased congestion.
19. Planning Guidance (May 2006) states that waste facilities should not impact on the well being of the local community and environment. The Powerday proposals will.
20. The site was removed from the West London Waste Plan as it was found to be inappropriate therefore the proposal cannot be deemed acceptable on this site.
21. The sludge lagoon would be a health hazard.
22. Light Pollution.

In addition 9 petitions in objection to the scheme have been received. These have between 20 and 3244 signatures on them.

The petitioners raise objections on the following grounds:

1. The development would adversely affect the local community and would undermine the quality of life.
2. Access to the site would be severely restricted by a low railway bridge and the adjacent railway and bus stations.
3. The detrimental impact will have on local businesses.
4. Loss of local jobs from the existing site and local shops and businesses
5. Negative environmental impact on residents and all those visiting and doing business in the area.
6. Health and welfare on children
7. Loss of a site which could generate 100's of jobs
8. Loss of job generating rail head
9. Traffic gridlock
10. Loss of benefits to the area arising from Crossrail
11. Pollution, including noise and light generated from the crushing and shredding activities which take outside the main plant.
12. Rats and other vermin will be attracted to the site.

JOHN RANDALL MP

I have been approached by many local residents in addition to local Residents' Association in the proximity of this site.

Before dealing with the application itself I have been asked to obtain from the LBH a list of those properties which have been or will be notified about this application as it is a very substantial proposal with potentially severe consequences for local residents.

I am personally very concerned at the traffic implications in an area that has already had real problems over a lengthy period. There was a similar application a few years ago which I objected to on many ground. Many of those will be repeated here.

I am personally very concerned at the traffic implications in an area that has already had real problems over a lengthy period with very difficult and restricted access from a residential road off the main high road. For northbound traffic the residential road is a sharp left turn immediately after going under a railway bridge where the main road is at its narrowest and is subject to flooding. There is only one way into and out of the site by a narrow ramped access way and therefore there will inevitably be traffic queueing.

The health of local residents, especially children, is already affected by high pollution levels coming from heavy traffic, particularly lorries. All heavy goods traffic would have to come through the town centre where local residents are already saying they only want cars, vans and buses to have access.

Small suburban centres are not suitable for large volumes of heavy goods vehicles. There are already major hold-ups of traffic and peak and other times at this junction. In addition I thoroughly concur with the views of the West Drayton Garden City Residents' Association in the following points:-

The main road is a route to school as there is a primary school on the main road in Yiewsley Centre.

The site is immediately adjacent to a zone 3b Flood Risk Area.

The site is immediately adjacent to the Green Belt.

JOHN MCcDONNELL MP

I am writing with regard to the planning application by Powerday for an industrial waste recycling

centre at the old coal depot in Tavistock Road, West Drayton.

As you are aware, the local area is already heavily congested. The majority of the waste material will be coming in by road and will dramatically increase the traffic movements in the area. In addition there is only one way in and out of the site via a residential road off the main high street.

The town centre is not equipped to deal with large volumes of heavy goods vehicles. It is not acceptable to expect small suburban towns to absorb this type of traffic. Up and down the country town centres are closing their roads to lorries in the interest of the residents who are being exposed to traffic fumes and restricted movement.

I share residents' concerns that the access point will be opposite West Drayton bus and train station. Not only will this cause chaos on the High Street and surrounding roads but buses and passengers alike will have to negotiate with huge lorries that will be trying to access the plant. This proposed development is in the heart of a densely populated area. I believe that such a development will have a detrimental impact for those working and living in the vicinity and beyond.

This proposed development does not provide any benefits for the local community and will undoubtedly affect the residents' quality of life as they will be exposed to noise, light and air pollution as well as an increase in traffic 24 hours a day, 7 days a week. I am therefore writing to place my objection to this planning application on record and would strongly urge that this application is rejected.

I would also request that the London Borough of Hillingdon consults as widely as possible as an application such as this will have a huge impact on the wider area and the views of all those who will be affected need to be taken in to account.

GLA STAGE 1

London Plan policies on principle of development, waste, employment, urban design, inclusive access, air quality, noise, sustainable development and transport are relevant to this application.

The application broadly complies with the London Plan, there are some outstanding issues that need to be resolved and these and their potential remedies are set out below.

Principle of development: The development proposals have significant potential to support and capture the benefits of waste recycling, contribute to the Mayor's recycling level targets, while delivering the Mayor's waste policy and therefore, are supported in principle. Further consideration will need to be given to the imminent WLWP (Proposed Submission version) and its general conformity with the London Plan and details of Network Rail requirements for this site.

Employment: The proposals will make a valuable contribution to the generation of jobs and the development is accepted strategically in this regard.

Urban design: The proposed design is generally accepted and in line with policies contained in chapter seven of the London Plan.

Inclusive access: Clarity of how inclusive access has been considered with regards to areas of the public realm is also sought for the scheme to be in line with London Plan policies 7.2.

Air quality: Before the scheme is referred back at stage two, relevant planning conditions will need to be secured by the Council.

Noise: Before the scheme is referred back at stage two, relevant planning conditions will need to be secured by the Council.

Climate change: The scheme fully complies with London Plan policy 5.2.

Transport: In order for the application to comply with the transport policies of the London Plan TfL requires that the applicant provides additional information on how freight will access the site by both road and rail, amend both the impact assessment and DSP, confirm the number of cycle and car spaces proposed, undertake a pedestrian audit and finally provide a Workplace travel plan for assessment.

STOCKLEY PARK ESTATE MANAGEMENT

Garden City Estates Resident's Association has made us aware of the above planning application by Powerday to open an industrial waste recycling plant in Yiewsley. In considering the application, would you please review any potential implications that additional traffic may have on Stockley Park.

We have reported on numerous occasions that traffic on the A408 Stockley Road has caused congestion resulting in delays of more than an hour to residents trying to leave Stockley Park. We would be concerned if additional traffic from the proposed recycling plant were to exacerbate this situation.

NERL

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.

However, please be aware that this response applies specifically to the above consultation and only reflects the position of NERL (that is responsible for the management of en route air traffic) based on the information supplied at the time of this application. This letter does not provide any indication of the position of any other party, whether they be an airport, airspace user or otherwise. It remains your responsibility to ensure that all the appropriate consultees are properly consulted.

If any changes are proposed to the information supplied to NERL in regard to this application which become the basis of a 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.

CROSSRAIL

Thank you for your letter dated 2 July 2013 and the accompanying planning application documents relating to the above site, requesting the views of Crossrail Limited on the above application. Again, please accept my apologies for the delay in responding.

Crossrail is a proposed new railway that will link Heathrow and Maidenhead in the west to Shentfield 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 within 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.

You may inspect and/or purchase copies of Plans, Sections, Environmental Statements, Explanatory Notes and Non-Technical Summaries pertaining to the Crossrail proposals at specified Libraries, Local Authority Offices or directly from Crossrail Limited at "28th Floor, 25 Canada Square, Canary Wharf, London E14 5LQ". In addition, the latest project developments can be found on the Crossrail website www.crossrail.co.uk/safeguarding, which is updated on a regular basis.

I hope this information is helpful, but if you require any further assistance then please feel free to contact a member of the Safeguarding Team on 0345 602 3813, or by email to safeguarding@crossrail.co.uk

HEATHROW EDUCATION AND WELFARE ASSOCIATION

I write on behalf of the Heathrow Education and Welfare Association (HEWA) concerning the above planning application submitted by Powerday to develop the Coal Yard site in Tavistock Road Yiewsley for industrial waste recycling. We object in the strongest terms to this application.

As a place of worship, education and welfare based in the area, we believe that the site is unsuitable for the proposed large scale operation. We believe that the facility, if approved, would materially damage both the financial and business environment of Yiewsley and West Drayton as well as our own charitable institution. The sole access to the site via the High Street/Station Road and onto Tavistock Road is already heavily congested for most of the working day and therefore any development which could bring further heavy lorries to this major road artery is viewed with grave concern by our organisation.

Our Centre at 1 Colham Mill Road is just a few metres away from the Tavistock Road entrance to the site, and many of our worshippers and others attending our meetings are already disturbed by the heavy traffic which passes our centre. We are of the opinion that the development on the Coal Yard site for up to 950,000 metric tons of industrial waste per year will bring many additional HGVs and skips to the area, so polluting the area and causing considerable disturbance to those visiting and doing business.

Air quality in Yiewsley and West Drayton is already poor, and the queueing of heavy lorries trying to get in and out of the site will, we believe increase pollution levels even further. We therefore ask the Council to refuse this application when it is considered by the Committee.

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THAMES WATER

With the information provided Thames Water, has been unable to determine the waste water infrastructure needs of this application. Should the Local Planning Authority look to approve the application ahead of further information being provided, we request that the following 'Grampian Style' condition be applied - "Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker.

No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed". Reason - The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community. Should the Local Planning Authority consider the above recommendation is inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority Liaises with Thames Water Development Control Department (telephone 0203 577 9998) prior to the Planning Application approval.

Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system. There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer.

Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the options available at this site.

A Trade Effluent Consent will be required for any Effluent discharge other than a 'Domestic Discharge'. Any discharge without this consent is illegal and may result in prosecution. (Domestic usage for example includes - toilets, showers, washbasins, baths and canteens), Typical Trade Effluent processes include: - Laundrette/Laundry, PCB manufacture, photographic/printing, food preparation, abattoir, farm wastes, vehicle washing, metal plating/finishing, cattle market wash down, chemical manufacture, treated cooling water and any other process which produces contaminated water. Pre-treatment, separate metering, sampling access etc, may be required before the Company can give its consent. Applications should be made at

<http://www.thameswater.co.uk/business/9993.htm> or alternatively to Waste Water Quality, Crossness STW, Belvedere Road, Abbeywood, London. SE2 9AQ. Telephone: 020 3577 9200.

Thames Water would recommend that petrol/oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol/oil interceptors could result in oil-polluted discharges entering local watercourses.

Water Comments

With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Veolia Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

Supplementary Comments

No documentation containing details of the proposed drainage plan could be located on the local authority website. In order for Thames Water to determine whether the existing sewer network has sufficient spare capacity to receive the increased flows from the development, a drainage strategy must be submitted detailing the proposed foul and surface water strategies. Details of any proposed alterations to the connection points to the public system, and calculated increase in discharge rate must be included in the drainage strategy.

If initial investigations conclude that the existing sewer network is unlikely to be able to support the discharge anticipated from this development, it will be necessary for developers to fund studies to ascertain whether the proposed development will lead to overloading of existing waste water infrastructure.

HEATHROW AIRPORT SAFEGUARDING

We refer to your email dated 2nd July 2013, received in this office on the same day.

The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any planning permission granted is subject to the condition detailed below:

Submission of a Bird Hazard Management Plan

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

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

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

Reason: It is necessary to manage the flat roofs in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

Information

The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not

utilise the roof. Any gulls found nesting; roosting or loafing must be dispersed by the owner/occupier when detected or when requested by BAA Airside Operations staff. In some instances it may be necessary to contact BAA Airside Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof.

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

We would also make the following observation:

Cranes

Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at [http://www.aoa.org.uk/operation & safety/safeguarding.htm](http://www.aoa.org.uk/operation%20&%20safety/safeguarding.htm))

We, therefore, have no aerodrome safeguarding objection to this proposal, provided that the above condition is applied to any planning permission.

It is important that any conditions requested in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of BAA, or not to attach conditions which BAA has advised, it shall notify BAA, and the Civil Aviation Authority as specified in the Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.

NETWORK RAIL

Thank you for your email dated 2nd July, together with the opportunity to comment on this proposal.

After studying the proposals detailed in the application and consultation with our Level Crossing Manager and Drainage Engineer, Network Rail objects to this application as currently proposed.

The proposed development will significantly increase the use of the Level Crossing which we believe will not be suitable for heavy public use which will be the case when it becomes a civic amenity site.

We therefore request the following details from the applicant which we will need to assess prior to submitting our final comments.

The applicant will need to carry out a full risk assessment and safety works on the level crossing; details are to be submitted to Network Rail for review.

We require drainage details at this location due to the size of the proposed facility and car parking area as there is a risk of runoff in the area toward the railway infrastructure. Until we have received the above, our objection to this application remains.

You are also obliged to consult with H.M. Railway Inspectorate at the Office of Rail Regulation on the application (in accordance with the provisions of the Town & Country Planning (General Development Procedure) Order 2010, SI:2010 No.2184 and Paragraph 13, Appendix B of Department of Environment Circular 9/95).

ENVIRONMENT AGENCY

Further to my letter dated 23 July I am writing to confirm that we do not have any additional objections to make with respect to groundwater and contaminated land. Therefore our Flood Risk objection remains our formal response, which I include below for reference.

We object to the application as submitted for the following reasons:

- i) The applicant has not demonstrated that the storage volume required to attenuate surface water run-off from the critical 1 in 100 chance in any year storm event, with an appropriate allowance for climate change, can be provided on site.
- ii) The applicant has not demonstrated that sustainable drainage systems (SuDS) will be used on site to provide storage for surface water generated on site, in line with the National Planning Policy Framework paragraph 103, that requires development to give priority to the use of SuDS.
- iii) The applicant has not demonstrated that the peak discharge rate for all events up to and including the 1 in 100 chance in any year critical storm event, including an appropriate allowance for climate change, will not exceed 50% of the existing run-off rate.

Surface water for up to the 1 in 100 chance in any year storm event, including an allowance for climate change, must be safely contained on site. It is acceptable to partially flood the site during this event, ensuring that buildings are not affected by flooding and the site can be safely navigated by users. Where this flooding will be within roads or pathways, the applicants must ensure that safe access and egress is still available.

The surface water strategy must demonstrate that the use of SuDS has been given priority over more traditional pipe and tank systems, providing justification where it is not considered practicable to utilise SuDS on site. The surface water strategy should be carried out in accordance with the National Planning Policy Framework and PPS25 Practice Guide giving preference to infiltration over discharge to a watercourse, which in turn is preferable to discharge to surface water sewer.

The applicant must demonstrate through their surface water strategy that the proposed development will not create an increased risk of flooding from surface water and that the surface water run-off rate has been reduced by at least 50% in line with the London Plan Policy 5.13 and its supplementary Planning Guidance on Sustainable Design and Construction.

Guidance on the preparation of surface water strategies can be found in the Defra/Environment Agency publication "Preliminary rainfall runoff management for developments". Guidance on climate change allowances can be found within the National Planning Policy Framework Technical Guidance.

The applicant should, as part of the surface water strategy, demonstrate that the requirements of any local surface water drainage planning policies have been met and the recommendations of the relevant Strategic Flood Risk Assessment and Surface Water Management Plan have been considered. The strategy should also meet Policy 5.13 of the London Plan (July 2011). Policy 5.13 states that: "developers should aim to achieve greenfield runoff from their site through incorporating rainwater harvesting and sustainable drainage", with a 50% reduction in the runoff rate being the essential standard that must be achieved (London Plan Supplementary Planning Guidance: Sustainable Design and Construction).

Surface water run-off should be controlled as near to its source as possible through a sustainable drainage approach to surface water management (SUDS). SUDS are an approach to managing surface water run-off which seeks to mimic natural drainage systems and retain water on or near the site as opposed to traditional drainage approaches which involve piping water off site as quickly as possible. SUDS involve a range of techniques including soakaways, infiltration trenches, permeable pavements, grassed swales, ponds and wetlands. SUDS offer significant advantages

over conventional piped drainage systems in reducing flood risk by attenuating the rate and quantity of surface water run-off from a site, promoting groundwater recharge, and improving water quality and amenity.

Further information on SUDS can be found in:

- PPS25 Practice Guide
- CIRIA C522 document Sustainable Drainage Systems - design manual for England and Wales
- CIRIA C697 document SUDS manual

On overcoming the above objection, we will have further comments and conditions to provide with respect to permitting and groundwater and contaminated land issues.

Advice to applicant

Please note that there may be other sources of flooding that affect this site that are not within our direct remit, but nevertheless are important considerations for managing flood risk for this development. Under the Flood and Water Management Act, the Local Authority has the lead role in these matters and consideration of these other sources of flooding may be necessary to inform suitable mitigation measures to reduce the impact of flooding.

OFFICER COMMENT: It should be noted that since the Environment Agency commented on this application, a Framework Agreement has been agreed between the EA and Hillingdon giving the Council's Flood Risk & Water Management Specialist sole responsibility for all Flood Risk related issues thus removing the need to consult the EA on such matters. Given this, it is considered that the Council's Flood Risk & Water Management Specialist's flood risk comments are take precedent. As such no objection has been raised in relation to flood risk subject to a water management condition. The application is therefore considered to be acceptable in this regard.

NATURAL ENGLAND

Protected species Bats

It is noted that a survey for European Protected Species has been undertaken in support of this proposal. Natural England does not object to the proposed development. On the basis of the information available to us, our advice is that the proposed development would be unlikely to affect bats.

For clarity, this advice is based on the information currently available to us and is subject to any material changes in circumstances, including changes to the proposals or further information on the impacts to protected species.

Local wildlife sites

If the proposal site is on or adjacent to a local wildlife site, eg Site of Nature Conservation Importance (SNCI) or Local Nature Reserve (LNR) the authority should ensure it has sufficient information to fully understand the impact of the proposal on the local wildlife site, and the importance of this in relation to development plan policies, before it determines the application.

Biodiversity enhancements

This application may provide opportunities to incorporate features into the design which are beneficial to wildlife, such as the incorporation of roosting opportunities for bats or the installation of bird nest boxes. The authority should consider securing measures to enhance the biodiversity of the site from the applicant, if it is minded to grant permission for this application.

This is in accordance with Paragraph 118 of the National Planning Policy Framework. Additionally, we would draw your attention to Section 40 of the Natural Environment and Rural Communities Act (2006) which states that 'Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving

biodiversity'. Section 40(3) of the same Act also states that 'conserving biodiversity includes, in relation to a living organism or type of habitat, restoring or enhancing a population or habitat'.

Landscape enhancements

This application may provide opportunities to enhance the character and local distinctiveness of the surrounding natural and built environment; use natural resources more sustainably; and bring benefits for the local community, for example through green space provision and access to and contact with nature. Landscape characterisation and townscape assessments, and associated sensitivity and capacity assessments provide tools for planners and developers to consider new development and ensure that it makes a positive contribution in terms of design, form and location, to the character and functions of the landscape and avoids any unacceptable impacts.

SOUTH BUCKS DISTRICT COUNCIL

No objections raised.

TfL

TfL requires that the applicant address the following matters in order for the application to be considered acceptable and compliant with the transport policies of the London Plan:

- i) Provide further information on how the road and rail freight targets will be enforced
- ii) Provide additional information on how the baseline scenario has been established
- iii) Provide additional tracking of vehicles accessing the site in addition to addressing the HGV vehicular conflict when leaving the site heading south
- iv) Provide information on the suitability of HGVs utilising both Horton and Falling Lane
- v) Confirmation is required on the number of car and cycle spaces and how they will be allocated in-between land use
- vi) Provide TfL with a pedestrian audit and confirm that TfL's initial recommended improvements would be undertaken
- vii) Carry out an all by road sensitivity test
- viii) Provide information on the rail operations on site
- ix) Revise the DSP in line with TfL's recommendations in addition to providing a CLP to the Council
- x) Provide a workplace travel plan for review

GARDEN CITY RESIDENTS ASSOCIATION

These are the comments of the Garden City Residents' Association (GCERA) on the further documentation submitted by Powerday (PD) on November 11th 2013 in support of their application to develop a Materials Recycling Facility(MRF) and Civic Amenity Site(CAS) at the Old Coal Yard, Yiewsley.

These comments are in addition to the comments GCERA made earlier, and dated 18th August 2013.

1. These comments are made in light of 3 documents that have become available since the original submission, which are: a) Cannon's document, prepared for PD, Addendum to the Transport Assessment, dated February 2012
b) Letter from Transport for London(TfL) to PD, dated 24/5/2012
c) GLA's comments on this application, sent to London Borough of Hillingdon (LBH), dated: 14/8/2013.Timeliness
2. The first 2 of these documents had been sent to Powerday last year by their authors (Cannon and TfL). It seems a curious oversight that they were not made available with the original application. The remarks by TfL are very relevant to any assessment of the application's merits, to which we return below.

3. The first document (a) has, in fact, been updated this year. It is on those updates that PD rely not only to meet the comments originally made by TFL but also the GLA.

Main points

4. The new material from the applicant is notable for the complete absence of new data, e.g.. on traffic flows, both baseline and proposed. Nor are there any further calculations offered in support of such data as already exists; to rectify the lack of clarity noted in the original submission both by GLA/TfL (and GCERA).

5. The new material only attempts to strengthen the arguments originally made. This approach, and what is said in further support of the application only strengthens our view that Powerday are caught up in two dilemmas.

Rail

6. On the one hand, PD make much use in their application of the potential of the railhead, serving the Old Coal Yard, for the import and export of material; whether original waste or materials from waste - after processing. Further, there is a policy expectation that they should do so. Indeed, more than once in the GLA comments, reference is made to the need for detailed and documented understanding of what contacts PD have made with Network Rail(NR) about their planned use of the network; with requests for commitment to the quantity of expected rail borne tonnage in and out.

7. On the other hand, nowhere either in this material or in the main submission, are PD prepared make such a commitment. Rather, to quote from the submitted Addendum, "it is difficult commercially to commit to a minimum amount of importation by rail as this would constrain the ability to operate the site."

8. The document also says that, in no circumstance could the 600,000 tonnes by road be exceeded. What is not said is that, should PD be unable to enter ' into contracts for materials movement by rail, that would increase the pressure on them to move more waste by road, within the ceiling.

Road

9. PD proposals on road use to/ from the site contain 2 key factors:

i) that the number of traffic journeys generated by their proposed development will not exceed that of the baseline (prior) use of the CoalYard.

ii) that their intent is to maximise the use of larger vehicles. PD's business model is to import waste in quantity e.g.. from Waste Transfer Stations, and to discourage traffic from smaller operations; indeed the tenor of PD's new material is that all traffic to the site, aside from that to the CAS, will be under contract to PD. Further, on materials outwards, the number of road journeys will be reduced by 'backfilling.'

10. But the consequence of this is that, compared with the existing traffic, the average size of the vehicles using the site will increase, compared with the baseline. And those vehicles, on average, will be more heavily loaded. Note: the baseline use of the Coal Yard is for the (overnight) parking of empty vehicles.

11. This traffic will, according to PD, be routed through the West Drayton station mini -roundabout, over the [Grand Union] canal bridge then in their favoured option, along Horton Rd.

12. Larger and heavier waste vehicles have, at least, two drawbacks.

i) they are a manifestly more visually intrusive in a local area that includes small shops, routes to school(s), and much pedestrian traffic. This intrusion will reduce the amenity of the area, and act as a perceived it may be actual, . threat to pedestrians, both local and visiting the area. This threat is not only to amenity, and safety, but also to local businesses. (These movements may well also increase, locally, the level of exhaust, and noise pollution.)

ii) manoeuvring these large vehicles into and out of Tavistock Rd can only add further to the current problems of rapid traffic build up by the railway bridge in both directions. Note: we are aware that PD propose a 'Delivery Management Plan' to spread HGV movements through the day. But, at any time of day, it only takes one wide, large and slow -moving lorry meeting a surge of traffic, e.g. when the lights change by the station (an event which, of its nature, cannot be predicted), for traffic to build up rapidly.

'Pinch points'

13. The concerns of TfL about the potential for conflicts between PD related HGVs and buses on route 350 are analysed in detail: it is for TfL to comment on this analysis.

14. However, nothing is said about the effects of additional, laden, large HGVs on all the other vehicles that uses this junction. Moving the focus from TfL's concerns to those of local residents and businesses, we need to have it on record that, in both directions, these HGVs will have to:

i) enter the High St from Horton Rd, up a noticeable gradient, to turn left; or cross the oncoming south bound traffic to turn right

ii) manoeuvre, in both directions, through the mini roundabout by the station; a station, fairly soon, not only servicing bus and mainline but Crossrail traffic

iii) enter or leave the High St. to/from Tavistock Rd where, in close proximity to the 'yellow box', is a wide zebra crossing.

Traffic tonnage

15. Much is made, in PD's comments, of the 2 journeys per hour in, and 2 out, of the largest HGVs. To put this in context a context not summarised by PD, GCERA do the following calculation.

16. Stated maximum tonnage per annum by road is 600,000 inwards and so 600,000 out; and see paragraph 8 above about use of rail. The maximum annual days of operation, say 360. Maximum hours of road traffic operations, 24.

17. So, assuming even flows of material 24/360, gives $(600,000 \times 2) / (360 \times 24) = 38.9$ tonnes per hour. Again, assuming flows in and out are evenly spread, this equates to near enough 70 tonnes per hour in both directions, _ every hour of the day (nearly) every day of the year.

18. In GCERA's view this puts in context the, in our view, specious argument at the end of para 6.1 in the Addendum, "Therefore there is no net change in vehicle numbers on the network as a result of the development and the impacts are therefore low. " (Our emphasis, with the comment that it not vehicle numbers but vehicle types, and their loads that is the principal issue here. In number terms, the largest HGV and a 'Smart' car both count as one.)

19. Thus, it is GCERA's position that PD have failed to show how this volume of material, however broken down into individual loads, can be got through this route with no additional impact on other traffic; and on pedestrians. Further, it's arguable that any option to handle this annual throughput through increasing traffic in 'quiet hours' would add to the impact on local residents; not least those living in the now -approved development of housing in Tavistock Rd, on the site opposite the entrance to the access road to the Coal Yard.

Rail Sidings and Network Rail

20. (and see Section 8 of Addendum). Para. 21 of the GLA comments, on the original application, says: "applicant needs to set out what discussions it has had with Network Rail and whether Network Rail requires this site for uses other than that proposed by the applicant. Such information is needed to assess whether the application complies with London Plan policy 6.1 (f) facilitating the efficient distribution of freight traffic." The further documents received are silent on both these points.

21. However, para 8.1 of the Cannon document does say: "...the 350,000t of waste import by rail per annum would generate around 9 trains a week." Throughout the submitted documents, PD place much weight on the merits of their planned use of rail, both in terms of this application, and when praying in aid the West London Waste Plan(\X/LWP). Does '9 trains a week' measure up to the expectations generated?

22. It is GCERA's view that such a valuable railhead could be better utilised than traffic of just over one train a day. Further, the grant of use of this yard to PD would nullify any better use of this railhead for an unknown, but certainly lengthy period of years (Note: we cannot comment on rail traffic - out except to refer again to our remarks, in para 7, where we note that PD will not commit to any rail traffic.)

23. There is a practical means to hand to test this argument. In their case, when dealing with road traffic, PD makes much use of detailed traffic data from their existing site, at 'Old Oak Sidings.' That site is also served by rail. PD should provide details of the actual rail traffic at that site, say in calendar 2012 and 2011, with any caveats re differences between that and their proposed, Coal Yard operations.

West London West Plan

24. In section "Source/destination of waste processed, and West London Waste Plan(\WLWP)" of our original comments, we note that PD was told at a pre application meeting with the GLA in 2012 that the Coal Yard site had been removed from the 'WLWP'. In the note of the later pre application meeting with TfL, just sent in by PD, the point is made again: "The planning status of the site will need to be confirmed at the point of any application."

25. Neither the original nor the additional material submitted by PD confirms the status of this application. However, it is in the public domain that the Leader of Hillingdon Council said, at a public meeting in November 2011 that LBH was removing the Coal Yard site from the WLWP. Have PD any evidence that the Coal Yard has been re instated, in the West London Waste Plan?

Other waste management developments

26. Para 24 of the GLA's comment says "The applicant should set out where it expects the material generated through the MRF process will be used." GCERA raise this matter here for two reasons. Firstly, we have been unable to find, in the new material submitted by PD the answer to this question.

27. More widely, it begs the question to what extent PD have established a need for a facility of the size they propose sited locally in the Coal Yard in Hillingdon, more widely in West London. While PD have been developing their application, other developments in waste management have moved on. (Note: Hillingdon's letter to Barton Willmore, acting for PD, in November 2009 records receipt of PD's original 'Scoping Report' on 17/9/2009.)

28. On 22 August 2013, LBH wrote formally to agents for F M Conway giving permission for: "Redevelopment of the site to provide an aggregate recycling and processing plant, asphalt plant and storage facility, gully waste recycling plant, aggregate storage facility, and term maintenance depot, with ancillary offices, structures and facilities, car and lorry parking, regrading, and

landscaping. {That is at) Former Powergen Site North Hyde Gardens, Hayes."

29. As these comments are being finalised, in the 20th November issue of the Uxbridge Gazette, LBH give details of a 25 -year contract let to SITA UK by West London Waste Authority that "will start in 2014 and provides for up to 300,000 tonnes of waste that west London's 1.6 million residents haven't recycled to be treated each year. " This waste will be sent by rail to a new energy recovery facility. . . " (my emphasis).

30. Lastly, the WLWA in October this year advertised in the Official Journal of the EU for a Transport Service Provider to bid for work whose objective is ".. to harmonise the transport of residual waste between the eight Household Re use and Recycling Centres (HRRC) and the Authority's rail waste transfer stations at Transport Avenue, Brentford and Victoria Road, South Ruislip."

31. It would be helpful if at the initial hearing or should application proceed, at a later stage, PD were able to detail how their plans will fit in with these other developments; not least because of the emphasis throughout their application on the use of rail.

YIEWSLEY & WEST DRAYTON TOWN CENTRE ACTION GROUP

Formal comments are awaited.

Internal Consultees

URBAN DESIGN & CONSERVATION

The site is quite discretely located at the western end of Tavistock Road. It contains a number of what appears to be temporary storage and industrial uses and has an unkept and untidy appearance. It was not developed until the 20th century and comprises made up ground, as the site level was raised by approximately 4m in the 1930s.

The site is bounded by railway tracks to the north, west and south and a wooded area and the Fray's River to the east. Beyond the railway, to the north and west are areas of open space designated as Green Belt and the Garden City, West Drayton Area of Special Local Character (ASLC) lies to the south. Whilst there are three listed buildings to the east and south east of the site and also the West Drayton Green Conservation Area, it is considered that none of these Historic Assets will be affected by the development. The Archaeological Report attached to the application confirms the above and that the likelihood for archaeological finds is low. It also advises that the impact of the new development on the archaeology of the site would be limited to within the depth of the made up ground.

Whilst the development would include one very large new structure, together with smaller buildings and a parking area, it would generally represent an improvement in the overall appearance to the site. The large building would, however, be visible in some views from the Area of Special Local Character, the housing area to the North West and also from the Green Belt. At present a landscaping scheme is proposed for the southern boundary, which should provide additional screening to the ASLC, but further consideration should be given to the planting and bunding on the other site boundaries. In particular, consideration should be given to the creation of an area of "buffer" planting outside of the new boundary walls, to allow planting to soften their appearance-the walls are proposed to be between 4-6m in height. At present views of the site are filtered by off site trees and vegetation that cannot be controlled as part of this application and hence their presence cannot be guaranteed long term.

In addition to the above, if the scheme is recommended for approval details of the colours and finishes of the buildings should be sought, together with details of the design and materials of the boundary walls and railings.

No objection in principle in design and conservation terms, however, further landscaping should be required to improve the appearance of the boundaries of the site and to safeguard views from locally sensitive areas.

FLOODING & DRAINAGE OFFICER

The application for me is acceptable, but please add the following condition:

The application has been extensively discussed between me and the Environment Agency officer and it has been agreed that a condition would address flood risk and surface water drainage issues. The submission demonstrates that a suitable scheme to address our concerns is feasible.

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 how it follows the strategy set out in Flood Risk Assessment and Surface Water Drainage Strategy, produced by Cannon Consulting Engineers dated August 2010, and incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

- i. provide details of the surface water design including all suds features and how it will be implemented to ensure no increase in flood risk from commencement of construction and during any phased approach to building.
- ii. provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime.
- iii. provide details of the body legally responsible for the implementation of the management and maintenance plan.
- iv. any overland flooding should be shown, with flow paths depths and velocities identified as well as any hazards.

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

- 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).

The condition ensures that a final scheme evolves the flood risk assessment and surface water drainage strategy continue to meet our requirements.

EPU - CONTAMINATED LAND

I refer to your consultation of 2 July 2013 regarding the above application. There has been a combined desk study and ground investigation of the land in 2009 as referenced above. The report is summarised in the Environmental Statement and appended in full with the application. The coal yard was the main use with a number of other businesses on the site, some not documented very well. The coal yard was closed in the 1990s and since then the site has had a number of uses such as for lorry haulage and a scrapyards. It has also been used by a train company and I recall that

perhaps some train maintenance was carried out in the sidings. The past historical uses are listed in the report. Therefore there is significant possibility of ground contamination. The report details a borehole investigation (18 boreholes) and chemical testing of the soils and waters. The boreholes show made ground up to 8 metres depth with groundwater standing at 5 to 6 metres. Although some lead and PAH was identified the testing did not show elevated soil contaminants for an industrial commercial use using the guidelines at the time in 2009. The risk to groundwater was not thought to be a problem after some arsenic and mercury in the water were assessed. The advice of the EA would be needed on the controlled waters assessment methodology.

At present the report has not identified soil contamination at a level that is a concern for a commercial use. Some levels of carbon dioxide gas were found and passive gas protection measures (Characteristic 2) were recommended for buildings. I would advise that the site is a significant area and further investigations are necessary to cover the whole site and target specific areas of former contaminative uses. The risk assessment will also need to be updated using current guidelines.

The report would support the planning application however should the development be given a consent a condition is required as more investigation and assessment will be necessary. I would advise applying our standard condition.

EPU AIR QUALITY

Demolition of existing buildings and redevelopment of site to provide a materials recovery and recycling facility and Civic Amenity Site, incorporating a recovery and recycling building, storage bays, administration office/training building, external processing and storage area, two weighbridges, reuse and extension of railway sidings, and Civic Amenity Centre, together with associated car parking, landscaping, fencing and infrastructure.

Air Quality Comments

I object to the proposed development as the air quality assessment fails to adequately consider the impacts from the development.

Previous comments sought confirmation and clarification on a number of air quality matters. Importantly, they required determination of the adequacy of the transport assessment which directly informs the air quality assessment.

The comments on the TA have now been provided. It is therefore necessary to finalise the position on air quality in light of the comments on the TA.

Summary

The main problem with the air quality stems from the inadequacy of the transport assessment (TA). Comments from the Highways Officer detail the main faults with the TA. As there is some dispute about the impacts on transport, it is not possible to determine the impacts on air quality. The primary problem is that the applicant is using data collected from a single day in 2008 to compare the traffic generated from the new development.

The applicant claims that the traffic generation from the new development has been tailored to reflect the 2008 survey count, and is conveniently almost identical with only three vehicle movements different.

This allows the applicant to present a case that the proposed development has a negligible impact. The Council is not in position to agree with this assessment and therefore not able to judge how the traffic movements, particular regarding HGVs, are different before and after the development. Notwithstanding the problems with the TA, there are some inherent problems with the Air Quality Assessment.

Of particular concern is the modelled baseline data that shows Yiewsley High Street to be significantly failing EU Emissions Objectives. The air quality in this area as a damaging impact with respect to health and must be treated as highly sensitive.

The applicant then presents a case that regardless of whether the development happens or not, there will be nearly a 15% improvement in air quality from 2011 to 2015. The Council queries the starting baseline as being very high and the reduction in 4 years as being highly questionable. Furthermore, the application was submitted in 2013, half way through their suggested period of significant reduction. The data should therefore have been updated with a new projection set for the future years.

With respect to the above, it is not possible to make an informed decision on the air quality impacts from the proposed development. Given the significantly poor air quality presented by the applicant in this area, it is necessary to determine the impacts prior to determination. If the improvements in air quality are not as they have been presented, then the development may need to be altered to be viable.

EPU - NOISE

No objection subject to following conditions:

The development shall not begin until a scheme which specifies the provisions to be made for the control of noise and vibration emanating from all internal and all external operations on the site including but not exclusive to rail and road deliveries, loading, unloading, concrete crushing, timber shredding and timber crushing has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of physical, administrative measures, noise limits, and other measures as may be approved by the Local Planning Authority. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON

To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Local Plan part 2.

The rating level of the noise emitted from the site shall be at least 10dB below the existing background noise level. The noise levels shall be determined at 1m from the boundary of the nearest noise sensitive premises. The measurements and assessment shall be made in accordance to the latest British Standard 4142, 'Method for rating industrial noise affecting mixed residential and industrial areas'. With all machinery operating together.

REASON

To safeguard the amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Local Plan 2.

TREES & LANDSCAPING

The site is occupied by a railway yard, formerly used as a coal depot to the west of Yiewsley Town Centre. It is bounded to the south by the Great Western Main Line Railway with a residential area (Area of Special Local Character) extending southwards from the toe of the railway embankment.

The northern boundary is defined by the wooded slopes of the River Frays on the north east boundary and the West Drayton to Colnebrook Railway Line which loops around to the west before heading south. The whole site is on elevated land which overlooks the Green Belt and a Nature Conservation Site of Metropolitan or Borough Grade 1 Importance to the north and north-west.

Due to the practical and operational use of the site, there are few trees within the site and of particular merit. None of the trees on, or close to, the site are affected by Tree Preservation Order or Conservation Area designation.

That said, the largely self-set trees and woodland along the site edges, both on-site and off, play an

important role in screening / softening views into the site.

The proposal is to demolish the existing buildings and redevelop the site to provide a materials recovery and recycling facility and Civic Amenity Site, incorporating a recovery and recycling building, storage bays, administration office/training building, external processing and storage area, two weighbridges, reuse and extension of railway sidings, and Civic Amenity Centre, together with associated car parking, landscaping, fencing and infrastructure.

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.

Existing trees

a) The tree survey by Forbes-Laird, ref.CC31-1035, dated October 2011, is almost two years old and was carried out in accordance with BS5837:2005 - which has since been superseded by the BS5837:2012. However, due to the nature of the site, many of the trees have been assessed in groups, or as boundary woodland and the comments are still relevant - albeit the trees may require a further review.

b) In addition to the tree survey and accompanying plans, 12No. photographs have been submitted which illustrate the character of the site and its vegetation. An accompanying A4 sheet describes the views - although the description and photos are not quite correlated (for example, photo No. 8 is described by item 10). The tree survey notes the presence of Japanese Knotweed - a non-native very invasive species which will require a programme of eradication using a methodology approved by the Environment Agency. (See T1001 and WG1)

c) The survey identifies and assesses 16No. individual specimens, of which there are no 'A' grade trees, 10No. 'B' grade, 4No.'C' grade and 2No.'R' (T1010 and T1014) which 'should be removed in the interests of sound arboricultural management'.

d) There are 18No. tree groups, with no grade 'A' groups, 2No. grade 'B', 12No. grade 'C' and 2No. grade 'R' (TG1007 and TG1008) - Leyland cypress hedge in poor condition.

e) There is also one woodland group WG1, lining the River Frays corridor in the north-east corner of the site. This is valuable for its landscape and visual contribution. However, it is self-set secondary woodland in poor condition. The area contains past workings and dumped metal debris is present. It is also affected by Japanese Knotweed. - The report recommends that this area should be cleared of Knotweed and either left to develop naturally (excluding public access) or, more radically, it could be clear felled and re-planted / positively managed.

Landscape & Visual Impact Assessment (LVIA)

a) An LVIA has been carried out on 'Guidelines for Landscape and Visual Impact Assessment' Second Edition (Spon Press 2002). This guidance has recently been superseded by the Third Edition, published in March 2013. The Landscape Institute advises that it should be acceptable for LVIA's which commenced prior to the release of the revised guidelines to be based on the Second Edition.

b) The Methodology is described and includes baseline studies, the identification and assessment of landscape and visual effects, sensitivity of receptors and magnitude of change, the significance of effects, effects during construction and mitigation.

c) A summary of the Landscape and Visual likely significant effects of the proposed development is set out in Table 8.3, in Appendix 8.3. The Visual Effects Table includes a brief description of proposed mitigation measures and summarises the residual effects (Year 15, with mitigation) in a range between 'moderate adverse / minor adverse'(at the worst case) to 'slight beneficial / minor beneficial' (at best).

d) At 8.184 the visual effects of the development from sensitive receptors are specified as, and limited to, specific residential properties and the subsequent effect on residential amenity.

e) At 8.185 the report concludes that, given the context of the site, no significant landscape effects are predicted.

Landscape Proposals

- a) The landscape proposals are best indicated on Barton Wilmore's Landscape Strategy Plan, ref. L6.
- B) A range of boundary treatments is proposed including, 4 metre high acoustic fencing, 4 metre high concrete 'push' walls, 4 metre high concrete 'push' walls with 2 metre high acoustic fence on top, 6metre high acoustic fence and 3 metre high metal palisade fencing. Details of the materials and appearance of these boundary features should be carefully considered - including the specification of green / living walls.
- c) The legend on plan lists the planting typologies to be used on the site. This primarily addresses the landscape buffer along the southern boundary and the smaller scale buildings and car parks around the eastern site entrance. The legend indicates a mix selected specimen trees, native woodland and under-storey planting, structural shrub planting, hedges and ornamental shrub planting.
- d) Most of the boundaries appear to rely on the existing off-site trees and woodland for screening purposes, with the new boundary treatment defined by the fences and walls described above.
- e) The Landscape Strategy Plan includes an indicative schedule of plants which includes Ash *Fraxinus excelsior*. Due to the outbreak of Ash Dieback *Chalara fraxinea* an alternative species is required, as Ash should not be planted.

Recommendations

- i) Prior to development a management plan to eradicate the Japanese Knotweed should be prepared and put into action, in accordance with a methodology approved by the Environment Agency.
- ii) The colour and materials used for the cladding of the building, the roof and all ancillary structures should be selected to be as recessive as possible, in order to reduce the apparent bulk and visual impact on the landscape.
- iii) The selection of plants for inclusion in this scheme should be reviewed and amended in the interests of plant health and bio-security. In particular a Ash should not be planted. A suitable substitute is required.
- iv) A belt of tree planting or native woodland should extend around the west boundary to provide some screening from the Green Belt.
- v) If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and appearance of the area.

No objection subject to the above considerations and conditions COM9 (parts 1,2,3,4,5 and 6), COM26.

S106 PLANNING OBLIGATIONS OFFICER

I have taken a look at the proposal and consider the following to be the likely heads of terms dependent upon the requests of other specialist officers.

1. Highways: either a s278 and or s38 agreement may be required to address any and all highways matters arising from the proposal.
2. Environmental mitigation: depending upon further comments received there may be the need for environmental mitigation measures in the form of a financial contribution or delivery of measures this will be dependent upon comments received from EPU, sustainability and ecology.
3. Air Quality: in line with the SPD and given the location of the proposal it is likely that EPU will seek a contribution towards air quality mitigation. Please liaise with EPU in the first instance.
4. In the event that a s106 agreement is entered into then a financial contribution equal to 5% of the total cash contributions should be secured to enable the management and monitoring of the resulting agreement.

ACCESS OFFICER

The proposal seeks to develop a new state-of-the-art Materials Recovery and Recycling Facility. The Design & Access Statement states that 2 accessible parking bays would be provided or 5% of total capacity, with an additional space provided for every disabled employee. Whilst the proposed number of parking spaces may fall below the 10% requirement prescribed by Local Plan policy AM15, the provision is considered to be acceptable for the development as proposed.

However, the following informative should be attached to any grant of planning permission:

1. The Equality Act 2010 seeks to protect people accessing goods, facilities and services from discrimination on the basis of a 'protected characteristic', which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people.

WASTE SERVICES

As the application is for a complex waste management facility I would defer to the opinion of my colleagues in the Planning Section, and in addition recommendations from the Environment Agency with regard to the overall design and compliance with relevant environmental legislation and standards.

I note that the submission incorporates a Civic Amenity site. At present the Council has an arrangement with the site owners, Powerday, to have a temporary Civic Amenity site operation on the last weekend of every month. The Council pay an agreed amount for this. Although a permanent Civic Amenity site would be to the advantage of residents in the South of the Borough a clear basis for the costs and funding of the site would have to be confirmed, before proceeding with such a venture.

LEAD WEST LONDON WASTE PLAN OFFICER

The Regulation 18 consultation on the draft West London Waste Plan took place in February 2011.

Following this consultation work has been ongoing on the plan and has reached an advanced stage. Cabinet authority is being sought in January 2014 to undertake the Regulation 19 consultation on the submission document.

The Old Coal Depot Site on Tavistock Road is not identified within the most recent version of the plan as being required or safeguarded for waste purposes.

The plan identified that there is sufficient capacity to meet all waste stream management needs up to 2013, without waste facilities being provided on this site.

SUSTIANABILITY OFFICER

Proposal

Demolition of existing buildings and redevelopment of site to provide a materials recovery and recycling facility and Civic Amenity Site, incorporating a recovery and recycling building, storage bays, administration office/training building, external processing and storage area, two weighbridges, reuse and extension of railway sidings, and Civic Amenity Centre, together with associated car parking, landscaping, fencing and infrastructure.

I have no objections to the proposed development. However, there are a number of deficiencies within the proposals which need to be addressed through the following:

S106 Contribution for Ecology
Ecology Enhancement condition
Living walls and roof condition
Sustainable water consumption condition
Detailed Energy comments

Ecology Comments

The proposed development is adjacent to a Metropolitan Site of Importance for Nature Conservation. On the site, there are pockets of natural areas that would support the wider SINC. The ecology chapter within the ES reports that approximately 0.25 hectare of woodland and vegetation will be lost.

I believe the loss to be close to 0.4hectares. Regardless of this, there are a number of mature trees as well as ground scrub to be removed to make way for the development. I do not agree that these areas are of low ecological value simply because they do not hold protected species.

I also do not consider that the onsite landscaping adequately considers the loss of trees and vegetation nor their relationship with the wider SINC. In particular, the loss of vegetation near to the Frays River is a concern. The lost areas need to be considered as part of the mitigation strategy. Unfortunately, there is insufficient room on the site to fully integrate a sufficient amount of mitigation. The proposed offer by the applicant is therefore inadequate. The only solution to mitigate for the loss of the onsite vegetation and wildlife areas is to provide an offsite contribution as well as providing the minimal onsite measures.

As a consequence a sum of £30,000 needs to be paid to the Council to help manage and enhance existing areas of Little Britain SINC.

In addition the following condition is necessary:

CONDITION

Prior to commencement of development an ecological enhancement scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly detail measures to promote and enhance wildlife opportunities within the landscaping and the fabric of the buildings.

These shall include bat and bird boxes, habitat walls and a range of plants to encourage and support wildlife. The scheme shall aim to include an area of land dedicated to wildlife habitat. The development must proceed in accordance with the approved scheme.

REASON

To ensure the development contributes to ecological enhancement in accordance with Policy EM7 (Local Plan) and Policy 7.28 of the London Plan.

Living Walls and Roofs

The development is within an air quality management area and needs to improve opportunities for wildlife. 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 and methods of maintenance where necessary. 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 and Policy EM1 of the Local Plan.

Water Efficiency

The Council is in a severely water stressed area and is therefore mindful of the additional burdens placed on water consumption by new development. Hotels require significant consumption of water and therefore will place further burden on the diminishing water supplies. 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, vehicle washing 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.

Energy Comments

The energy solution focuses on a large photovoltaic array and predominantly reduces the unregulated energy demand. I have no objections to this approach and support the principle. However, at 1910m² is an exceptionally large area for a building and is costly.

The development must proceed in accordance with the submitted 'Sustainable Energy Statement, Silcock Dawson and Partners, V1.2, April 2013'

Any changes to these proposals will require an amendment to the application.

S106 OFFICER

I have reviewed the proposal and consider the following to be the likely heads of terms dependent upon the requests of other specialist officers.

1. Highways: either a s278 and or s38 agreement may be required to address any and all highways matters arising from the proposal.
2. Environmental mitigation: depending upon further comments received there may be the need for environmental mitigation measures in the form of a financial contribution or delivery of measures this will be dependent upon comments received from EPU, sustainability and ecology.
3. Air Quality: in line with the SPD and given the location of the proposal it is likely that EPU will seek a contribution towards air quality mitigation. Please liaise with EPU in the first instance.
4. In the event that a s106 agreement is entered into then a financial contribution equal to 5% of the total cash contributions should be secured to enable the management and monitoring of the resulting agreement. I trust the above assists in the first instance.

HIGHWAYS OFFICER

The site is located to the south of Tavistock Road in Hayes, close to the junction of Tavistock Road and High Street, which is a priority controlled junction. There is a short right turn lane on the High Street opposite the Tavistock Road approach. A mini-roundabout at the junction of High Street and Station Approach is located in close proximity to the north.

South of the High Street and Station Approach junction, the road slopes down to gain sufficient

head room under the existing railway bridge resulting in a considerable level difference.

The main pedestrian crossings at/in proximity to the aforementioned road junctions are; zebra crossing on Tavistock Road between its junction with the site access and High Street, signalised puffin crossing on High Street north of its junction with Station Approach, and dropped kerbs across Station Approach immediately east of its junction with the High Street.

The site largely falls within a low PTAL rating of 1, however West Drayton rail station is located nearby and there are also 5 bus services nearby. The station forms part of London's Crossrail route, which is planned to be operational in 2018. The station will therefore in future benefit from improved public transport, reduced travel times and improved rail connections with access to central and east London.

The site was historically used as a coal concentration yard and depot, which is reported to be ended in the 1980's. The baseline traffic generation of the site is based on surveys undertaken in 2008, which captured traffic generation of the unauthorised uses at the time. The TA reports that the site is currently occupied by multiple businesses falling within light industrial, manufacturing and distribution/storage uses. It is understood that there are also other types of unauthorised uses operating from the site. An adjacent concrete crushing site is understood to be the only authorised use.

The development will utilise the existing vehicle access, located south of Tavistock Road, some 35m west of the Tavistock Road and High Street junction. The access road is at an acute angle. Vehicles departing the site have poor visibility of vehicles approaching from the west on Tavistock Road and vice versa. Also, sightlines to the west of the access point are difficult. The access road averages approximately 6.5m in width and has a level crossing facility around 150m into the site. A risk assessment should be provided for the level crossing.

There are inadequate pedestrian facilities to cross the site access. To the west there is a narrow strip of footway and to the east there is no footway in front of the commercial units. Moreover, the access road does not have a delineated provision for pedestrians to enable safe movements.

Considering the level of traffic generation, including a significant increase in public use and a relatively high proportion of lorry movements, safe access arrangements should be provided to limit the risks posed to other road users and the rail operations.

Baseline Scenario

The Transport Assessment (TA) submitted with the application is outdated, being prepared in 2011 and is based on outdated surveys and data.

The key assessment to identify the existing baseline traffic generation is based on a survey undertaken on behalf of Eurostorage on Monday 17th March 2008, for a historic submission on Air Quality matters. The survey was a 12 hours Manual Turning Count between 7am and 7pm at the junction arrangement of High Street/Station Road/Tavistock Road/Access Road (referred to in the survey as a 'Slip Road').

The survey was carried out only on one day (Monday) and does not capture the daily/weekly variations in traffic flows during the relevant peak periods. Furthermore, the survey was not undertaken in a neutral month as defined by the Design Manual for Roads and Bridges and referenced in the Communities and Local Government and Department for Transport (2007) Guidance on Transport Assessments. It is likely therefore that the traffic flows collected during March 2008 could be affected by seasonal variations, which can lead to non-representative traffic

flows.

In order to assess a hypothetical scenario of future traffic generation, a sensitivity test is undertaken on the assumption that of the identified total site area of 5.57 hectares, 40% of the land is developable land, which equates to an average GFA of approximately 22,280 sq.m. The TRICS database is interrogated to estimate vehicular trips based on trip rates from the chosen sample sites for B2 Industrial, B8 Warehousing, and B8 Parcel Distribution. These uses are chosen on the basis that the site is allocated as an employment site within the LB Hillingdon's (LBH) Local Plan that could contain industrial and storage uses. It should be noted that the LBH's site allocation identifies the type(s) of uses to be considered acceptable in principle for development purposes within the allocated sites; however, any development would still be required to meet detailed requirements including highway and transport matters. Traffic generation therefore can only be confidently estimated when a scheme is devised.

For B2 General Industrial use, 7 sample sites are chosen from the TRICS database to estimate vehicle traffic generation. The TA does not provide details of the chosen sample sites and their comparison with the application site to justify selection. All of the chosen sites are out of London, where Freight/Delivery/Service operations are generally not entirely comparable with the operations at the site in subject. The TA does not provide a rank order scatterplot, which is needed to determine a reasonable level of reliability for the estimated trip rates. Using TRICS/TRAVL it is possible to produce results in minutes, without necessarily giving sufficient thought to the filter options at the start and the appropriateness of the comparison that has been made. The submitted estimates do not meet the applicant's responsibility to ensure that the reasons behind all selections made are explained in full throughout the report and that the procedures followed in producing the trip rates supplied are sound and do not incorporate any pre-determined preferred trip rate levels.

For Parcel and Distribution use, 4 sample sites are chosen from the TRICS database, of which, 2 are located within Greater London and the other 2 are located in East Anglia and the North. To estimate vehicular trips for the Warehousing use, 10 sample sites are chosen, of which, 2 are located in Greater London and the others are located in South East, South West, East Midlands, West Midlands, North West, and the North. There is insufficient information to validate the comparability of the sample sites and the validity of surveys, which leads to the risk of using unreliable data for estimating trip generation. The information required is the same as commented above under the B2 General Industrial use.

The future estimated baseline scenarios are created by combining various surveys, applying traffic growth factors, and adding committed development flows. There are a number of concerns on the accuracy and robustness of the baseline scenarios as discussed in the following comments.

The baseline traffic is estimated by combining various surveys from difference years, months, and traffic links and database listed below:

- Traffic surveys and flows from a Tesco Planning Application in 2007 (60929/APP/2007/3744) extracted to estimate baseline for the junction of A408 Falling Lane/A408 High Street/Trout Road/Yiewsley High Street. Surveys for the Tesco development were originally undertaken in 2004;
- Traffic flows on A408 Stockley Road, Yiewsley High Street and Horton Road are obtained from the survey undertaken in March 2010;
- Traffic flows on M4 are obtained from TRADS database; and
- Traffic flows at the site access/Tavistock Road/High Street/Station are obtained from a survey undertaken in March 2008 for air quality matters.

Information from the above sources is then combined to create links of traffic flow on the highway network. TEMPRO growth factors are applied to try to establish count data for 2011, which is assessed as a baseline year. The calculated growth factors to be applied to surveys from different

years are not provided. It is important that the calculated growth factors are submitted and that correct allowance is made for the growth in traffic.

There is no information submitted to verify and validate an up-to-date baseline situation, including traffic flows, turning movements, direction of travel, traffic growth factors, vehicle proportions by type, and the traffic peak periods. The accuracy and validity of the baseline scenarios created by combining various surveys and growth factors is very uncertain leading to a high risk of the assessment being flawed.

The AM and PM peaks of 8-9am and 5-6pm are assessed on the assumption that these coincide with the network peak periods. Supporting information at 15 minutes intervals should be provided to validate that the chosen peak times coincide with the highway network peak periods.

A comprehensive set of traffic counts should be undertaken to provide a true baseline of the existing traffic flows and turning movements within the study area, which together with up-to-date growth factors will enable an accurate and robust assessment. The traffic counts and modeling will identify the existing critical links and junctions on the highway network by way of calibrated tests.

Two major developments were granted planning permission in 2013, namely Padcroft Works, and Former Bentley's. These committed developments are not considered in the TA.

It is noted that 2011 is assessed as the baseline year, because the TA was prepared back in Aug 2011 and not updated for the application in subject. It is crucial that an up-to-date TA is prepared to assess up-to-date and accurate baseline and future scenarios. The assessment should include an up-to-date assessment of baseline, opening, and 5 years after the date of registration of the planning application. Due to the uncertainty in accuracy of estimating 10 or more years of traffic growth, a 10 years assessment can only be considered for indicative purposes.

The TA includes an obsolete drawing of the Yiewsley/West Drayton town centre improvement scheme at Appendix-J. The scheme was drafted in 2010 as part of the town centre improvement project and was later amended as a result of detailed considerations.

Accident Analysis

The assessment of the Personal Injury Accidents is also out-of-date. It is imperative to undertake an up-to-date analysis of the Personal Injury Accidents in the surrounding area, to establish any common causes of accidents and related road safety issues.

Proposed Development

The proposed development will deal with a range of different types of commercial and domestic waste. The operations will involve a materials recovery facility (MRF), and processing, recycling and storage. The proposals also include a Civic Amenity site (CAS).

The proposals will generate substantial volumes of traffic including a significant increase in public use. A number of concerns are raised in connection with the safety of the access arrangements and the absence of risk assessment for the level crossing as discussed above under the heading of introduction, which should be addressed by the developer.

The TA suggests that the development will have an imported waste capacity of 950,000 tonnes per annum. The resultant tonnage to be exported per year will be lower, mainly due to reasons relating to processing and storage. As part of the development, it is proposed to refurbish and extend one of the rail sidings for part of the proposed operations. The TA suggests that when the development operations are established, up to 350,000 tonnes of imported material could be transported to and from the site by means of rail.

Due to the uncertainty associated with the rail mode for transporting materials, for robustness, a sensitivity assessment should be undertaken based on a lower or no use of rail.

A Delivery Management Plan (DMP) is proposed to be prepared and implemented to manage the timing and routing of delivery vehicles, which is welcomed. However it is considered that from a practical perspective, strict compliance with delivery arrangements requiring high level of management intervention cannot be relied upon for the life of the development. Notwithstanding the DMP, it is crucial to undertake an accurate and robust assessment of the traffic impacts.

Two HGV routes are identified to/from site, one via Horton Road and the other via Falling Lane. The routes have not been thoroughly assessed in the TA, which is needed to demonstrate suitability for the proposed use. Furthermore, swept paths are provided for only part of the proposed routes, showing turning manoeuvres at the point of access, High Street/Tavistock Road junction, and High Street/Horton Road junction.

Turning manoeuvres at the junction of Tavistock Road/High Street/Station Approach are analysed through swept paths for a 16.5m long articulated vehicle and a 11m long rigid vehicle. There are a number of deficiencies in the swept paths such as the absence of error margins, vehicle positioned too close to the kerblines, vehicles in path of other traffic, and impracticality of driving over land immediately east of the site access that is usually occupied by parked vehicles. Notwithstanding the deficiencies, the swept paths show that the turning movement from the south into Tavistock Road is unsatisfactory due to encroaching into the lane of oncoming traffic in Tavistock Road. Swept paths for turning into Tavistock Road from the north are not drawn properly. The manoeuvre shown can only be performed if there is no northbound traffic. Vehicles should be shown to fully enter the right turning lane and positioned suitably before manoeuvring in the gap in the opposing stream of traffic.

Turning movements at the junction of High Street and Horton Road are analysed through swept paths. Again, there are a number of deficiencies in the swept paths relating to the absence of error margins, vehicles positioned too close to the kerb line, vehicles in path of the opposing traffic, and failure to take account of the up-to-date town centre improvements scheme.

It is proposed to control the movements of larger vehicles to/from the north, which will form part of the DMP. The preferred HGV route to A408 is proposed to be via Horton Road, which is identified as being a route through a partially industrialised area with a few frontage residential properties along its length. Whilst it is accepted that lorry movements associated with the proposed development will be better managed than the existing/historic uses, hence reducing the likelihood of HGVs travelling to/from south at the junction of High Street and Tavistock Road, it is important the residual traffic impacts and the proposed lorry routes are assessed in detail.

Estimated Development Vehicle Trip Generation and Impact

MRF: Vehicle profile of the Old Oak Sidings site in Willesden is used to estimate traffic generation for the proposed MRF. Whilst, there is no objection in principle on this approach, however there are a number of concerns regarding lack of transparency of information. The TA does not provide details of how the traffic data was developed/surveyed and the occupancy level of the site when surveyed.

The vehicle profile at the Old Oak Sidings is based on vehicle profile from October 2009 and March 2010 provided by Powerday, where March is not a neutral month. The information shows a monthly average of 37,926 tonnes of imported waste and 18,027 tonnes of exported waste, which equates to 455,112 tonnes and 216,324 tonnes per annum of imported and exported waste respectively. Whereas in comparison, the development proposes 950,000 tonnes of imported waste, which is considerably higher than the Old Oak site.

Notwithstanding the above issues, the numbers of waste related two-way vehicle movements at the Old Oak Sidings are reported to be 13,308 monthly and 493 daily. The reported vehicle movements demonstrate that MRF of a much smaller size than the one proposed, generates high volumes of traffic. A number of assumptions and adjustments are made in the TA to extrapolate the Old Oak vehicle data to try to fit in with the business case assumptions for Tavistock Road, which questions the validity and compatibility of the data used. The assumptions are based on strict controls over delivery/servicing vehicles, requiring a high level of management intervention, which cannot be relied upon for the life of the development.

Traffic generation is estimated on the basis that the development will import 600,000t per annum by road and 350,000t by rail. No details are provided to show how much (if any) materials were transported by rail at the Old Oak site. As commented above, due to the uncertainty associated with the rail mode for transporting materials, for robustness, a sensitivity assessment should be undertaken based on a lower or no use of rail.

The TA includes an estimation of the development HGV trip generation on the basis of estimated trip generation for the MRF site at Hannah Close in Neasden, London.

Vehicle trip generation for the CAS is based on sample sites from the TRICS database with number of bays being the criterion used for estimating trip rates. TRICS output report is not provided, which is required to evaluate and verify estimated trip generation for the proposed CAS.

A first principles approach is adopted to estimate vehicle trip generation for staff. The anticipated times of trip generation are based on the expectation that the 24 hours operation of the site will be separated into 3 shifts of 06:00-14:00, 14:00-22:00, and 22:00-06:00. It is noted that these are expected and not the proposed/actual shift patterns and therefore the actual trip generation times could be different. The shift patterns should be clarified and covered by way of a suitable planning condition/S106 agreement.

The TA estimates that there will be approximately 60 numbers of staff. All the employees are assumed to arrive or depart within 1 hour of the shift starting or finishing. 67% of the 60 estimated employees are expected to travel by car, resulting in 40 car trips within 1 hour of the shift starting or finishing. This equates to 240 two-way car trips associated with staff. Subject to the shift patterns being confirmed, the estimated staff trip generation is considered acceptable.

Vehicle trip generation for the office element is based on sample sites from the TRICS database with GFA being the criterion used for estimating trip rates. There a number of issues concerning the comparability and validation of the selected sample sites and the associated data. Of the five chosen sample sites, except the one located in Merton, all of the others are located within Inner London, where travelling is known to be less car dependent. The selection criteria used for choosing sample sites has not been justified, however it is noted that it includes larger office sites surveyed between Jan 2002 and Oct 2009.

A comparative vehicle trip generation is provided comparing the development's trip generation with the observed unauthorised uses on site and a hypothetical development scenario under B2 use. In light of the issues discussed in connection with the baseline and development trip generation, the results of the comparative assessment cannot be relied upon.

The proposed scenarios are derived through applying the estimated vehicle trip generation to the base model and replacing the trip generation and directional splits of traffic flow to/from the site with the estimated traffic for the proposed development. Considering that there are fundamental issues with the base models and the estimated vehicle trip generation, the proposed scenarios cannot be confirmed to be accurate and robust.

The development site is opened for CAS use on a monthly basis. Observations were carried on a CAS use weekend on 30th and 31st Oct 2010 to record the distribution of traffic arriving and departing the site. A summary of survey results is shown at tables 7.1 and 7.2 of the TA, however the actual survey data has not been provided. The observed traffic distribution is applied to distribute estimated traffic at the site access, which is then amalgamated with traffic distributed on the wider network based on other surveys. Notwithstanding the absence of information on the CAS sample sites for trip generation purposes and the absence of actual survey data to consider validity of the information reported in the TA, there is a high risk of inaccuracies by combining different sets of data. It should be noted that trip generation from the TRICS database is spread between 7am and 9pm, whereas the opening hours of the proposed CAS are not known. If the CAS will operate on reduced hours, it is likely to give rise to higher vehicle trips within individual time periods.

In light of the concerns raised on the baseline and estimated future scenarios, the results of the traffic models cannot be relied upon. Furthermore, the models have not been validated and the diagrams of geometric measurements used to develop the models have not been provided. This information is crucial to assess the accuracy and validity of the models, which will inform the requirement and impact of any associated mitigation measures.

A weekend assessment has not been undertaken, which is required to evaluate the proposed CAS.

Conclusion

In light of the issues discussed above, the application is not considered to be supported by an accurate, robust and comprehensive TA, which is required to demonstrate the highways and transport aspects of development are acceptable.

Comments on Additional Information

Additional highways and transport information was received on 8th November 2013. It is noted that the addendum to the TA is dated February 2012, which is again out-of-date. The information has been reviewed, however it does not address the main concerns raised in the comments above.

In addition to the issues raised on traffic generation and impact, there are still concerns on inadequate assessment of the proposed lorry routes and inaccuracies of swept paths. The additional swept paths show situations detrimental to highway safety and capable of interfering with the flow of traffic. The road safety concerns raised in relation to the site's access also remain.

It should be noted that reference is made to discussions with LBH on HGV routing via Horton Road. However, the Council's comments are reported out of context and are therefore somewhat misleading.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The NPPF sets out the Core Planning Principles which should underpin both plan-making and decision-taking. This includes proactively driving and supporting sustainable economic development and supporting the transition to a low carbon future, and encouraging the reuse of existing resources. The Government also encourages the effective use of land by utilising brownfield land.

With regard to delivering sustainable development, paragraph 21 states that investment in business should not be over burdened by the combined requirements of planning policy expectations. In addition, paragraph 22 goes on to state that planning policies should avoid the long-term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose.

Chapter 4 on promoting sustainable transport states that encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. Paragraph 32 sets out that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

National Guidance relating to waste planning is contained within Planning Policy Statement 10. This indicates that applications for waste sites which are not allocated in the development plan for waste facilities should be considered favourably when consistent with National Planning Policy and the core strategy (development plan).

Policy 5.17 of the London Plan states that The Mayor supports the need to increase waste processing capacity in London. He will work with London boroughs and waste authorities to identify opportunities for introducing new waste capacity, including strategically important sites for waste management and treatment, and resource recovery parks/consolidation centres, where recycling, recovery and manufacturing activities can co-locate.

B. Proposals for waste management should be evaluated against the following criteria:

- a) locational suitability (see LDF preparation paragraphs F and G below)
- b) proximity to the source of waste
- c) the nature of activity proposed and its scale
- d) a positive carbon outcome of waste treatment methods and technologies (including the transportation of waste, recyclates and waste derived products) resulting in greenhouse gas savings, particularly from treatment of waste derived products to generate energy
- e) the environmental impact on surrounding areas, particularly noise emissions, odour and visual impact and impact on water resources
- f) the full transport and environmental impact of all collection, transfer and disposal movements and, in particular, the scope to maximise the use of rail and water transport using the Blue Ribbon Network.
The following will be supported:
 - g) developments that include a range of complementary waste facilities on a single site
 - h) developments for manufacturing related to recycled waste
 - i) developments that contribute towards renewable energy generation, in particular the use of technologies that produce a renewable gas
 - j) developments for producing renewable energy from organic/biomass waste.

C. Wherever possible, opportunities should be taken to provide combined heat and power and combined cooling heat and power.

D. Developments adjacent to waste management sites should be designed to minimise the potential for disturbance and conflicts of use.

E. Suitable waste and recycling storage facilities are required in all new developments.

In terms of point 5.17 B (f) the Council's Highway Officer has raised significant concern that the applicants assessment of highway impacts is seriously flawed. There is not evidence to show that the proposed development would not result in unacceptable impacts on the local road network.

In terms of Local Planning Policy the site is located within a designated Industrial and Business Area (IBA) and Policies LE1 and LE2 of the Hillingdon Unitary Development Plan (September 2007) seek to retain land within these areas for B1, B2, B8 and

appropriate sui generis uses.

Policy LE1 of the Local Plan part 2 states that:

All proposals for industry (B2), warehousing (B8) and business (B1) development will be assessed by taking into account other policies of this plan and, where appropriate, the following considerations:-

- (i) whether the proposal conflicts with the local planning Authority's overall objective of securing the development or regeneration of an area;
- (ii) outstanding unimplemented planning permissions, development under construction and vacant floorspace elsewhere in the plan area;
- (iii) the availability and capacity of public transport facilities to serve proposals for employment intensive uses;
- (iv) the ability of the road system, as existing or taking due Account of committed improvements, to accommodate at normal peak hours the additional traffic generated;
- (v) whether any proposal for major development will create unacceptable demands for other land to be developed (for example, to provide for new housing or community facilities);
- (vi) the provision for access by people with disabilities and other accessible facilities both to and within buildings.

In terms of point iv (ability of road network to accommodate additional traffic at peak hours) it is considered that for the reasons set out in part 7.10 of this report the proposed development would have unacceptable and severe impact on the local road network particularly at peak times which already see high levels of congestion in the West Drayton and Yiewsley area particularly Yiewsley High Street.

Policy LE2 requires that Industrial and Business Areas (IBAs) are designated for Business, Industrial and Warehousing purposes (Use Classes B1 - B8) and for Sui Generis uses appropriate in the an Industrial Area. The proposed uses fall within Use Classes B2 - B8. As such the proposals are considered to comply with Policy LE2.

Policy EM11 of Local Plan Part 1 (Strategic Policies) states that The Council will aim to reduce the amount of waste produced in the Borough and work in conjunction with its partners in West London, to identify and allocate suitable new sites for waste management facilities within the West London Waste Plan to provide sufficient capacity to meet the apportionment requirements of the London Plan which is 382 thousand tonnes per annum for Hillingdon by 2026.

While certain types of waste management facility may be considered appropriate within an IBA, it should be noted that the London Boroughs of Brent, Ealing, Harrow, Hillingdon, Hounslow and Richmond upon Thames have prepared the draft West London Waste Plan (WLWP).

The Regulation 18 consultation on the draft West London Waste Plan took place in February 2011. Following this consultation work has been ongoing on the plan and has reached an advanced stage. Cabinet authority is being sought in January 2014 to undertake the Regulation 19 consultation on the submission document.

The Old Coal Depot Site on Tavistock Road is not identified within the most recent version of the plan as being required or safeguarded for waste purposes. The plan identified that there is sufficient capacity to meet all waste stream management needs up to 2013,

without waste facilities being provided on this site. However, this document is not yet adopted, and therefore this document carries less weight than PPS10, which indicates that there would not be an in-principle objection subject to compliance with the development plan.

The assessment of the proposal against the development plan is set out in the subsequent sections of this report.

7.02 Density of the proposed development

This is not applicable to this type of development.

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

The proposal site does not lie in an archaeological priority area, Conservation Area, does not contain any listed buildings and is not in an area of special local character.

7.04 Airport safeguarding

Both NERL and Heathrow Airport Safeguarding have been consulted and raised no Safegauarding concerns. No airport safeguarding issues arise from the proposed development.

7.05 Impact on the green belt

Policy BE36 states that areas sensitive to high buildings or structures will only be permitted if they will not mar the skyline, intrude unacceptably into important local views or interfere with aviation or navigation. The site is adjacent to areas to the east, west and north which are considered sensitive to high buildings. Policy OL5 states that development adjacent or conspicuous from the Green Belt will only be permitted if it would not injure the visual amenities of the Green Belt, by reason of siting, materials, design, traffic or activities generated. This is reflected in the NPPF, which advises that the visual amenities of the Green Belt should not be injured by development conspicuous from it of a kind that might be visually detrimental by reason of siting, materials or design.

The site is not located within the green belt. However the majority of the northern boundary is bound by a railway line which is a buffer to Green Belt Land immediately to the north of the site. Land to the north of the site is Green Belt. Green Belt is predominantly open land around built-up areas which has the strategic role of defining the edge of London, limiting urban sprawl, preventing neighbouring towns from merging into one another, safeguarding open countryside from development, assisting in urban regeneration and providing areas for open recreational activity.

The site is quite discretely located at the western end of Tavistock Road. It contains a number of what appears to be temporary storage and industrial uses and has an unkept and untidy appearance. It was not developed until the 20th century and comprises made up ground, as the site level was raised by approximately 4m in the 1930s.

The site is bounded by railway tracks to the north, west and south and a wooded area and the Fray's River to the east. Beyond the railway, to the north and west are areas of open space designated as Green Belt and the Garden City, West Drayton Area of Special Local Character (ASLC) lies to the south.

Whilst the development would include one very large new structure, together with smaller buildings and a parking area, it would generally represent an improvement in the overall appearance to the site. The large building would, however, be visible in some views from the Area of Special Local Character, the housing area to the North West and also from the Green Belt. At present a landscaping scheme is proposed for the southern boundary, which should provide additional screening to the ASLC, but further consideration should

be given to the planting and bunding on the other site boundaries. In particular, consideration should be given to the creation of an area of "buffer" planting outside of the new boundary walls, to allow planting to soften their appearance- the walls are proposed to be between 4-6m in height. At present views of the site are filtered by off site trees and vegetation that cannot be controlled as part of this application and hence their presence cannot be guaranteed long term.

Overall, it is considered that the scheme adequately protects the environment in terms of the landscape and Green Belt subject to some further details of boundary planting. It is considered that a mitigation scheme could be secured by way of an appropriately worded condition sufficient to mitigate any potential harm to the Green Belt. On balance, the proposal therefore complies with Policies BE26, BE38, PR23 and OL5 of the Local Plan.

7.07 Impact on the character & appearance of the area

Policies BE13 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to ensure that new development makes a positive contribution to the character and amenity of the area in which it is proposed. Policy BE13 states that, in terms of the built environment, the design of new buildings should complement or improve the character and appearance of the surrounding area and should incorporate design elements which stimulate and sustain visual interest. Policy BE38 requires new development proposals to incorporate appropriate landscaping proposals.

The proposed buildings would be set within the site and not visible from the street. It must be remembered that this is an industrial site. The site is bounded by railway tracks to the north, west and south and a wooded area and the Fray's River to the east.

Beyond the railway, to the north and west are areas of open space designated as Green Belt and the Garden City, West Drayton Area of Special Local Character (ASLC) lies to the south. Whilst there are three listed buildings to the east and south east of the site and also the West Drayton Green Conservation Area, it is considered that none of these Historic Assets will be affected by the development. The Archaeological Report attached to the application confirms the above and that the likelihood for archaeological finds is low. It also advises that the impact of the new development on the archaeology of the site would be limited to within the depth of the made up ground.

Whilst the development would include one very large new structure, together with smaller buildings and a parking area, it would generally represent an improvement in the overall appearance to the site. The large building would, however, be visible in some views from the Area of Special Local Character, the housing area to the North West and also from the Green Belt.

At present a landscaping scheme is proposed for the southern boundary, which should provide additional screening to the ASLC, but further consideration should be given to the planting and bunding on the other site boundaries. In particular, consideration should be given to the creation of an area of "buffer" planting outside of the new boundary walls, to allow planting to soften their appearance- the walls are proposed to be between 4-6m in height. At present views of the site are filtered by off site trees and vegetation that cannot be controlled as part of this application and hence their presence cannot be guaranteed long term. This could be secured by condition should the application be approved.

Overall, it is considered that the proposed development would have an acceptable appearance within the area, and having regard to the benefits and location within a Industrial Business Area adjacent to a railway of the proposal the scale of the

development is justified and appropriate.

7.08 Impact on neighbours

Policies BE20 and BE21 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to prevent developments which would be detrimental to the amenity of nearby occupiers by way of their siting, bulk, proximity or loss of light.

There are no residential properties that directly abut the site. The nearest residential properties are in Tavistock Road, some 60m away from the proposed Civic Amenity section of the site. The closest properties to the Waste Recycling Facility are some 75m away. Properties to the South of the site, on the other side of the Great West Mainline railway are some 100m away from the site. The development would be separated from residential properties by a railway on both sides. This separation is considered adequate to ensure the development does not have adverse impacts on the amenity of residential occupiers in respect of dominance or loss of light.

Policy BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to ensure that new developments do not have adverse impacts on the amenity of existing residential properties due to loss of privacy.

The proposed Waste Material & Recycling & Recovery Facility building would be between 70m (to the north) and 110m (to the south) from the nearest residential dwellings and would be separated by a railway line in both instances. This is sufficient to ensure no harm to the residential occupiers by loss of privacy. Accordingly, the proposal would comply with policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

Accordingly, the proposal would comply with policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

Issues relating to air quality and noise (for example noise generated by activities occurring at the site (inside or outside buildings) are dealt with elsewhere in this report.

7.09 Living conditions for future occupiers

This is not applicable to this type of development.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The National Planning Policy Framework (NPPF) at Paragraph 32 states that plans and decisions should take account of whether safe and suitable access to the site can be achieved for all people; and development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. Paragraph 35 of NPPF also refers to developments and states that developments should be located and designed where practical to give priority to pedestrian and cycle movements; create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.

London Plan (July 2011) policy 5.17 states that proposals for waste management should be evaluated against the full traffic impact of all collection, transfer and disposal movements. Policy 6.3 notes that Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. It also requires that development should not adversely affect safety on the transport network.

Local Plan requirements in relation to impacts on traffic demand, safety and congestion are set out in Local Plan Part 2 policy AM7 which states that the LPA will not grant

permission for developments whose traffic generation is likely to (i) unacceptably increase demand along roads or through junctions which are already used to capacity, especially where such roads or junctions form part of the strategic London road network, or (ii) prejudice the free flow of traffic or conditions of general highway or pedestrian safety.

The applicant has submitted a Transport Assessment (TA) dated August 2011. The Council's Highways Engineer has reviewed the TA and advised that it is out of date and raised are numerous fundamental highways and traffic issues, which are reported in full within the internal consultee section of this report (section 6).

Additional highways and transport information was received on 8th November 2013. It has been reviewed and the Council Highways Engineer has advised that the addendum to the TA is also out of date, being dated February 2012 and does not address the main concerns raised on the 2011 TA. It is not considered that the application demonstrates that the scheme would not cause unacceptable highway impacts. It should be remembered that most of the waste (600,000 tonnes) would be transported by road, no doubt by heavy goods vehicles, which would have the potential to radically disrupt the local highway network. There is an objection to the scheme in terms of traffic impacts.

National Planning Practice Guidance notes that Local planning authorities may wish to consult the relevant bodies on planning applications likely to affect transport infrastructure, such as Rail Network Operators where a development is likely to impact on the operation of level crossings. In this case Network Rail were consulted as there is a level crossing on the site. The comments from Network Rail are reported at section 6 of this report, in essence in the absence of a risk assessment and safety works there is a safety concern over the use of the level crossing. There is an objection to the scheme in this regard.

7.11 Urban design, access and security

It is not considered that the development of the site would directly result in any security issues, safety concerns, or anti-social behaviour. Any of these issues resulting from the proposed use would be controlled and dealt with under legislation outside of planning controls.

Urban design and access are dealt with in other sections of this report.

7.12 Disabled access

The proposal seeks to develop a new state-of-the-art Materials Recovery and Recycling Facility. The Design & Access Statement states that 2 accessible parking bays would be provided or 5% of total capacity, with an additional space provided for every disabled employee. Whilst the proposed number of parking spaces may fall below the 10% requirement prescribed by Local Plan policy AM15, the provision is considered to be acceptable in terms of disabled access for the development as proposed.

Overall, the Access Officer is satisfied with the level of facilities provided and as such the scheme is considered to accord with Policies 3.4 and 7.2 of the London Plan July 2011, the Hillingdon Design and Access Statement (HDAS) Accessible Hillingdon and Policy AM15 of the UDP.

7.13 Provision of affordable & special needs housing

This is not applicable to this type of application.

7.14 Trees, landscaping and Ecology

TREES/LANDSCAPING

Policy BE38 of the Unitary Development Plan Saved Policies states, amongst other things

that development proposals will be expected to retain and utilise topographical and landscape features of merit.

The Council's Trees and Landscape Officer has made the following recommendations:

- i) Prior to development a management plan to eradicate the Japanese Knotweed should be prepared and put into action, in accordance with a methodology approved by the Environment Agency.
- ii) The colour and materials used for the cladding of the building, the roof and all ancillary structures should be selected to be as recessive as possible, in order to reduce the apparent bulk and visual impact on the landscape.
- iii) The selection of plants for inclusion in this scheme should be reviewed and amended in the interests of plant health and bio-security. In particular a Ash should not be planted. A suitable substitute is required.
- iv) A belt of tree planting or native woodland should extend around the west boundary to provide some screening from the Green Belt.
- v) 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.

It is considered that if the scheme was to be approved these matters could all be dealt with by way of appropriately worded conditions. As such no objection is raised in this regard.

ECOLOGY

The proposed development is adjacent to a Metropolitan Site of Importance for Nature Conservation. On the site, there are pockets of natural areas that would support the wider SINC. The ecology chapter within the ES reports that approximately 0.25 hectare of woodland and vegetation will be lost.

The Council's Sustainability officer has calculated the loss to be close to 0.4 hectares (mainly a triangular area of land to the north west of the site. Regardless of this, there are a number of mature trees as well as ground scrub to be removed to make way for the development.

The Council's Sustainability Officer has raised concern that the onsite landscaping adequately considers the loss of trees and vegetation nor their relationship with the wider SINC. In particular, the loss of vegetation near to the Frays River is a concern. The lost areas need to be considered as part of the mitigation strategy. There is however insufficient room on the site to fully integrate a sufficient amount of mitigation. The proposed offer by the applicant is therefore inadequate. The only solution to mitigate for the loss of the onsite vegetation and wildlife areas is to provide an offsite contribution as well as providing the minimal onsite measures.

As a consequence a financial contribution to the sum of £30,000 would need to be secured to enable the Council to help manage and enhance existing areas of Little Britain SINC. An ecological enhancement scheme is also required. This could be secured by condition should the application be approved.

7.15 Sustainable waste management

As discussed in the principle section above, this proposal is considered to accord with policy EM11 in Part One of the Hillingdon Local Plan. It entails the reduction of waste going to landfill by the treatment processes involved and will help the borough and its

West London Waste Plan colleagues meet the London Plan policies regarding waste self-sufficiency and increasing waste management capacity in London.

7.16 Renewable energy / Sustainability

Policy 5.2 of the London Plan (July 2011) requires development proposals to make the fullest contribution possible to reducing carbon emissions. Major development schemes must be accompanied by an energy assessment to demonstrate how a 25% target reduction in carbon dioxide emissions will be achieved, where feasible.

In accordance with this policy the applicant has submitted an Energy Statement and a Sustainability Checklist to demonstrate how the London Plan objectives will be met. In addition to energy efficient building measures, photovoltaic panels would be provided to provide a portion of the site's energy needs through the use of a renewable energy. These measures would achieve a 26% reduction in carbon dioxide emissions above Part L of the Building Regulations in compliance with London Plan requirements. The applicant is also to include the capture of waste heat as requested by the GLA.

The energy solution focuses on a large photovoltaic array and predominantly reduces the unregulated energy demand. The councils Sustainability Officer has raised no objections to this approach and supports the principle. The development must proceed in accordance with the submitted 'Sustainable Energy Statement, Silcock Dawson and Partners, V1.2, April 2013'. This could be secured by condition.

London Plan policy 5.11 states that major development proposals should provide green roofs. The development is within an air quality management area and needs to improve opportunities for wildlife. Living walls and roofs can improve air quality, operate as carbon sinks and also be of importance for nature conservation. Whilst the development does not propose any living walls or green roofs it is considered that this could be achieved by way of an appropriately worded condition.

Subject to the imposition of relevant conditions on any consent, the proposed scheme is considered to comply with relevant London Plan policies, and the Council's Sustainability Officer does not raise any objections to the proposal, subject to the scheme being carried out in accordance with the submitted energy statement and details of living walls/roofs being submitted.

7.17 Flooding or Drainage Issues

A very small area of the site access road, (effectively the area covered by level crossing over the railway) lies within flood zones 2 and 3. No other part of the site is within a flood zone. It noted that Network Rail have raised a question in relation to drainage affecting the railway line.

A Flood Risk Assessment was submitted with the application. This was assessed by the Environment Agency, who have raised an objection in relation to surface water drainage. However, the Council's own Flooding and Water Management Specialist has also assessed the Flood Risk Assessment and found it to be acceptable. It should be noted that since the Environment Agency commented on this application, a Framework Agreement has been agreed between the EA and Hillingdon giving the Council's Flood Risk & Water Management Specialist sole responsibility for all Flood Risk related issues thus removing the need to consult the EA on such matters. Given this, it is considered that the Council's Flood Risk & Water Management Specialist's flood risk comments are take precedent.

The Council's Flood Risk & Water Management Specialist is of the view that appropriate

drainage can be secured by conditions application cannot be refused on these grounds. As such no objection has been raised in relation to flood risk subject to a water management condition. The application is therefore considered to be acceptable in this regard.

7.18 Noise or Air Quality Issues

AIR QUALITY

The main problem with the air quality stems from the inadequacy of the transport assessment (TA). Comments from the Highways Officer detail the main faults with the TA. As there is some dispute about the impacts on transport, it is not possible to determine the impacts on air quality. The primary problem is that the applicant is using data collected from a single day in 2008 to compare the traffic generated from the new development.

The applicant claims that the traffic generation from the new development has been tailored to reflect the 2008 survey count, and is conveniently almost identical with only three vehicle movements different.

This allows the applicant to present a case that the proposed development has a negligible impact. The Council is not in position to agree with this assessment and therefore not able to judge how the traffic movements, particular regarding HGVs, are different before and after the development.

Notwithstanding the problems with the TA, there are some inherent problems with the Air Quality Assessment.

Of particular concern is the modelled baseline data that shows Yiewsley High Street to be significantly failing EU Emissions Objectives. The air quality in this area as a damaging impact with respect to health and must be treated as highly sensitive.

The applicant then presents a case that regardless of whether the development happens or not, there will be nearly a 15% improvement in air quality from 2011 to 2015. The Council queries the starting baseline as being very high and the reduction in 4 years as being highly questionable. Furthermore, the application was submitted in 2013, half way through their suggested period of significant reduction. The data should therefore have been updated with a new projection set for the future years.

With respect to the above, it is not possible to make an informed decision on the air quality impacts from the proposed development. Given the significantly poor air quality presented by the applicant in this area, it is necessary to determine the impacts prior to determination. If the improvements in air quality are not as they have been presented, then the development may need to be altered to be viable.

Firstly, the 47.6 2011 figure (as existing) is unusually high. The Council's modelled data has this considerably below this figure. This is an important part of the assessment as it is effectively the starting point. An over inflation of this figure would allow future developments to be presented as improving the situation.

Secondly, the assessment shows that with no intervention or improvements, there would be nearly 12% worth of improvement. Again this is highly unlikely. Regardless of this, what the assessment concludes is that because the proposed transport is the same as existing, there is unlikely to be change in air quality levels.

There is no suitable justification for the significantly high baseline, or the subsequent drop. Nonetheless the modelled data shows that Yiewsley High Street is exceeding minimum air quality standards and cannot be determined as a negligible impact.

The applicant needs to refine the transport assessment using more sufficiently robust and accurate data. In particular, greater clarity and assessment of the amount of HGVs including the presumed impact of the rail. HGVs are considerably more polluting than light vehicles and need to be given appropriate attention in the assessment.

An improved TA will then need to inform a more suitable air quality assessment that accurately reflects the existing situation and adequately qualifies the current air quality problems. The applicant will then need to tailor mitigation, changes to operation and throughput of waste to reflect the impacts on air quality.

NOISE

In order to reduce the adverse noise and vibration impacts at the closest residential properties close to the vicinity of the site, the following measures form part of the proposed scheme:

i) The structural steel frame of the building will have no rigid structural connections to the internal plant. This will reduce the vibrational energy transferred to the structure and thus reduce any noise re-radiated by the cladding. Where structural support of the plant is provided by the concrete push wall, the connection will be made using anti-vibration pads if this is anticipated to provide a benefit in terms of noise impact.

ii) A 4 m high acoustic barrier in addition to that proposed in the scheme may be provided between the freight siding and the Lafage site. This will reduce noise impact on properties to the south of the development site from activity relating to the freight train.

iii) An extension of the 4 m high acoustic barrier which is located along the western site boundary, and an additional 6 m high acoustic barrier may be erected along part of the northern boundary as appropriate. This will reduce predicted noise levels at properties to the north and north-east of the site due to yard activity and the opening of the C&D building when doors are opened to permit access.

It is considered that the proposed measures would likely mitigate any noise and vibration resulting from HGV deliveries, internal loading/unloading and processing of recycling materials. The Council's Noise Officer has reviewed the application. No objections have been raised in this regard. Conditions have been recommended by the EPU Noise Officer in the event that application is approved limiting future noise levels and requiring further details of noise and vibration mitigation measures particularly for all external works, including the loading and unloading of trains and the external recycling works including the concrete crushing and timber shredding.

7.19 Comments on Public Consultations

All the issues raised have been taken into account in the assessment of the proposals and are reflected in the reasons for refusal or this report itself. The concerns raised by residents, politicians, local groups and local businesses into a number of categories. These are Highways concerns (including traffic congestion and safety of road users and pedestrians), health concerns stemming from the perceived pollution impacts of the scheme, noise issues and suitability for the site for a Waste Recycling Facility. These concerns have been taken into account, particularly in the Principle of Development section of the report, the Traffic Impact section, Impact on Neighbours and Noise or Air

Quality Issues sections as well as throughout the remainder of the report.

7.20 Planning obligations

Policy R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) is concerned with securing planning obligations to supplement the provision recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and education facilities through planning obligations in conjunction with other development proposals. These saved UDP policies are supported by more specific supplementary planning guidance.

The Council's Section 106 Officer has reviewed the proposal, as have other statutory consultees, including the Greater London Authority and Transport for London. The comments received indicate the need for the following contributions or planning obligations to mitigate the impacts of the development:

1. Highways: either a s278 and or s38 agreement may be required to address any and all highways matters arising from the proposal.
2. Environmental mitigation: depending upon further comments received there may be the need for environmental mitigation measures in the form of a financial contribution or delivery of measures this will be dependent upon comments received from EPU, sustainability and ecology.
3. Air Quality: in line with the SPD and given the location of the proposal it is likely that EPU will seek a contribution towards air quality mitigation. Please liaise with EPU in the first instance.
4. In the event that a s106 agreement is entered into then a financial contribution equal to 5% of the total cash contributions should be secured to enable the management and monitoring of the resulting agreement.

Overall, it is considered that the level of planning benefits sought would be adequate and commensurate with the scale and nature of the proposed development. However the S106 has not been signed and as such the proposal fails to accord with Policy R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

7.21 Expediency of enforcement action

None.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

General

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and

also the guidance contained in "Probity in Planning, 2009".

Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have "due regard" to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different "protected characteristics". The "protected characteristics" are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have "due regard" to the above goals means that members should consider whether persons with particular "protected characteristics" would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances."

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

9. Observations of the Director of Finance

None.

10. CONCLUSION

The proposed scheme does not accord with relevant National, Regional and local Plan Policies. Whilst it is generally acceptable in terms of appearance, impact on the visual character of the area and disabled access provisions, it fails to demonstrate that the development would be acceptable in terms of highway and transport impacts as well as air quality.

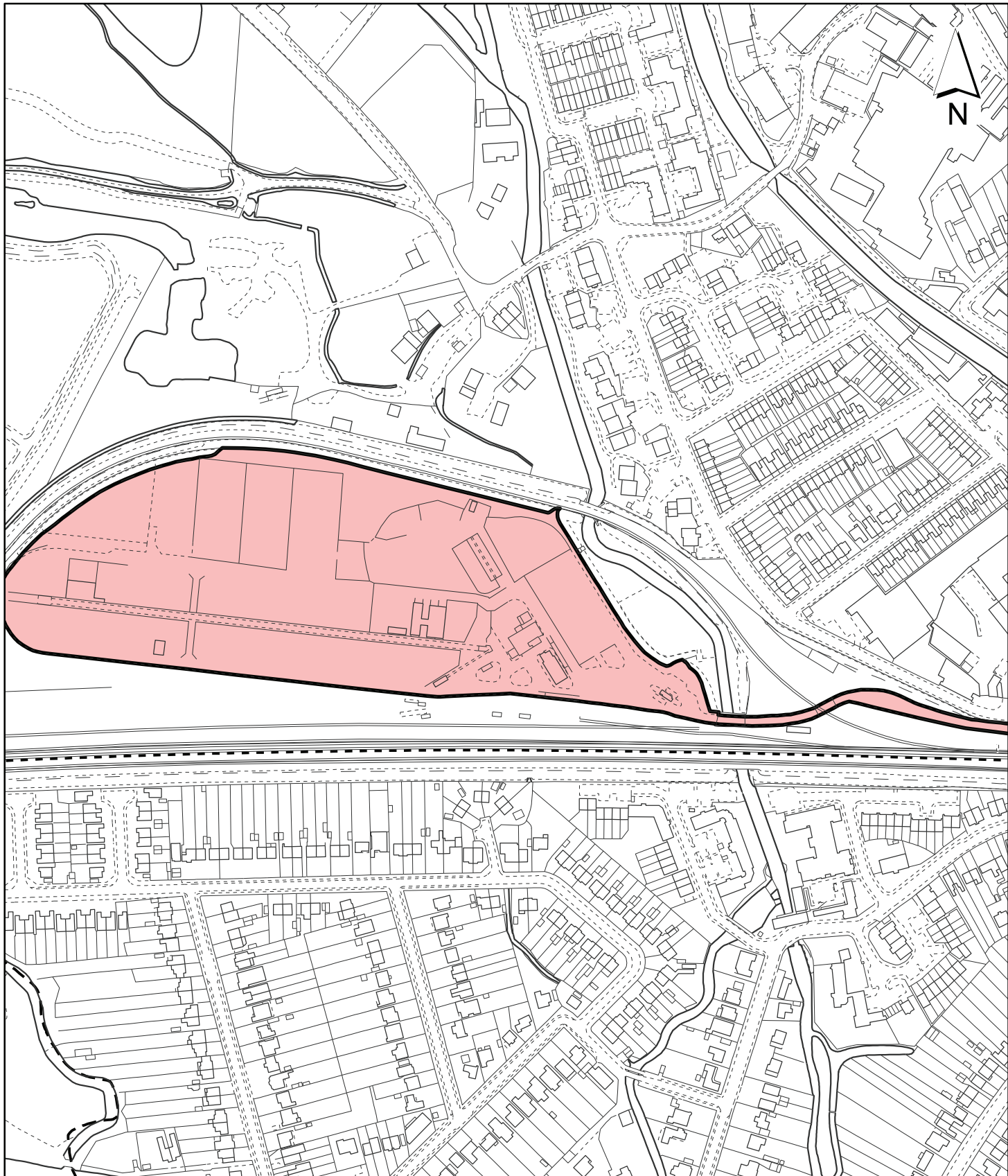
The application is therefore contrary to policies LE1, AM7, AM11 and R17 of the Local Plan Part 2 and policies 2.6, 4.1, 4.12, 6.2, 6.3, 6.4, 6.7, 7.1 and 7.14 of the London Plan (July 2011) and paragraph 32 of the NPPF, and is recommended for refusal.

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
PPS10: Planning for Sustainable Waste Management
Draft West London Waste Plan
Hillingdon Supplementary Planning Document - Accessible Hillingdon
Hillingdon Supplementary Planning Document - Noise
Hillingdon Supplementary Planning Document - Planning Obligations
Hillingdon Supplementary Planning Guidance - Air Quality
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Land Contamination

Contact Officer: Matt Kolaszewski

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.

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Site Address

**Old Coal Depot
Tavistock Road**

**LONDON BOROUGH
OF HILLINGDON
Residents Services**

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

Planning Application Ref:
18736/APP/2013/1784

Scale
1:3,500

Planning Committee
Major Application

Date
**December
2013**



HILLINGDON
LONDON

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Report of the Head of Planning, Sport and Green Spaces

Address 272-276 BATH ROAD HEATHROW

Development: Change of use of existing building from office (Use Class B1(a)) to Hotel (Use Class C1), including 4-storey side extension (to rear of adjacent petrol station), and 4-storey rear extensions, and associated amendments to landscaping and car parking.

LBH Ref Nos: 464/APP/2013/2115

Drawing Nos: 1243/20
1243/21
1243/22
1243/23
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1243/28
1243/29
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1243/38
1243/39
MCA-1513/01
Noise Impact Assessment - 11/09/13
Phase I Desk Study - September 2013
Air Quality Assessment - 17/09/13
Energy Statement - 11/07/13
Marketing Letter - 23/07/13
Landscape Specification - September 2013
Planning Statement - 24/07/13
Transport Statement - Issue A (08/07/13)

Date Plans Received: 25/07/2013 **Date(s) of Amendment(s):**

Date Application Valid: 17/09/2013

1. **SUMMARY**

The application seeks planning permission for the change of use of the existing building from office (Use Class B1(a)) to a Hotel (Use Class C1), including 4-storey side extension (to the rear of the adjacent petrol station) and 4-storey rear extension, together with associated amendments to landscaping and car parking.

Given the site's context the scheme raises no adverse amenity issues to residential neighbours nor does the new building's massing and outlook prejudice the existing

developments on the adjacent sites. The car parking provision and highway access arrangements are considered consistent with planning policy and acceptable including the arrangements for service delivery and guest arrivals/departures.

The height of the development is consistent with the surrounding 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.

Accordingly, the application is recommended for approval, subject to conditions and the signing of a S106 Legal Agreement.

2. RECOMMENDATION

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

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. Highways: to secure all necessary works and the provision of a Travel Plan, including Sustainable Transport Measures (such as a hopper bus service).

2. 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).

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 £25,000.

4. Project Management and Monitoring Fee: a financial contribution equal to 5% of the total cash contributions towards the management and monitoring of the resulting agreement.

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

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

D) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised before 17/12/2013, or such other date as agreed by the Head of Planning, Green Spaces and Culture, delegated authority be given to the Head of Planning, Green Spaces and Culture to refuse planning permission for the following reason:

'The applicant has failed to provide contributions towards the improvement of services and the environment as a consequence of demands created by the proposed development (in respect of construction training and air quality). The

proposal therefore conflicts with Policy R17 of the adopted Local Plan and the Council's Planning Obligations SPD and Air Quality SPG.'

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

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

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 1243/20; 1243/21; 1243/22; 1243/23; 1243/24; 1243/25; 1243/26; 1243/27; 1243/28; 1243/29; 1243/30; 1243/31; 1243/32; 1243/33; 1243/34; 1243/35; 1243/36; 1243/37; 1243/38; 1243/39; MCA-1513/01, and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

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

3 COM5 General compliance with supporting documentation

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

Noise Impact Assessment - 11/09/13
Phase I Desk Study - September 2013
Air Quality Assessment - 17/09/13
Energy Statement - 11/07/13
Marketing Letter - 23/07/13
Landscape Specification - September 2013
Planning Statement - 24/07/13
Transport Statement - Issue A (08/07/13)

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

REASON

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

4 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 the amenity of residents in accordance with policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

Note: 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.

5 NONSC Air Quality - 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 suitable pollutant emission rates with and without mitigation technologies, which needs to be considered as part of a wider air quality assessment, as set out in the EPUK CHP Guidance 2012 (September 2007).

REASON

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

Note: This condition relates to the operational phase of residential and commercial development and is intended for the protection of future residents in a designated AQMA and Smoke Control Area. Advice on the assessment of CHPs is available from EPUK at: http://www.iaqm.co.uk/text/guidance/epuk/chp_guidance.pdf. An area up to a distance of 10 times the appropriate stack height needs to be assessed. They should contact the Environmental Protection Unit if they have any queries.

6 NONSC Air Quality - CHP

Before the development is commenced, details to limit and/or control air pollution for any CHP shall be submitted to and approved in writing by the Local Planning Authority. The measures shall be provided prior to the occupation of the relevant phase in which the CHP is to be constructed and thereafter maintained for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

REASON

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

7 COM17 Control of site noise rating level

The rating level of the noise emitted from the site shall be at least 5dB below the existing background noise level. The noise levels shall be determined at the boundary of the nearest residential property. The measurements and assessment shall be made in accordance to the latest British Standard 4142, 'Method for rating industrial noise affecting mixed residential and industrial areas'.

REASON

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

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

8 COM25 Loading/unloading/deliveries

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

REASON

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with policy OE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

9 COM30 Contaminated Land

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

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

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

(c) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement.

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

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

(iv) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON

To ensure that 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).

10 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. The scheme shall clearly demonstrate that sustainable drainage systems (SUDS) have been incorporated into the designs of the development in accordance with the hierarchy set out in accordance with Policy 5.15 of the London Plan and will:

- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. include a timetable for its implementation; and
- iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

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

- iv. provide details of water collection facilities to capture excess rainwater;
- v. provide details of how rain and grey water will be recycled and reused in the development.

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

REASON

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

11 NONSC Energy Efficiency

Prior to the commencement of development a detailed energy assessment shall be submitted showing how the development will reduce carbon emissions by 40% from a 2010 Building Regulations compliant development. The assessment shall clearly show:

- i) the baseline energy demand (kwhr and kgCO₂) for each element of the regulated energy use (e.g. space heating, hot water and electricity) for all the relevant uses (e.g. residential, commercial etc).
- ii) the methods to improve the energy efficiency of the development and how this impacts on the baseline emissions and where they will be included within the development.
- iii) the inclusion of CHP to service the whole development, the specification of the technology to be used, the inputs and outputs (in kwhr and associated kgCO₂) of the CHP unit and the impacts on the baseline emissions.
- iv) roof plans and elevations showing the inclusion of the PVs.
- v) how the technology will be maintained and managed throughout the lifetime of the development.

The development must proceed in accordance with the approved details.

REASON

To ensure a sustainable approach to energy efficiency and carbon reductions is met across the site, in accordance with Policies 5.2 and 5.3 of the London Plan (2011).

12 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 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 policies 7.1 and 7.3 of the London Plan (July 2011).

13 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)

14 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 (including secure storage for at least 10 cycles)
- 2.c Means of enclosure/boundary treatments
- 2.d Car Parking Layouts (including the provision of at least 3 disabled parking spaces, and demonstration that at least 2 parking spaces are served by electrical charging points)
- 2.e Hard Surfacing Materials (including a kerbed access route from Bath Road to the main entrance of the building)
- 2.f External Lighting
- 2.g Other structures (such as furniture)

3. Living Walls and Roofs

- 3.a A scheme for the inclusion of living walls, roofs and screens. The scheme shall provide details of the types of living material to be used and the locations and methods of maintenance where necessary
- 3.b Justification as to why no part of the development can include living walls and roofs

4. Details of Landscape Maintenance

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

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

5. Schedule for Implementation

6. Other

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

6.b Proposed finishing levels or contours

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

REASON

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

15 NONSC Fire Evacuation Plan

Prior to the first occupation of the development hereby approved a comprehensive fire emergency plan that demonstrates how disabled people will be safeguarded from fire and enabled to evacuate the building shall be submitted to and approved in writing by the Local Planning Authority.

REASON

To ensure that adequate facilities are provided for people with disabilities in accordance with policy AM13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and policies 3.1, 3.8 and 7.2 of the London Plan (2011).

16 NONSC Facilities for People with Disabilities

The development hereby approved shall ensure the quantity of accessible bedrooms as a percentage of the total number of bedrooms (as detailed in BS 8300:2009) is no less than:

- i. 5% without a fixed tracked-hoist system;
- ii. 5% with a fixed tracked-hoist system, or, similar system giving the same degree of convenience and safety;
- iii. 5% capable of being adapted in the future to accessibility standards (i.e. with more space to allow the use of a mobile hoist, wider doors, provision for services and with enclosing walls capable of supporting adaptations, e.g. handrails);
- iv. 50% of en-suite bathrooms within the required accessible bedrooms to have a level access shower.

REASON

To ensure that London's visitor infrastructure is accessible and welcoming to all sections of the population, including older and disabled people in accordance with policy AM13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and policies 3.1, 3.8 and 7.2 of the London Plan (2011).

17 NONSC Car Parking for guests and staff only

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

REASON

To ensure suitable parking provision is provided on the site, in accordance with 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 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
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE18	Design considerations - pedestrian security and safety
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
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
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
T2	Location of tourist accommodation and conference facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements
LPP 2.6	(2011) Outer London: vision and strategy
LPP 2.7	(2011) Outer London: economy
LPP 2.8	(2011) Outer London: Transport
LPP 4.1	(2011) Developing London's economy
LPP 4.5	(2011) London's Visitor Infrastructure
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.3	(2011) Sustainable design and construction
LPP 5.4	(2011) Retrofitting
LPP 5.7	(2011) Renewable energy
LPP 5.10	(2011) Urban Greening
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.21	(2011) Contaminated land
LPP 6.1	(2011) Strategic Approach
LPP 6.5	(2011) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2011) Cycling
LPP 6.10	(2011) Walking
LPP 6.11	(2011) Smoothing Traffic Flow and Tackling Congestion and reducing traffic
LPP 6.13	(2011) Parking
LPP 7.1	(2011) Building London's neighbourhoods and communities
LPP 7.2	(2011) An inclusive environment
LPP 7.3	(2011) Designing out crime
LPP 7.4	(2011) Local character
LPP 7.6	(2011) Architecture
LPP 7.13	(2011) Safety, security and resilience to emergency
LPP 7.14	(2011) Improving air quality
LPP 7.15	(2011) Reducing noise and enhancing soundscapes
LPP 8.2	(2011) Planning obligations

3 I14C 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
- Disability Rights Commission (DRC) Access statements. Achieving an inclusive environment by ensuring continuity throughout the planning, design and management of building and spaces, 2004. Available to download from www.drc-gb.org.
- Code of practice. Rights of access. Goods, facilities, services and premises. Disability discrimination act 1995, 2002. ISBN 0 11702 860 6. Available to download from www.drc-gb.org.
- Creating an inclusive environment, 2003 & 2004 - What it means to you. A guide for service providers, 2003. Available to download from www.drc-gb.org.

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

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 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.

5 160 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)

6 158 Opportunities for Work Experience

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

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

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You are advised that the development hereby approved represents chargeable development under the Community Infrastructure Levy. The applicant will be liable to pay the Community Infrastructure Levy to the sum of £63,727.94 on commencement of this development. A separate liability notice will be issued by the Local Planning Authority, however you are advised that it is your responsibility to notify the Local Planning Authority of the anticipated commencement date and any changes in liability through submission of the appropriate forms.

Should you require further information please refer to the Council's Website (<http://www.hillingdon.gov.uk/index.jsp?articleid=24738>).

3. CONSIDERATIONS

3.1 Site and Locality

The site is located on the northern side of Bath Road, just to the east of the junction with Sipson Road, opposite Heathrow Airport. The main site frontage is to Bath Road, with a small frontage to Egerton Road to the rear. The site contains an L-shaped four-storey office building, surrounded by car parking and a small amount of landscaping. The building is clad in two colours of brick, with a glazed and metal-clad fourth storey. The site is predominantly rectangular, with a small portion that extends to the rear of the neighbouring petrol station.

The surrounding area is of high density character, with a mixture of residential and commercial uses. It is dominated by large buildings of various heights, with little uniformity of height or appearance. To the west of the site fronting Bath Road is a petrol filling station, with a three-storey mixed used building to the rear, and the north of the site. To the west of the site is a five-storey office building.

3.2 Proposed Scheme

The application seeks planning permission for the change of use of the existing building

from office (Use Class B1(a)) to a Hotel (Use Class C1), including 4-storey side extension (to the rear of the adjacent petrol station) and 4-storey rear extension, together with associated amendments to landscaping and car parking.

The proposal includes the provision of a 100 bedroom hotel, together with extensions to the north (rear) and west, and alterations to the existing elevations to integrate the existing building with the proposed extensions. The hotel will provide restaurant and bar facilities, predominantly for the use of guests. The existing building is to be extended by the addition of two wings, to provide bedrooms to the hotel. The existing car parking area is to remain, with the extensions constructed above the existing car parking area.

The existing entrance to the site will remain, but the exit from the site will be to Egerton Road to the rear. 25 car parking spaces are to be provided, including 2 disabled parking spaces, together with a coach parking space. Secured covered cycle parking is also proposed.

3.3 Relevant Planning History

464/N/79/1100 Airport House Bath Road Sipson
Office development - 50sq.m. (Outline)(P)

Decision: 09-11-1979 Refused

464/P/81/1446 Airport House Bath Road Sipson
Extension/Alterations to Office premises (P) of 65 sq.m.

Decision: 12-03-1982 Approved

Comment on Relevant Planning History

The relevant planning history for the site is listed above.

4. Planning Policies and Standards

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (July 2011)
National Planning Policy Framework
Hillingdon Supplementary Planning Document - Accessible Hillingdon
Hillingdon Supplementary Planning Document - Noise
Hillingdon Supplementary Planning Document - Planning Obligations; and Revised Chapter 4, Education Facilities: September 2010.
Hillingdon Supplementary Planning Guidance - Air Quality
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Land Contamination

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM6	(2012) Flood Risk Management
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.EM11	(2012) Sustainable Waste Management
PT1.T1	(2012) Accessible Local Destinations
PT1.T4	(2012) Heathrow Airport

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
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE18	Design considerations - pedestrian security and safety
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
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
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
T2	Location of tourist accommodation and conference facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements
LPP 2.6	(2011) Outer London: vision and strategy

- LPP 2.7 (2011) Outer London: economy
- LPP 2.8 (2011) Outer London: Transport
- LPP 4.1 (2011) Developing London's economy
- LPP 4.5 (2011) London's Visitor Infrastructure
- LPP 5.1 (2011) Climate Change Mitigation
- LPP 5.2 (2011) Minimising Carbon Dioxide Emissions
- LPP 5.3 (2011) Sustainable design and construction
- LPP 5.4 (2011) Retrofitting
- LPP 5.7 (2011) Renewable energy
- LPP 5.10 (2011) Urban Greening
- LPP 5.12 (2011) Flood risk management
- LPP 5.13 (2011) Sustainable drainage
- LPP 5.21 (2011) Contaminated land
- LPP 6.1 (2011) Strategic Approach
- LPP 6.5 (2011) Funding Crossrail and other strategically important transport infrastructure
- LPP 6.9 (2011) Cycling
- LPP 6.10 (2011) Walking
- LPP 6.11 (2011) Smoothing Traffic Flow and Tackling Congestion and reducing traffic
- LPP 6.13 (2011) Parking
- LPP 7.1 (2011) Building London's neighbourhoods and communities
- LPP 7.2 (2011) An inclusive environment
- LPP 7.3 (2011) Designing out crime
- LPP 7.4 (2011) Local character
- LPP 7.6 (2011) Architecture
- LPP 7.13 (2011) Safety, security and resilience to emergency
- LPP 7.14 (2011) Improving air quality
- LPP 7.15 (2011) Reducing noise and enhancing soundscapes
- LPP 8.2 (2011) Planning obligations

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- 24th October 2013

5.2 Site Notice Expiry Date:- 24th October 2013

6. Consultations

External Consultees

Consultation letters were sent to 14 local owner/occupiers on 01/10/13. The application was also advertised by way of site and press notices. One letter of objection has been received which raises the following concerns:

- i) Overdevelopment of the site.
- ii) Impact on amenity and setting of neighbouring buildings.

- iii) Increase in traffic and congestion, poor traffic circulation within site.
- iv) Lack of car parking.
- v) Poor design and detailing of building.

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.

HEATHROW SAFEGUARDING:

No safeguarding objections to the proposed development, subject to an informative regarding the use of cranes.

Internal Consultees

ENVIRONMENTAL PROTECTION UNIT:

Comments below with regard to air quality and land contamination only. The following conditions need to be included in any permission that may be given:

Air Quality:

The proposed development is within the declared AQMA and in an area that is significantly above the European Union limit value for annual mean nitrogen dioxide (NO₂ - 40.0 mg/m³) adjacent to the Bath Road. The air quality assessment has used measured background data from London Harmondsworth because the DEFRA background map levels are considered an overestimate. The background is likely to be high in this area due to the airport, and London Harmondsworth may not be suitably representative.

The air quality assessment looked at the impact on the proposed development only and did not consider nearby residential receptors. The Energy Statement refers to CHP being feasible for the site, although biomass has been ruled out, but provides no further details and the Transport Statement refers to an increase in trip generation as a consequence of the development, which is anticipated to consist of largely of taxi drop-offs and pick-ups.

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

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

Nitrogen dioxide levels at the facade of the building (may have been underestimated) on all levels is above the EU limit value. However, the report indicates there will be no staff accommodation at the site, therefore the limit values are indicative only. Nothing specific has been said regarding ventilation except a mention in Energy Statement about mechanical ventilation. The ingress of polluted air condition is recommended with regard to the pollution air issues at the site and to ensure any air inlets draw air from a clean location (treat it if necessary) and are located away from any flues/exhausts.

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.

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.

The following conditions are advised in order to ensure relevant information with regard to the energy provision and to limit air pollution emissions from the energy provision at the site are provided, in order to ensure mitigation measures can be agreed and implemented if necessary, as part of the development. The CHP may need to be considered within the context of a wider air quality assessment.

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 suitable pollutant emission rates with and without mitigation technologies, which needs to be considered as part of a wider air quality assessment, as set out in the EPUK CHP Guidance 2012 (September 2007).

Notes: This condition relates to the operational phase of residential and commercial development and is intended for the protection of future residents in a designated AQMA and Smoke Control Area. Advice on the assessment of CHPs is available from EPUK at: http://www.iaqm.co.uk/text/guidance/epuk/chp_guidance.pdf. An area up to a distance of 10 times the appropriate stack height needs to be assessed. They should contact the Environmental Protection Unit if they have any queries.

Air Quality Condition 3 - Control of Air Pollution

Before the development is commenced, details to limit and/or control air pollution for any CHP shall be submitted to and approved in writing by the Local Planning Authority. The measures shall be provided prior to the occupation of the relevant phase in which the CHP is to be constructed and thereafter maintained for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

The application indicates fewer car parking spaces than the office use, new disabled parking and a coach parking space. It is anticipated most customers would arrive by taxi. The Transport Statement makes no reference to a staff or customer travel plan, although there are references to public transport access to the site. A travel plan condition is recommended for this application. There are also no references to the provision of electric charging points at the site. A condition for fast electric charging points is recommended for this application. Ideally, these should be suitable for mini-cabs to use as well.

Land Contamination:

The most significant potential contamination identified in the desk top study relates to contamination from the adjacent petrol station to the west of the site. We have ground investigation report from 2005 which indicate fuel contamination of the soil and groundwater at the petrol station. The boreholes located nearest to the application site (MW1, MW8) indicated soil contamination below the detection limit for samples taken at a metre depth for TPH, BTEX and MTBE. However this area was not investigated further in later investigations when soil contamination was identified in other locations (where it was not previously identified due to the shallowness of the sampling) at 3 to 4 metres depth. For TPH only, contamination was also identified MW8, which is located quite close to the proposed extension for the hotel (stairwell and lift shaft only appear to be enclosed). MW1 ground water monitoring results based on one round of monitoring from January 2005

indicate very low levels of contamination.

It appears remedial works may not have taken place, and the contamination appears to be located to the south east of the source in the groundwater. I would recommend including the standard contaminated land condition on any permission that may be given to ensure risk from contamination is suitably assessed and addressed for the extension and the conversion, as required.

It is noted the proposed development is an extension and conversion of the existing office building to a hotel use. The desk study refers to soft landscaping such as planters, but does not expand any further, however the landscaping specification document and plan seems to suggest there may be more works, therefore the soil imports and landscaping condition is recommended to ensure the soils are suitable for use.

The standard land contamination condition is recommended.

Condition to minimise risk of contamination from garden and landscaped area:

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

Noise:

With regard to external noise protection of new Hotel and office developments, Hillingdon's planning policy is such that it is the responsibility of the developer to provide this protection. The level of noise experienced in the proposed development from a room to an adjacent room is controlled by current Building Regulations.

Therefore with reference to this planning application, it is recommended as discussed below that the following condition and informative are applied to the application:

Condition: As per the applicant's acoustic report and with regard to noise generated internally such as from plant equipment in the proposed development, the rating level of the noise from the development should comply to BS:4142 1997 so that it is at least 5 dB below the measured background noise level.

Informative: Regarding construction work.

HIGHWAYS:

The site has a PTAL of 3 with bus stops just outside the site. There are currently 47 car parking spaces on site for the permitted office use. The 100 bed hotel proposal will reduce these to 25. 10 covered cycle parking spaces and shower facilities for staff are to be provided. A coach drop off area and coach parking are provided.

At present access and egress to the site is from Bath Road. The proposal is to retain this for entry only and egress will be from a new cross over on to Egerton Way at the rear of the site. Egerton Way via Bolton's Way links to Bath Road at a signalised junction permitting both eastbound and westbound movements on to Bath Road. However it is intended that refuse vehicles will access and egress the site via Egerton Way.

Based on the transport statement the hotel is likely to generate an additional daily total two way trips of 53 vehicles which amount to 0.25% of the existing traffic on the Bath Road A4. The maximum additional peak hour trips from the site are 10 and occur in the morning are not

considered to have a significant impact on the highway network.

- The S106 should require the applicant to sign up to a hopper bus service.
- The pedestrian footway from Bath Road to the hotel entrance should be kerbed, and not just delineated by road markings.

Subject to satisfactory conclusion of the issues in the last 3 points above no objections would be raised on highway grounds.

TREES:

The property and its neighbour to the east was built around the 1980's and there are limited areas of soft landscape associated with the development. The quality of the surviving trees and landscaped areas is somewhat tired, with some of the original planting missing or in decline. There are no Tree Preservation Orders or Conservation Area designations affecting the site.

Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate. The area around Heathrow has a record of very poor air quality. Planting in this area is particularly important to enhance the appearance of the area and help to filter airborne particulates.

- i) No tree survey has been submitted. However, it is evident that a small number of trees (approximately 3No.) will be removed in order to facilitate the new layout / development. The most prominent tree is a Cherry, situated on the east boundary towards the north-east access point. Aside from this two small trees to the west (behind the petrol station) will be lost, as will the hedgerow along the northern boundary.
- ii) The removal of these trees is not considered to be a constraint on development due to their poor condition and landscape value.
- iii) Two trees within the planting area to the front of the building (south-east corner) will be retained as part of the new layout.
- iv) An additional 6No. trees, are indicated on drawing No. MCA 1513/01 Landscape Details. The planting plan indicates new / replacement structure planting including hedges and shrubs. The plan is supported by a generic planting specification.
- v) Unfortunately, there is no opportunity for replacement tree planting in the north-east corner which will increase the inter-visibility between the residents of Doghurst Avenue and the site.
- vi) 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.

Recommendation:

A Cherry tree (*Prunus* 'Tai Haku') is among the trees scheduled on the planting plan. This tree tends to be a low-growing tree with a very spreading/ horizontal habit - which will not be best suited on this site where space is restricted. It is recommended that a suitable alternative be specified - preferably with a tall but fastigiated / compact habit.

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

SUSTAINABILITY OFFICER:

I have no objections to the proposed development subject to the following:

Energy:

The energy strategy submitted is broadly sufficient but is not yet detailed enough at this stage to understand the final design solutions. The strategy includes a number of recommendations but it is

not clear how or if these will be included within the final design. The following condition is therefore essential:

Condition:

Prior to the commencement of development a detailed energy assessment shall be submitted showing how the development will reduce carbon emissions by 40% from a 2010 Building Regulations compliant development. The assessment shall clearly show:

- i) the baseline energy demand (kwhr and kgCO₂) for each element of the regulated energy use (e.g. space heating, hot water and electricity) for all the relevant uses (e.g. residential, commercial etc).
 - ii) the methods to improve the energy efficiency of the development and how this impacts on the baseline emissions and where they will be included within the development.
 - iii) the inclusion of CHP to service the whole development, the specification of the technology to be used, the inputs and outputs (in kwhr and associated kgCO₂) of the CHP unit and the impacts on the baseline emissions.
 - iv) roof plans and elevations showing the inclusion of the PVs.
 - v) how the technology will be maintained and managed throughout the lifetime of the development.
- The development must proceed in accordance with the approved details.

Living Walls and Roofs:

The development is within an air quality management area and needs to improve opportunities for wildlife. 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 and methods of maintenance where necessary. The development should proceed in accordance with the approved plans.

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 increase the water demand from the previous use significantly. 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.

FLOODWATER MANAGEMENT OFFICER:

No objection, subject to the imposition of a sustainable urban drainage condition.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

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 building on the site has been vacant for number of years with evidence provided in support of the application that the site has been unsuccessfully marketed for nine years. The details provided of marketing show there has been very limited interest in retaining the existing office use on the site, given the isolated location of the site and the lack of local facilities, together with the competition with more modern, higher specification office buildings nearby.

Based on the combination of both the marketing evidence provided, the distance of the site from a residential 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 B1 use to C1). According there is no objection to the principle of change of use in planning policy terms.

7.02 Density of the proposed development

No residential units are proposed as part of this application. As such, density is not relevant to the application.

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

The site is not located within a Conservation Area, Area of Special Local Character or Archaeological Priority Area, and there are no Listed Buildings on the site. As such, it is considered that the scheme would not impact in the heritage of the borough.

7.04 Airport safeguarding

BAA and NATS Safeguarding have reviewed the application and raise no objection to the application from an airport safeguarding perspective. As such, it is considered that the proposal would not impact on the safe operation of any airport.

7.05 Impact on the green belt

The site is not located within the Green Belt, so there are no Green Belt issues relating to this application.

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 is, in the main, existing, and would be extended to the rear and to the western side. This building is flanked to the east by an existing 5-storey high building, a petrol station to the west, a three storey commercial building to the northwest, with the car

park for this building directly north of the site. A large 3-storey building lies directly opposite the site within the boundary of Heathrow Airport. Residential properties lie to the north east, the nearest being some 45 metres from the rear of the existing building.

Accordingly the proposed height of the extensions at 4 storeys is considered, in street scene terms, acceptable given the street context and the height of the neighbouring properties. The side extension would be set behind the petrol station, which would limit views from Bath Road. It would also be set behind the building line of the commercial property on Sipson Road, which would limit the visual impact when viewed from Sipson Road, as it would be viewed in conjunction with this commercial building and the forecourt of the petrol station.

The scheme seeks to provide enhanced visual interest to the main elevations visible from the street through the introduction timber-effect cladding to portions of the elevations, interspersed with the existing brick built structure. In addition to this, the recessed fourth storey will be reclad in a coloured cladding, to add interest to the upper floor. The proposed extensions will use these same materials, but will include the addition of rendered panels, to differentiate the extensions from the original building.

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.

The proposed extensions are not considered to be over-dominant when viewed in conjunction with the existing building, and the wider context of the site, with numerous large commercial buildings, and as such, is unlikely to impact on the visual amenities of neighbouring properties 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 nearby neighbouring residential properties, it is considered that suitable noise conditions should be included on any grant of permission to ensure the scheme will not give cause to noise annoyance to surrounding properties.

It is not considered that there would be a material loss of amenity to neighbouring properties, as the proposed buildings would be sited a sufficient distance away from adjoining properties. It is also considered given its layout that there will be a good level of day lighting for the proposed development. The proposed development is considered to be consistent with policies BE20, BE21 and BE24 of the UDP.

7.09 Living conditions for future occupiers

The proposal is for a hotel and there will be no future occupiers. There are no policies or standards that relate to hotel accommodation.

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 has a PTAL of 3 with bus stops just outside the site. There are currently 47 car parking spaces on site for the permitted office use. The 100 bed hotel proposal will reduce these to 25. 10 covered cycle parking spaces and shower facilities for staff are to be

provided. A coach drop off area and coach parking are provided.

At present access and egress to the site is from Bath Road. The proposal is to retain this for entry only and egress will be from a new cross over on to Egerton Way at the rear of the site. Egerton Way via Bolton's Way links to Bath Road at a signalised junction permitting both eastbound and westbound movements on to Bath Road. However it is intended that refuse vehicles will access and egress the site via Egerton Way.

With regard to the level of car parking provision for ratio of 1:4 guest rooms is similar to that of other hotel developments approved by the London Borough of Hillingdon located nearby and serving Heathrow Airport. In addition, a coach parking bay is also proposed. 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 stated that based on the transport statement the hotel is likely to generate an additional daily total two way trips of 53 vehicles which amount to 0.25% of the existing traffic on the Bath Road A4. The maximum additional peak hour trips from the site are 10 and occur in the morning are the Council's Highway Officer does not consider the application would have a significant impact on the highway network.

The Council's Highway Officer has been consulted on the application and raises no objection to the scheme, subject to a S106 requirement that a 'hopper bus' service be used, and conditions are included to ensure the access to the building is kerbed, and that details are submitted to ensure two-way access for refuse vehicles from Egerton Way. As such, it is not considered that the proposed development would have a detrimental effect on the existing highway in accordance with the aims of Policies AM2 and AM7 of the Local Plan.

7.11 Urban design, access and security

It is considered that there are no urban design or security issues arising from the proposal. Access is considered in other sections of the report.

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 the ground and first floors, lifts from the car park level to the rest of the hotel, four lifts to service the building, and 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

No residential units are proposed as part of this application. As such, this is 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 that will be required to be removed to enable the development. An accurate site survey has been submitted with the application which plots trees on 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 most prominent tree is a Cherry, situated on the east boundary towards the north-east access point. Aside from this two small trees to the west (behind the petrol station) will be lost, as will the hedgerow along the northern boundary. The Council's Landscape Officer considers the removal of these trees is not a constraint on development due to their poor condition and landscape value.

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 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 bin area is an enclosed area to the north of the site with access for staff and access from Egerton Way for the refuse collectors.

The level of waste and recycling store provision, its location and means of collection by refuse vehicles is considered to comply with the Council's requirements. However, it is recommended that a condition be imposed to ensure the collection of waste is carried out at times to avoid impacts on the neighbouring area. Subject to such a condition, 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 40% 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 with more information required 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.

London Plan policies 5.12 and 5.13 require 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 need to investigate 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 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 Floodwater Management 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.

7.19 Comments on Public Consultations

The objections raised during the public consultation are addressed in the report above.

7.20 Planning obligations

Should the application be approved, a range of planning obligations would be sought to mitigate the impact of the development, in line with saved policy R17 of the Council's Unitary Development Plan.

The obligations sought are as follows:

1. Highways: to secure all necessary works and the provision of a Travel Plan, including Sustainable Transport Measures (such as a hopper bus service).
2. 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).
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 £25,000.
4. Project Management and Monitoring Fee: a financial contribution equal to 5% of the

total cash contributions towards the management and monitoring of the resulting agreement.

In addition to S106 contributions and other requirements, the Mayor of London's Community Infrastructure Levy (CIL) has introduced a charging system within Hillingdon of £35 per square metre of gross internal floor area to be paid to the GLA to go towards the funding of Crossrail. This application is CIL liable with respect to new floorspace being created, and the sum calculated for this application based on the floor area proposed is £63,727.94.

7.21 Expediency of enforcement action

No enforcement action is required in this instance.

7.22 Other Issues

CONTAMINATION:

The most significant potential contamination identified relates to contamination from the adjacent petrol station to the west of the site. The Council has a ground investigation report from 2005 which indicate fuel contamination of the soil and groundwater at the petrol station. However this area was not investigated further in later investigations when soil contamination was identified in other locations.

The Council's EPU states that it appears remedial works may not have taken place, and the contamination appears to be located to the south east of the source in the groundwater. As such, it is recommend to include the standard contaminated land condition on any permission that may be given to ensure risk from contamination is suitably assessed and addressed for the extension and the conversion, as required.

It is noted the proposed development is an extension and conversion of the existing office building to a hotel use. The desk study refers to soft landscaping such as planters, but does not expand any further, however the landscaping specification document and plan seems to suggest there may be more works, therefore the soil imports and landscaping condition is recommended to ensure the soils are suitable for use.

8. Observations of the Borough Solicitor

GENERAL

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in "Probity in Planning, 2009".

PLANNING CONDITIONS

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing

the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

PLANNING OBLIGATIONS

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

EQUALITIES AND HUMAN RIGHTS

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have "due regard" to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different "protected characteristics". The "protected characteristics" are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have "due regard" to the above goals means that members should consider whether persons with particular "protected characteristics" would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances."

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

9. Observations of the Director of Finance

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 buildings. 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, 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 100 bedroom 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 a number of 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.

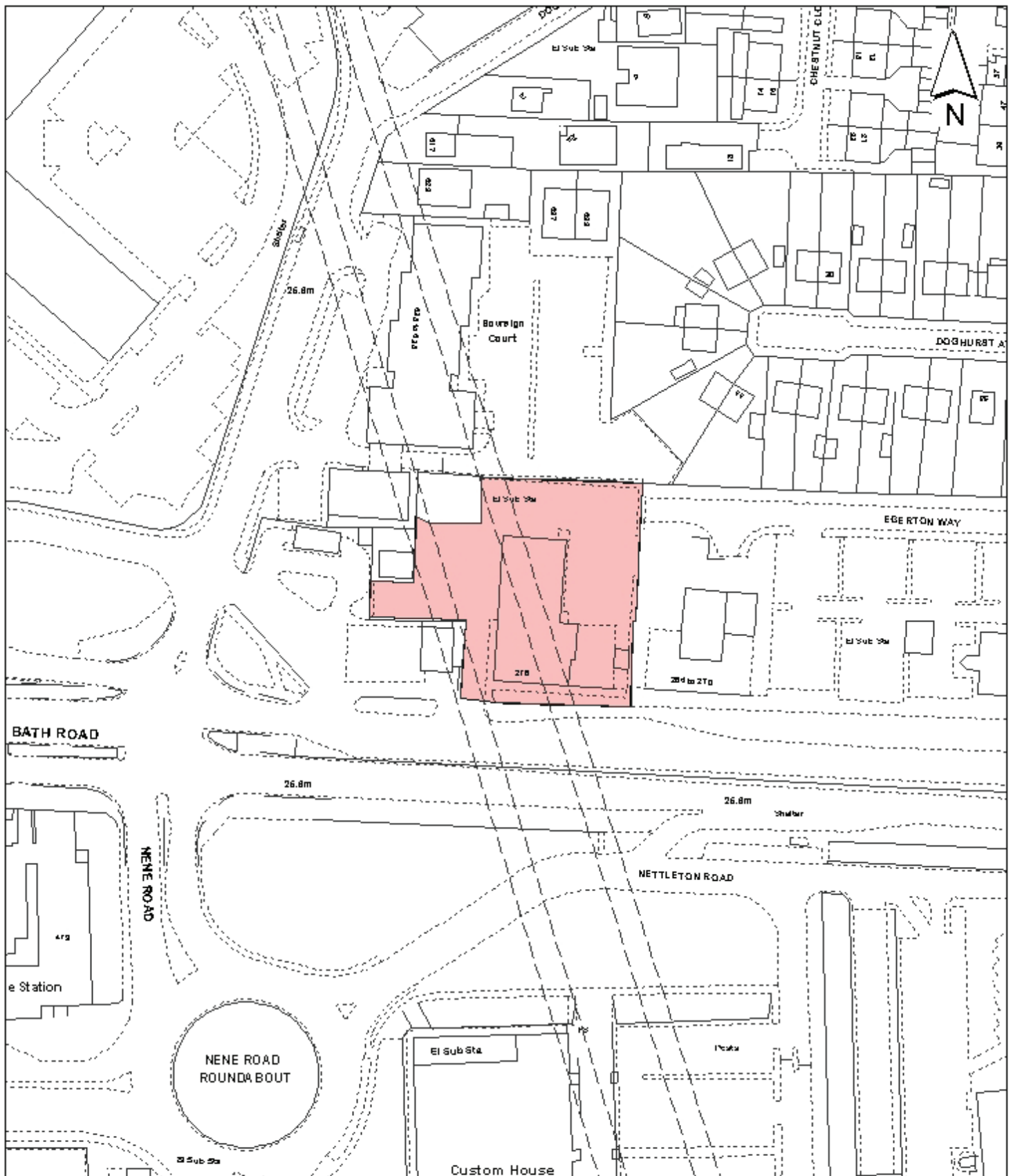
The scheme is considered to be visually acceptable and is considered to comply with relevant London Plan and Hillingdon Local Plan policies accordingly, approval is recommended subject to appropriate conditions and planning obligations.

11. Reference Documents

Hillingdon Local Plan: Part 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 - Accessible Hillingdon
Hillingdon Supplementary Planning Document - Noise
Hillingdon Supplementary Planning Document - Planning Obligations; and Revised Chapter 4, Education Facilities: September 2010.
Hillingdon Supplementary Planning Guidance - Air Quality
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Land Contamination

Contact Officer: Adam Flynn

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.

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Site Address

**272-276 Bath Road
Heathrow**

**LONDON BOROUGH
OF HILLINGDON
Residents Services**

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

Planning Application Ref:

464/APP/2013/2115

Scale

1:1,250

Planning Committee

Major Application

Date

**December
2013**



HILLINGDON
LONDON

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part of future phases of the development.

This area of park has been designed in accordance with the parameter plans and Landscape and Open Space Strategy approved at outline stage. The 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.

2. RECOMMENDATION

APPROVAL subject to the following:

1 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 2152-DP-LA-06 Rev A; 2152-DP-LA-07 Rev A; 2152-DP-LA-08 Rev A; 2152-DP-LA-09; 2152-DP-DT-01 Rev A; 2152-DP-DT-04; 2152-DP-TS-04; 2152-DP-TS-05; 2152-DP-TS-06; 2152-DP-TS-07; 2152-DP-TS-08; 2152-DP-TS-09; 5105977/UXB/SCA/0145; 5105977/UXB/SCA/0525 Rev A01, and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

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

2 COM5 General compliance with supporting documentation

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

Design and Access Statement - 2152-DP-DAS-02_LB (September 2013)

Landscape Management Specification - 2152-RE-14 (September 2013)

Soft Landscape Specification - 2152-DP-SP-02 (September 2013)

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

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (July 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.
BE23	Requires the provision of adequate amenity space.
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
OL1	Green Belt - acceptable open land uses and restrictions on new development
OL2	Green Belt -landscaping improvements
LPP 2.6	(2011) Outer London: vision and strategy
LPP 3.6	(2011) Children and young people's play and informal recreation (strategies) facilities
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 6.9	(2011) Cycling
LPP 6.10	(2011) Walking
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 7.18	(2011) Protecting local open space and addressing local deficiency
LPP 7.21	(2011) Trees and woodland

3 11 Building to Approved Drawing

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

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 Reserved Matters application relates to approximately 10 hectares of land, located to the north east of the St Andrews Park Site. The application site is bordered by the River Pinn to the east, and the residential development in Phases 3, 5 and 7 to the west. The proposed school will sit to the north of the park. The District Park is an existing area of open parkland and woodland, bisected by the River Pinn, and will provide 14 hectares of public open space for residents and visitors.

The area surrounding the site will be predominately residential, both existing and proposed, and comprises a combination of 3 - 4 storey apartment blocks and two and three storey terraced and semi-detached housing.

The site is situated within the Green Belt.

3.2 Proposed Scheme

The application seeks to discharge the reserved matters relating to Layout, Scale, Appearance and Landscaping for the first application of Phase 3 for the creation of the western side of the District Park within the site.

The Reserved Matters application relates to a 10 hectare plot of land, located to the north east of the St Andrews Park Site. The application site is bordered by the River Pinn to the east, and Phases 3, 5 and 7 to the east.

The District Park is an existing area of open parkland and woodland, bisected by the River Pinn, and will provide 14 hectares of public open space for residents and visitors. The park is to be developed in two phases, the first as part of Phase 1 of the development of the site, and the second as part of Phase 3. The park as a whole will provide sports pitches and play opportunities as part of future phases of the development.

The application involves works to the existing vegetation which is generally to be retained, with the under storey in the woodland managed and maintained to benefit wildlife and discourage public access. Limited planting of large trees is proposed to extend the parkland edge in areas to be reinstated as grassland on the park boundaries. Areas of shrub and hedge planting are proposed around the play area, within the attenuation basins and to screen the infalls and outlets associated with the proposed drainage infrastructure. As part of the site-wide SUDS strategy, two attenuation basins are proposed to the south of the sports pitches. Drainage routes, both surface water and foul water, associated with the adjacent residential development are to be routed through the park. Ecological enhancements, including the creation of log piles and installation of bird and bat boxes are also proposed. Street furniture, including interpretation boards, signage, seating and dog bins would also be installed.

The park will contain both formal and informal play opportunities, as well as sports pitches and a retained timber trim trail. Specific play provision will be provided within the park in a Neighbourhood Play Space. The existing level grass area will accommodate two sports pitches, one senior size (90m x 45.5m) and one U11-U12 pitch (68.25m x 42m). At specific points on the western side of the river, vegetation will be kept clear and some localised ground work to the bank will create shallow, gravelled access points to the river.

A network of accessible paths is to be provided. These delineated routes will provide through-routes across the park. The existing link from Hillingdon House over the Leigh Mallory Bridge will be retained, but vehicle access will be restricted and it will become a cycle route linking Hillingdon House and the east of the development with the western development and Uxbridge town centre beyond. The rerouted Celandine riverside walk will pass through the southern section of the application site. The three existing bridges across the river will be retained and refurbished.

3.3 Relevant Planning History

Comment on Relevant Planning History

Planning permission was approved on 18th January 2012 under application reference 585/APP/2009/2752 for the following:

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 13,860 sq 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 150 sq m of retail (Class A1 and A2) and 225 sq 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 600 sq m for a restaurant (Class A3) on the ground floor and 1,500 sq m of office (Class B1) on the ground, first and second floors.

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
 Hillingdon Supplementary Planning Document - Noise
 Hillingdon Supplementary Planning Document - Planning Obligations
 Hillingdon Supplementary Planning Guidance - Community Safety by Design
 Hillingdon Supplementary Planning Guidance - Land Contamination

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.CI2	(2012) Leisure and Recreation
PT1.EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
PT1.EM4	(2012) Open Space and Informal Recreation
PT1.EM5	(2012) Sport and Leisure
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

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.
BE23	Requires the provision of adequate amenity space.
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
OL1	Green Belt - acceptable open land uses and restrictions on new development
OL2	Green Belt -landscaping improvements
LPP 2.6	(2011) Outer London: vision and strategy
LPP 3.6	(2011) Children and young people's play and informal recreation (strategies) facilities
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 6.9	(2011) Cycling
LPP 6.10	(2011) Walking
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 7.18	(2011) Protecting local open space and addressing local deficiency
LPP 7.21	(2011) Trees and woodland

5. Advertisement and Site Notice

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

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to 60 local owner/occupiers on 26/09/2013. The application was also advertised by way of site and press notices. No responses have been received.

ENVIRONMENT AGENCY:

Provided that the reserved matters do not impact upon the floodplain compensation storage or the buffer strip approved under application 585/APP/2009/2752, we have no objections to this application.

Annex B of the Thames River Basin Management Plan describes the River Pinn as a heavily modified watercourse and currently at 'moderate' status. We would welcome bank enhancements and measures to allow the natural flow of the river to keep the channel clear and maintain a suitably natural river profile.

Any opportunities to improve the status of the watercourse under the Water Framework Directive should be explored. For example we would encourage the removal of artificial bank reinforcements or structures to help the river return to a more natural state and improve the river habitat as well as options to further enhance the river corridor, such as backwaters and ponds

NATURAL ENGLAND:

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development. Natural England has previously commented on this proposal and made comments to the authority in our letter dated 01 February 2013.

The lack of specific comment from Natural England should not be interpreted as a statement that there are no impacts on the natural environment, but only that the application is not likely to result in significant impacts on statutory designated sites, landscapes or species. It is for the local authority to determine whether or not this application is consistent with national or local policies on biodiversity and landscape and other bodies and individuals may be able to help the Local Planning Authority (LPA) to fully take account of the environmental value of this site in the decision making process, LPAs should seek the views of their own ecologists when determining the environmental impacts of this development.

Should the proposal be amended in a way which significantly affects its impact on the natural environment then, in accordance with Section 4 of the Natural Environment and Rural Communities Act 2006, Natural England should be consulted again.

Internal Consultees

TREE/LANDSCAPE OFFICER:

The landscaping drawings itemise the proposed hard and soft landscape components throughout the park. While the proposals generally reflect the outcome of pre-application discussions, the following issues are raised:

The Design & Access Statement includes a description of the District Park and sets out the landscape objectives and main components of the park. However:

- i) Figure 8, Concept Design for the LEAP, indicates a sketch proposal for a play area. More detailed plans will be required, and it may be necessary to fence the area.
- ii) Further details are required of the refurbishment and repainting of the three existing bridges (3.5) and metal railings of the bridges.

Proposed tree work:

- i) The pink shading along the river corridor represents indicative areas to be kept clear of understorey and tree canopies raised as necessary to maintain views towards Hillingdon House (with the exact scope of works to be confirmed on site). The Conservation Officer has noted that there are several areas well to the north of Hillingdon House (Drawing No. 06) which will provide views of the house. Potential views of the house are likely to be due west of the house (drawing No. 07), however, the riverside vegetation / woodland is particularly deep at this point.
- ii) There may be other woodland management operations required along the river corridor, unrelated to creating vistas.
- iii) The exact scope of works on site should be subject to a detailed site inspection by Allen Pyke (landscape consultants) and LBH specialists (including the woodland manager) to agree a tree work schedule and mark up trees.

Proposed swales:

- i) Details of all grass swales are required to ensure that they have gentle profiles (easily mown) and to ensure that no change of levels occurs within the vicinity of existing trees. The D&AS refers to a maximum gradient of 1:3. Where space permits, the slopes should be much shallower.
- ii) It is not clear what the slope ratios are on the swale plan (drawing No. 2152-DP-DT-01 Rev A. However, the parallel sides alone make it appear ditch-like.

iii) Details of head walls and outfalls should be provided.

Recommendation:

The proposals generally reflect the outcome of pre-application discussions. However, issues raised in the above bullet points require clarification or additional detail.

Officer Comment:

Revised plans have been received which address these concerns.

FLOOD AND WATER MANAGEMENT OFFICER:

The scheme appears to be generally in accordance with the approved outline scheme, but the following further information is requested:

i) With regard to the swale from the school, a cross section is required, along with a long section to the river, together with any changes to the maintenance requirements already agreed, as this a new swale in an area that will be maintained by the Council in the future.

ii) With regard to Tree Clearance, the plans identify areas for tree clearance on the site, but specify final agreement on site. Therefore the Council is required to be part of that site agreement to ensure it meets the dual requirements of views to the house and water framework requirements to reduce shading. The plans are required to be amended to indicate that the Council will be included in this final on-site agreement.

Officer Comment:

Revised plans have been received which address these concerns.

CONSERVATION AND URBAN DESIGN:

There are no design objections in principle to the proposals, however, the following comments are forwarded:

i) The creation of viewing points opposite Hillingdon House along the western banks of the River Pinn are supported, although there does not seem to be one directly in front of the house in the most obvious location; the undergrowth here seems instead to be removed for the construction of a swale rather than to open the up the view. Further north, the views will be of the new development within and adjacent to the original service yards of the house and it is not really necessary keep these views open.

ii) It would be useful to have an agreed lantern and standard for lighting, which is used consistently adjacent to and within the open areas. Has any thought been given to lighting the bridges as features and the lighting of the memorial adjacent to the Leigh Mallory Bridge?

iii) There is very little information on way finding and signposting within the park, it would be good to have something specific to the park that reflects its history.

iv) It would also be useful to have an agreed bench/s design, litter bin, bollard etc, the documentation is vague on this, this seems to be noted as agreed or similar.

ACCESS OFFICER:

Having reviewed drawing in respect of the above planning permission, no accessibility comments are deemed necessary at this stage.

HIGHWAYS:

No objection, this reserved matters application raises no highways concerns.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The development of the District Park was approved as part of the outline consent for the redevelopment of St Andrews Park. The park is proposed in accordance with the approved parameter plan and landscape strategy and no objection is raised to the principle of the development.

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

Only minor structures are proposed as part of this development. As such, no safeguarding issues would arise.

7.05 Impact on the green belt

This portion of the site is located within the Green Belt. The fundamental aim of the NPPF in relation to Green Belt is to prevent urban sprawl by keeping land permanently open; the most important attribute of Green Belts is their openness. Policy OL1 of the Hillingdon UDP specifies that there is a presumption against inappropriate development. The proposed development is not considered inappropriate as it maintains the openness of the Green Belt and proposes open recreational space.

The application is for works to create a District Park, on the location of a current area of open space. As such, no buildings are involved, and the development would therefore not impact on the openness of the Green Belt. The works will improve the site, and will improve the visual amenity of the area. As the proposal does not involve any buildings, the development is considered to comply with Green Belt policies.

7.07 Impact on the character & appearance of the area

The District Park is the major component of the green infrastructure of the St Andrews Park development. It is an existing open area of open parkland and woodland and would provide 14 hectares of publicly accessible open space for residents and visitors when complete. It is, therefore, considered that the improved landscaping and appearance of the park 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 park, the proposed development would cause no significant harm to residential amenity of the future 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 landscape items and street furniture across the park. However, these are of a small scale, and have been designed to ensure no impacts occur to any surrounding properties. Therefore, the development is considered to comply with Policy OE1 of the Hillingdon Local Plan.

7.09 Living conditions for future occupiers

Not applicable to this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

This application seeks reserved matters approval for the district park. Vehicle access, parking and pedestrian safety are dealt with in other phases of the site's development.

7.11 Urban design, access and security

The design and layout of the park is in accordance with the Design Code approved at Outline Stage and are considered acceptable in terms of Urban Design.

7.12 Disabled access

Access across the park area would be improved with the refurbishment of the existing path network.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, landscaping and Ecology

The proposal includes the comprehensive landscaping of the park, which is generally in accordance with the design and landscaping approved as part of the outline permission. Comments were received from the Council's Tree and Landscape Officer and Floodwater Management Officer raising some concerns regarding some aspects of the landscaping layout and swale. Revised details have been received that address the majority of the concerns.

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

Flooding and drainage issues were dealt with and overcome as part of the Outline Planning Permission for the development.

7.18 Noise or Air Quality Issues

Not applicable to this application.

7.19 Comments on Public Consultations

No comments received.

7.20 Planning obligations

The planning obligations for the development of the site were secured as part of the Outline Planning Permission.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

No further issues for consideration.

8. Observations of the Borough Solicitor

GENERAL

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in "Probity in Planning, 2009".

PLANNING CONDITIONS

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

PLANNING OBLIGATIONS

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

EQUALITIES AND HUMAN RIGHTS

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have "due regard" to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different "protected characteristics". The "protected characteristics" are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have "due regard" to the above goals means that members should consider whether persons with particular "protected characteristics" would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances."

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

9. Observations of the Director of Finance

None.

10. CONCLUSION

The application seeks to discharge the reserved matters relating to Layout, Scale, Appearance and Landscaping for the first application of Phase 3 for the creation of the western side of the District Park within the site.

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.

This area of park has been designed in accordance with the parameter plans and Landscape and Open Space Strategy approved at outline stage. The proposed

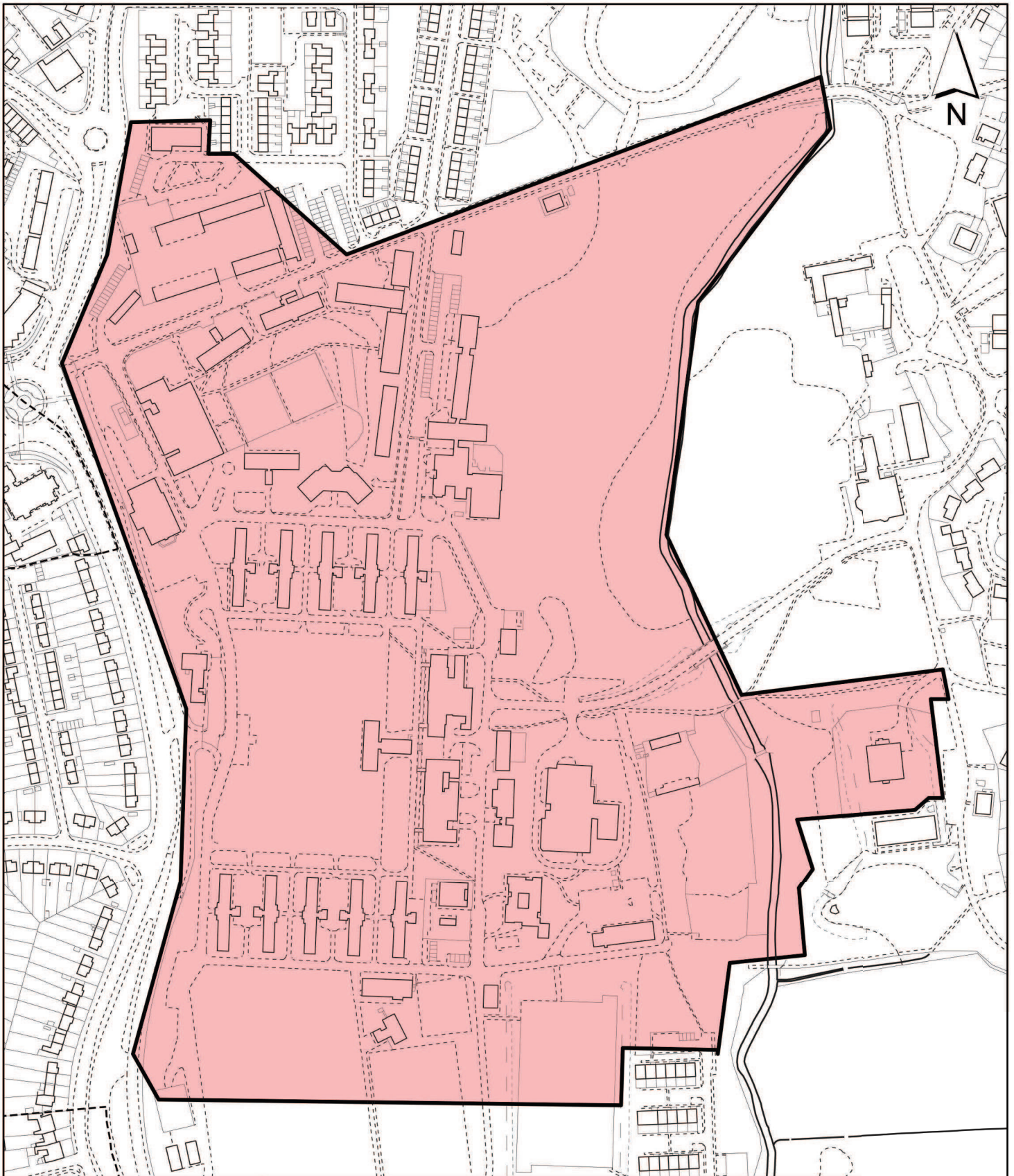
landscaping would have a positive impact on the character and appearance of the surrounding area, in accordance with the vision of the approved design code. Therefore, it is recommended that the application be approved.

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
Hillingdon Supplementary Planning Document - Noise
Hillingdon Supplementary Planning Document - Planning Obligations
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Land Contamination

Contact Officer: Adam Flynn

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.

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Site Address

Former RAF Uxbridge

Planning Application Ref:

585/APP/2013/2719

Planning Committee

Major Application

Scale

1:3,500

Date

December 2013

LONDON BOROUGH OF HILLINGDON

Residents Services

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



HILLINGDON
LONDON

Report of the Head of Planning, Sport and Green Spaces

Address UXBRIDGE TECHNICAL COLLEGE PARK ROAD UXBRIDGE

Development: Amendment to appearance and layout of the south block previously approved under planning permission 1127/APP/2009/443 dated 14-05-10 (Section 73 application to vary condition 28 of the original planning permission)

LBH Ref Nos: 1127/APP/2013/2739

Drawing Nos: P105 - BLOCK PLAN AS APPROVED
P110A - BLOCK PLAN AS PROPOSED
P120 - EXISTING FLOOR PLANS
P130 - APPROVED FLOOR PLANS
P140 - PROPOSED FLOOR PLANS
P160B - COMPARISON ELEVATIONS
P161B - COMPARISON ELEVATIONS
P162B - COMPARISON ELEVATIONS (West).
P170 - SITE PERSPECTIVE (North West).
P171 - SITE PERSPECTIVE (South West).
Design and Access Statement
P180 Accommodation Schedule
ACCESS STATEMENT

Date Plans Received: 20/09/2013 **Date(s) of Amendment(s):**

Date Application Valid: 26/09/2013

1. SUMMARY

The application seeks to vary condition 28 of planning permission Ref:1127/APP/2009/443, granted on 14-05-10, to enable changes to the consented development for the construction of sport facilities, teaching, student care and staff accommodation on the Uxbridge College site, Park Road, Uxbridge.

The scheme currently before Committee represents an amended proposal for the redevelopment site from that which was approved on 14-05-10. Phase C (the South Block) of the approved scheme has been amended because funding has been withdrawn from the College, meaning that they are no longer able to implement the scheme which was previously approved. They are therefore seeking to progress an alternative redevelopment which would also retain more existing buildings. As such, the H block, which was to be demolished, will now be retained, re-clad and have the addition of a mezzanine level added internally.

There remains no in principle objection to the redevelopment of the college campus for educational purposes.

It is still considered that the proposals will enhance the character of the site, improve the relationship between built elements and open spaces and contribute to a more attractive street scene along Park Road.

The siting, design and landscaping of the amended are not considered to have an adverse impact on the character and appearance of the Green Belt, or have an adverse

impact on the setting of the adjoining listed Lido.

The amended campus redevelopment would not have a significant adverse impact on the amenities of surrounding residential properties. The scheme provides suitable habitat mitigation for the great crested newts, a European Protected Species, while the proposals provide evidence of the retention of existing planting, and provide adequate room for the provision and long-term growth and retention of new planting and landscaping.

Subject to appropriate conditions and a legal agreement, the application is recommended for approval.

2. RECOMMENDATION

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

1. The Council enter 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 (as amended) and all appropriate legislation to ensure that:

(a) Cycle and Pedestrian Network - The applicant is to upgrade the existing cycle network in the locality, including the upgrading of the existing pelican crossing to a toucan crossing at Park Road, to details to be approved by the Council. Upgrade works are to provide adequate lighting and surfacing and ensure that both pedestrians and cyclists can use the links.

(b) Construction Management - Require the applicant/developer to provide and adhere to a responsible constructor scheme. This shall include agreement that construction traffic shall avoid peak hours and the use of Gating Way.

(c) Green Travel Plan Sustainable transport measures in the form of a 10 year Green Travel Plan (which includes car park management plan to achieve a phased reduction in car parking provision on the campus down to 350 spaces to PPG13 (Transport) levels over the 10 year period of the Plan.) in accordance with the TfL s guidance and be implemented for the college development.

(d) A contribution of £3,000 towards Great Crested Newt habitat maintenance and translocation routes.

(e) 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.

(f) That the applicant meets the Council's project management and administration costs as set out in the Council's Planning Obligations Strategy Supplementary Planning Guidance.

2. That Officers be authorised to negotiate and agree detailed terms of the proposed agreement.

3. If a Section 106 agreement has not been signed by 26-12-13, or any other period deemed appropriate by the Head of Planning, Green Spaces and Culture, then the application is to be referred back to Committee for further consideration.

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 Agreement under Section 106 and other appropriate powers with the applicant.

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

1 NONSC Pre Commencement Conditions to be discharged

The approved phases of development are shown on drawing numbers 13021 P105 Dated July 2013.

No phase of the development shall commence until all relevant prior to commencement conditions relating to the phase are approved in writing by the Local Planning Authority in respect of that phase.

REASON

To enable the phasing of the development and ensure that the development is in accordance with Policies referenced within the other conditions attached to this permission.

2 NONSC Time Limit - full planning permission 3 years

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

REASON

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

3 NONSC Details/samples to be submitted

No works shall commence for each phase of the development until details and/or samples of all materials (including the use of roofing material for the Sports Hall which has low level of reflectivity), colours and finishes to be used on all external surfaces for that phase have been submitted to and approved in writing by the Local Planning Authority.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

4 NONSC Boundary treatment details

No works shall commence for each phase of the development until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of boundary treatment to be erected in relation to that phase. The boundary treatment shall be completed before the buildings within that phase are occupied or in accordance with a timetable agreed in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

REASON

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

5 NONSC Existing Trees Survey

Prior to any work commencing on site, an accurate survey plan at a scale of not less than

1:200 shall be submitted to and approved in writing by the Local Planning Authority. The plan must show:-

- (i) Species, position, height, condition, vigour, age-class, branch spread and stem diameter of all existing trees, shrubs and hedges on and immediately adjoining the site.
- (ii) A clear indication of trees, hedges and shrubs to be retained and removed.
- (iii) Existing and proposed site levels.
- (iv) Routes of any existing or proposed underground works and overhead lines including their manner of construction.
- (v) Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees and other vegetation to be retained during construction work.

REASON

To enable the Local Planning Authority to assess the amenity value of existing trees, hedges and shrubs and the impact of the proposed development on them and to ensure that the development conforms with Policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

6 NONSC Trees to be retained

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

If any retained tree, hedge or shrub is removed or severely damaged during construction, or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at the same place and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'. Remedial work should be carried out to BS 3998 (1989) 'Recommendations for Tree Work' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and to comply with Section 197 of the Town and Country Planning Act 1990.

7 NONSC Protection of trees during site clearance & development

Prior to the commencement of any site clearance or construction work, detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority such fencing should be a minimum height of 1.5 metres. The fencing

shall be retained in position until development is completed. The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

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

REASON

To ensure that trees and other vegetation to be retained are not damaged during construction work and to ensure that the development conforms with policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

8 NONSC Landscaping Scheme

No development shall take place for each phase of the development until a landscape scheme providing full details of hard and soft landscaping works has been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. The scheme shall include: -

- * Planting plans (at not less than a scale of 1:100),
- Written specification of planting and cultivation works to be undertaken,
- * Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate,
 - * Implementation programme,

The scheme shall also include details of the following: -

- * A minimum 2 metre wide landscaping buffer zone to allow for structural planting shall be provided on the western boundary of the site with the properties at 114 to 120 Park Road.
- * A 4 metre landscape buffer shall provided along the northern boundary with the Uxbridge Lido,
- * Proposed finishing levels or contours,
- * Means of enclosure,
- * Car parking layouts,
- * Other vehicle and pedestrian access and circulation areas,
- * Hard surfacing materials proposed,
- * Minor artefacts and structures (such as furniture, refuse storage, signs, or lighting),
- * Existing and proposed functional services above and below ground (e.g. drainage, power cables or communications equipment, indicating lines, manholes or associated structures),
- *

Retained historic landscape features and proposals for their restoration where relevant.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality, to fulfil the objectives of Green Belt enhancement, to protect the setting of the adjoining listed Lido, and to ensure that the outlook and privacy of adjoining residential properties are not unduly prejudiced, in compliance with policies OL1, BE8, BE20, BE24, and BE BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

9 NONSC Landscape maintenance schedule

Prior to first occupation of each phase of the development hereby approved, a schedule of landscape maintenance for a minimum period of 10 years for that phase shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the arrangements for its implementation. Maintenance shall be carried out in accordance with the approved schedule.

REASON

To ensure that the approved landscaping is properly maintained in accordance with policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

10 NONSC Landscaping scheme - implementation

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

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

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

REASON

To ensure that the landscaped areas are laid out and retained in accordance with the approved plans in order to preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

11 NONSC Refuse & Recycling - details

The development hereby approved for Phases B and C shall not be commenced until details of facilities to be provided for the covered and secure storage of separate recycling and waste within the site have been submitted to and approved in writing by the Local Planning Authority. No part of the development shall be occupied until the facilities have been provided in accordance with the approved details and thereafter the facilities shall be permanently retained.

REASON

To ensure that visual amenities are not prejudiced, in accordance with Policy BE13 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

12 NONSC Disabled parking - details

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

REASON

To ensure that people in wheelchairs are provided with adequate car parking and convenient access to building entrances in accordance with Policy AM5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

13 NONSC Contaminated Land

If during the redevelopment works for each phase of the development, contamination is encountered which has not previously been identified, then the contamination shall be reported and be fully assessed and an appropriate remediation scheme agreed with the Local Planning Authority.

Upon completion of the works, this condition shall not be discharged until a validation/verification report has been submitted to and approved by the Local Planning Authority. The validation/verification report shall include details of the proposed remediation works and quality assurance certificates to show that the works have been carried out in full, in accordance with the approved methodology. Details of any post-remedial sampling and analysis to show the site has reached the required clean-up criteria shall be included in the validation/verification report, together with the necessary documentation detailing what waste materials have been removed from the site.

Any works which may form part of this remediation scheme deemed necessary shall be completed before any part of the development is occupied (unless otherwise agreed in writing by the Local Planning Authority). Any imported material i.e. soil shall be tested for contamination levels therein to the satisfaction of the Local Planning Authority. This also applies to soil from the site used as a capping layer or topsoil in soft landscaped areas.

REASON

To ensure that the occupants of the development are not subject to any risks from soil contamination in accordance with policy OE11 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

14 NONSC Traffic Arrangements - 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 (where appropriate) 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 2 - Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (July 2011).

15 NONSC Covered & secured cycle storage - details

No part of the development hereby permitted shall be commenced until details of 120 covered and secure cycle storage spaces, changing facilities, lockers and showers for users of and visitors to the development have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall not be occupied or brought into use until the approved cycling facilities have been implemented in

accordance with the approved plan, with the facilities being permanently retained for use by cyclists.

REASON

To ensure the provision and retention of facilities for cyclists to the development and hence the availability of sustainable forms of transport to the site in accordance with Policy AM9 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (July 2011).

16 NONSC Energy Efficiency Report

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

REASON

To ensure that the development incorporates appropriate energy efficiency measures in accordance with policies 5.1, 5.3, 5.4, 5.5, 5.7, and 5.9 of the London Plan (July 2011).

17 NONSC Natural England Licence

The development hereby approved for Phases B and C shall not be commenced until evidence is provided to the Local Planning Authority that a Natural England Licence, in respect of the protection of the population of Great Crested Newts, has been obtained for that phase only

REASON

To ensure the protection of a European Protected Species and that the proposed development will not have unacceptable ecological effects on a Nature Reserve and Nature Conservation Site of Borough Grade 1 Importance in accordance with Policy EC1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

18 NONSC Construction ecological method statement

Prior to the commencement of each Phase of the development, a Construction Ecological Method Statement for that Phase shall be submitted to and agreed in writing by the Local Planning Authority. The Construction Ecological Method Statement should be based on the recommendations set out in the Phase 1 Habitat Survey and Protected Species Survey (2009) and include:

- (i) details of how these measures will be monitored
- (ii) mitigation measures that will be taken in protecting the site during demolition, construction and restoration phases of the proposed redevelopment; and,
- (iii) sensitive lighting scheme

Each Phase of the development shall be carried out in accordance with the approved Construction Ecological Method Statement.

Prior to the Occupation of the development, an Operational Ecological Management Plan shall be submitted to and agreed in writing by the Local Planning Authority, and shall

include details of the provision for future management, monitoring and funding of the site to maintain its biodiversity interest in the future.

The scheme shall be maintained in accordance with the approved Ecological Management Plan.

REASON

To ensure the protection of European Protected Species and that the proposed development will not have unacceptable ecological effects on the locality in accordance with Policies EC1 and E5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

19 NONSC Hours of use of MUGA

The All weather multi purpose games area (MUGA) hereby approved shall only be used between 08:00 hours and 20:00 hours Mondays to Fridays, 09:00 to 17:00 hours Saturdays and Sundays and at no time on Public or Bank Holidays.

REASON

To protect the amenity of occupiers of neighbouring premises, in accordance with Policy OE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

20 NONSC Flood risk assessment

The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) dated February 2009 and the following mitigation measures detailed therein:

1. Limiting the surface water run-off generated by the 100 year plus climate change critical storm so that it will not exceed the run-off from the undeveloped site and not increase the risk of flooding off-site.
2. The provision of sustainable urban drainage in the form of a swale and attenuation tank.

REASON

To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site in accordance with Policy OE8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

21 NONSC Floodlighting/external lighting

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 and automatic light shut off system the use of floodlights. Any lighting that is so installed shall not thereafter be altered without the prior consent in writing of the Local Planning Authority other than for routine maintenance which does not change its details.

REASON

To safeguard the amenity of surrounding properties and the ecology of the area, in accordance with policies OE1 and EC3 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

22 NONSC No Additional Plant & Machinery

No additional external plant and/or machinery shall be used on the premises until a scheme for the control of noise emanating from the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be fully implemented before the development hereby approved is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

REASON

To safeguard the amenity of the surrounding area in accordance with Policy OE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and Policy 5.2 of the London Plan (July 2011).

23 NONSC Noise & odour control scheme

No air extraction system shall be used on each phase of the development until a scheme for the control of noise and odour emanating from the site for that Phase has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be fully implemented before that phase of the development hereby approved is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

REASON

To safeguard the amenity of the occupants of surrounding properties in accordance with policy OE1 the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and Policy 5.2 of the London Plan (July 2011).

24 NONSC Hours of use of Sports Hall

The Sports Hall hereby approved shall be used only between 08:00 hours and 20:00 hours Mondays to Fridays, 09:00 to 17:00 hours Saturdays and Sundays and at no time on Bank or Public Holidays.

REASON

To protect the amenity of occupiers of neighbouring premises, in accordance with Policy OE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

25 NONSC All weather playing pitch - details

Development shall not commence until details of the all weather playing pitch (MUGA) have been submitted to and approved in writing by the Local Planning Authority. The details shall include surface treatments, means of enclosure, lighting and associated infrastructure and acoustic fencing.

Any floodlighting shall only be used between the hours of 08:00 to 21:00 hours Mondays to Fridays, 09:00 to 17:00 hours Saturdays and Sundays and at no time on Bank or Public Holidays, incorporate an automatic light shut off system, and shall be switched off when the courts are not in use. The approved facilities shall be provided prior to the occupation of the development and shall be permanently retained thereafter

REASON

To protect the amenity of occupiers of neighbouring premises, in accordance with Policy OE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

26 NONSC Ground & finished floor 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 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

27 NONSC Secure by design

Each phase of development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of that phase of the development. Details of security measures shall be submitted and approved in writing by the Local Planning Authority prior to first occupation of the each phase of the development hereby approved. Any security measures to be implemented in compliance with this condition shall reach the standard necessary to achieve the 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO).

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in 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 policies 7.1 and 7.3 of the London Plan (July 2011).

28 NONSC Development in accordance with approved plans

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

REASON

To ensure that the external appearance of the development is satisfactory and complies with Policy BE13 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

29 NONSC Water efficiency measures - details

No phase of the development hereby approved shall take place until details of water efficiency measures for that phase, including grey water recycling, have been submitted and approved in writing by the Local Planning Authority. The development shall not be used until the approved measures have been implemented and shall thereafter be permanently retained and maintained unless otherwise agreed in writing by the Local Planning Authority.

REASON

To ensure the development reduces the pressure on potable water in accordance with Policy 5.15 of the London Plan (July 2011).

30 NONSC Electric charging points - details

Prior to commencement of the development hereby approved, details of the installation (including location and type) of at least two secure electric charging points for the college within the car park and capable of charging multiple vehicles must be submitted and

approved in writing by the Local Planning Authority. The electric vehicle charger points shall be installed prior to occupation of the hereby approved and retained for the lifetime of the building.

REASON

To comply with London Plan (July 2011) Policy 5.3 and to encourage sustainable travel.

31 NONSC Automatic light switch devices

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

REASON

In the interests of energy conservation in accordance with policy 6.13 of the London Plan (July 2011).

32 NONSC Barrier Control for Egress onto Gatting Way

Within three months of implementation of this permission, a permanent full height barrier arm and 'Dragons Teeth' restricting egress from the college campus (including vehicles exiting via Gatting Way from both the main student and staff car parks) onto Gatting Way shall be installed on site. Once installed both the barrier arm and Dragons Teeth shall be regularly maintained and shall remain in place for as long as the development remains on site.

REASON

To maintain the amenity of occupiers of neighbouring premises, in accordance with Policy OE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

33 NONSC Non Standard Condition

The constructors compound identified on drawing P206 Rev A shall be maintained at a single level and the temporary buildings shall be screened, using green 'Netlon' to ensure that they are not visible from the adjoining Listed Lido.

REASON

To ensure the contractors compound is not detrimental to the setting of the Listed Lido within the Hillingdon Sports and Leisure Complex in accordance with Policy BE10 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (February 2008) and national guidance.

AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
AM10	Incorporation in new developments of additions to the proposed cycle network
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE18	Design considerations - pedestrian security and safety
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
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OL1	Green Belt - acceptable open land uses and restrictions on new development
OL2	Green Belt -landscaping improvements
OL3	OL3 Green Belt -
OL5	Development proposals adjacent to the Green Belt
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
R3	Indoor sports, leisure and entertainment facilities
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
LPP 4.6	(2011) Support for and enhancement of arts, culture, sport and entertainment provision
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage

LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.7	(2011) Renewable energy
LPP 6.12	(2011) Road Network Capacity
LPP 6.13	(2011) Parking
LPP 6.9	(2011) Cycling
LPP 7.14	(2011) Improving air quality
LPP 7.16	(2011) Green Belt
LPP 7.19	(2011) Biodiversity and access to nature
LPP 7.2	(2011) An inclusive environment
LPP 7.8	(2011) Heritage assets and archaeology
LPP 8.2	(2011) Planning obligations
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
NPPF	

3

The submitted Flood risk Assessment (FRA) shows that surface water discharge for any redeveloped areas of hard standing will be attenuated for the 100 year plus climate change critical storm. We would advise that an improvement to the existing building and surface water disposal should also be incorporated where possible. Please also refer to CIRIA Guidance W012 Sustainable Water Management in Schools for further information.

In line with Policy 4A.14 Sustainable Drainage (Page 213) of The London Plan (Spatial Development Strategy for Greater London, Consolidated with Alterations since 2004 (GLA February 2008), rainwater harvesting should also be incorporated within the drainage scheme for the site.

In order to check that the proposed storm water system meets the Environment Agency's requirements, the following information should be provided:

- a) A clearly labelled drainage layout plan showing pipe networks and any attenuation ponds, soakaways and other Sustainable urban Drainage(SUDS) features. This plan should show any pipe 'node numbers' that have been referred to in network calculations and it should also show invert and cover levels of manholes.
- b) Confirmation of the critical storm duration.
- c) Where infiltration forms part of the proposed storm water system such as infiltration trenches and soakaways, soakage test results and test locations are to be submitted in accordance with BRE digest 365.
- d) Where on site attenuation is achieved through attenuation ponds or similar, calculations showing the volume of these are also required.
- e) Calculations should demonstrate how the system operates during a 1 in 100 year critical duration storm event, with an appropriate allowance for climate change in line with PPS25. If overland flooding occurs in this event, a plan should also be submitted detailing the location of overland flow paths.

4

You are advised that any roofing materials submitted shall be of a low reflectivity and all

materials submitted in relation to condition 3 must be appropriate to the setting, including the neighbouring Hillingdon Sports and Leisure Complex.

5 11 Building to Approved Drawing

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

6 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.

7 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).

8 14 Neighbourly Consideration - include on all residential exts

You have been granted planning permission to build a residential extension. When undertaking demolition and/or building work, please be considerate to your neighbours and do not undertake work in the early morning or late at night or at any time on Sundays or Bank Holidays. Furthermore, please ensure that all vehicles associated with the construction of the development hereby approved are properly washed and cleaned to prevent the passage of mud and dirt onto the adjoining highway. You are advised that the Council does have formal powers to control noise and nuisance under The Control of Pollution Act 1974, the Clean Air Acts and other relevant legislation. For further information and advice, please contact - Environmental Protection Unit, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250190).

9 15 Party Walls

The Party Wall Act 1996 requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:

- carry out work to an existing party wall;
- build on the boundary with a neighbouring property;
- in some circumstances, carry out groundworks within 6 metres of an adjoining building.

Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations, or Planning Controls. The Building Control Service will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by the Council should be taken as removing the necessity for the building owner to comply fully with the Party Wall Act. Further information and advice is to be found in "the Party Walls etc. Act 1996 - explanatory booklet" published by the ODPM, available free of charge from the Planning

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

10 **111** **The Construction (Design and Management) Regulations 1994**

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

11 **112** **Notification to Building Contractors**

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

12 **113** **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).

13 **115** **Control of Environmental Nuisance from Construction Work**

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

A) Demolition and construction works should only be carried out between the hours of 08.00 hours and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Public or Bank Holidays.

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

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

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

You are advised to consult the Council's Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel.01895 277401) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

14 **134** **Building Regulations 'Access to and use of buildings'**

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

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

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

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

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

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

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

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

15

Your attention is drawn to the fact that planning permission does not override any legislation designed to protect European Protected Species, including The Conservation (Natural Habitats etc) Regulations 1994. You should contact Natural England (Tel: 020 7831 6922) if you require further information.

16

Your attention is drawn to conditions 3, 4, 5, 7, 8, 11, 12, 14, 15, 16, 17, 18, 25, 26, 29, 30 and 32, which must be discharged prior to the commencement of works. Subject to the submission of the appropriate and acceptable details pursuant to these conditions, the Council will accept the discharge of these conditions on a phased basis in accordance with the three main phases of the development. The three main phases of

development are defined as Phase A: comprising construction of new sports hall, covered link between A and B Block, associated external works and landscaping including construction of MUGA and motor vehicle workshop extension; Phase B: comprising construction of North block replacement; and, Phase C(1, 2 and 3): comprising construction of the South Block extensions.

Where phase/s have already been completed and conditions relating to those phase/s have already been discharged, there will be no requirement to resubmit details relating to those phases.

For further information and advice contact Residents Services, Civic Centre, Uxbridge (Tel: 01895 250230).

17

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

18 128 Food Hygiene

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

19

On this decision notice, policies from the Council's Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies. On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Council's Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

3. CONSIDERATIONS

3.1 Site and Locality

The Park Road Campus is one of two campuses run by Uxbridge College in the London Borough of Hillingdon. Employing approximately 400 full-time staff, it provides a range of courses primarily serving the young adult market.

The Campus is located in the southwest corner of a triangular piece of land, bounded by Park Road to the west, the A40 corridor in the north, and the Metropolitan Railway Line to the southeast, which historically formed part of Hillingdon House Farm. The campus is immediately bounded by a residential complex known as Darrell Charles Court to the southeast, residential accommodation to the northwest comprising, Brookfield, a former residential home for the elderly, a newly constructed residential development adjacent to the student's car park and privately owned housing in Brearley Close. The disused Uxbridge outdoor pool, which is a Grade II listed building and its associated car park

has undergone major renovation and is located to the northeast. Residential development has recently been constructed on the open land to the east of the campus, while the Metropolitan railway lines run along the southern boundary of the College.

Located between the southeast extent of the campus and Darrell Charles Court is the Uxbridge College Pond, which is classified as a Nature Reserve and a Nature Conservation Site of Borough Grade 1 Importance in the Hillingdon Unitary Development Plan. The pond is of ecological significance as it is identified as containing a good population of Great Crested Newts (*T. cristatus*), a species whose habitat is protected under both UK and European legislation.

Located to the east and southeast of the site is the western extent of the Uxbridge Common Meadows Nature Conservation Site of Borough Grade 2 significance. Most of the interest lies in the old meadows to the east of the Uxbridge Common Sports Ground but also in the vicinity of the southern extent of the Uxbridge College campus, which includes the well vegetated bank of the Metropolitan railway line, including mature Willow and Oak trees.

The main college car park is accessed from the eastern end of Gatting Way, which connects with Park Road, a dual carriageway linking Uxbridge Town Centre with the A40 to the north. There are three detached houses fronting the south side of Gatting Way. Gatting Way also serves 18 dwellings in Brearley Close which is a cul-de-sac located to the west of the car park, the Uxbridge Cricket Ground and the Hillingdon House Farm athletics track.

The existing buildings vary in height from one to four storey and vary in design according to their age. The main entrance to the college buildings is via the 4 storey Academy building. There are currently 450 parking spaces available within the college grounds.

Phases A, B and C(1) of the approved masterplan for the site have been completed.

3.2 Proposed Scheme

The current application seeks a minor material amendment under S73 of the Town and Country Planning Act to alter the approved scheme ref:1127/APP/2009/443 granted on 14-05-10 for the construction of sport facilities, teaching, student care and staff accommodation on the Uxbridge College site.

The approved scheme is for a phased development. Phases A, B and C1 have been implemented. However, the applicants have submitted that due to changes to the College's curriculum and reduced funding, the completion of all of these phases to the approved design is now no longer feasible. The College is therefore seeking to progress an alternative redevelopment which would reduce the scale of the proposed buildings while providing additional facilities and improving the appearance and accessibility of the retained buildings.

The proposal currently before the Council represents a set of amended plans proposing the following amendments to the scheme previously considered:

- Phase C2 - Reduction from 4 storey to 3 storey and change to external material finish.
- Phase C3 - Decrease in footprint, reduction from 4 storey to 3 storey and change to external material finish.
- Existing Block H - Currently has Planning Permission to be demolished, but will now be retained, re-clad and have the addition of a mezzanine level added internally.

As such, consideration is limited to these changes.

The revised proposals represent a reduction in gross external floor area of 2,406m² from the currently approved scheme.

The proposed new Phase C2 & C3 Blocks will provide the following accommodation:

- 5x Workshops/Studios
- 18x Classrooms
- 3x Staffrooms
- 15x WC's (including 3 x Accessible WC's)
- 1x Examination Hall (to replace existing temporary facility)

The revised proposals also seek to include an enhancement to Block 'C' in the form of elevational treatment. This will consist of an upgrade to current materials and some over cladding to help contribute to a cohesion between the existing retained buildings and the new proposals.

There will be two principle phases to the proposal:

- Phase C3 - Construction of the 3 storey teaching accommodation block and recladding & internal works to Block 'H'
- Phase C2 - Construction of the 3 storey infill teaching accommodation block between Phases C1 and C3.

In terms of sustainable design, the proposals include optimising natural light and use of natural ventilation wherever possible. The proposals include 20% renewable energy production by installing Ground Source Heat Pumps, and will seek to achieve a BREEAM score of 'Excellent'.

3.3 Relevant Planning History

Comment on Relevant Planning History

The site has a long history of planning applications relating to additional buildings, extensions, and associated signage and landscaping. Recent approvals include the cladding and refurbishment of Block A and Block E, (Refs 1127/APP/2002/454 & 2003/464), granted on 3/5/2002 and 22/8/2003 respectively; the construction of the four storey Academy Building (Ref: 1127/APP/2000/145), granted on 11/4/2001; one and 2 storey extensions to the technical centre (Ref: 1127/APP/2004/631), granted on 25/45/2004 and a three storey new mall extension approved on 5/5/2005 (ref: 1127/APP/2005/795).

Committee resolved to grant planning permission on 20/06/2005 for redevelopment of the campus, for a scheme which included enabling residential development comprising 28 units on the college car park. This application was subject to a S106 Agreement which has not been signed and the decision notice has therefore not been issued.

A similar scheme but with a new build nurses training, student care and staff accommodation as enabling development, in association with the Buckinghamshire Chilterns University College UK (ref:1127/APP/2005/1604) was granted on 21 July 2008.

The Hillingdon Sports and Leisure Centre complex has been constructed on the neighbouring site.

On the 9th June 2009 Committee determined to grant planning permission for:

- A) Part refurbishment and part demolition of existing college buildings to provide a total of

11,421m² Class D1 (Education) accommodation, associated sports facilities, ancillary accommodation, access, car parking, servicing and associated landscaping; and
B) The provision of 2,933m² of temporary accommodation for class D1 (Education) purposes during the construction period.

The current proposal represents amendments to the scheme approved on 14-05-10. The amendments are described within the 'Proposed Development' section of this report.

4. Planning Policies and Standards

Hillingdon House Farm Planning Brief:

Section 5 of Planning Brief for the site sets out the following development objectives for Hillingdon House Farm;

- (a) Safeguard the Green Belt from inappropriate development and retain and enhance its character;
- (b) Have special regard to the desirability of preserving the outdoor pool, its building and their setting or any features of special architectural or historic interest which they possess, linked with bringing the listed pool back into beneficial use.
- (c) Protect and enhance areas of importance for nature conservation.
- (d) Secure a comprehensive package of environmental improvements; in particular to enhance the visual amenity of the site and reduce the impact of any development through comprehensive landscaping proposals.
- (e) Retain key views across and within the site, and in particular to maintain the openness of the Green Belt and the setting of the listed pool.
- (f) Ensure the retention of public open space for open air recreational uses within the Green Belt area, including the provision of playing pitches for a range of outdoor sports.
- (g) Provide complementary sports/leisure/community uses on the site balanced between formal and informal so as to provide a wide range of facilities for as large a cross section of the public as possible.
- (h) Maintain and enhance the built facilities provided by Uxbridge college for the benefit of the community;
- (i) Achieve a high quality development that respects its setting, in the context of the Green Belt, listed outdoor pool, the areas of nature conservation values, and the existing built up areas. In particular, to ensure that the built facilities are located, designed and landscaped to contribute positively to the character of the area and to enhance the setting of the listed outdoor pool and the visual amenity and openness of the Green Belt.
- (j) Maintain the amenity of adjoining residents and those living in the vicinity, through careful siting and orientation of any new buildings and activities.
- (k) Improve access for informal recreation, including footpaths and cycle ways and bridleways if appropriate.
- (l) Maintain access to the site for the Middlesex Show.
- (m) Ensure that the site and the proposed developments are fully accessible for pedestrians and people with disabilities and that they meet the needs of the community.
- (n) Provide a safe and secure environment.
- (o) Provide safe vehicular access to and from the site, including road improvements in the vicinity.
- (p) Maximise the use of public transport and other suitable means of travel, including the promotion of cycling and pedestrian movements.
- (q) Provide sufficient car parking provision for the development in accordance with the Council's parking standards, including provision for disabled parking.
- (r) Provide safe and secure cycle parking facilities on site in line with the Council's cycle parking standards and to meet the needs of users of the community facilities.
- (s) To secure provision of appropriate levels of affordable housing within residential

development in line with the Council's planning policies as set out in the Council's adopted UDP.

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.CI1	(2012) Community Infrastructure Provision
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
PT1.EM5	(2012) Sport and Leisure
PT1.EM6	(2012) Flood Risk Management
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.HE1	(2012) Heritage

Part 2 Policies:

AM1	Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
AM10	Incorporation in new developments of additions to the proposed cycle network
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE18	Design considerations - pedestrian security and safety
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
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water

	run-off - requirement for attenuation measures
OL1	Green Belt - acceptable open land uses and restrictions on new development
OL2	Green Belt -landscaping improvements
OL3	OL3 Green Belt -
OL5	Development proposals adjacent to the Green Belt
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
R3	Indoor sports, leisure and entertainment facilities
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
LPP 4.6	(2011) Support for and enhancement of arts, culture, sport and entertainment provision
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.7	(2011) Renewable energy
LPP 6.12	(2011) Road Network Capacity
LPP 6.13	(2011) Parking
LPP 6.9	(2011) Cycling
LPP 7.14	(2011) Improving air quality
LPP 7.16	(2011) Green Belt
LPP 7.19	(2011) Biodiversity and access to nature
LPP 7.2	(2011) An inclusive environment
LPP 7.8	(2011) Heritage assets and archaeology
LPP 8.2	(2011) Planning obligations
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
NPPF	

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **3rd December 2013**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

The application was advertised in a local newspaper, 122 nearby owner/occupiers were consulted and a site notice posted. No comments have been received to the public consultation.

NATURAL ENGLAND

Statutory nature conservation sites - no objection

Based upon the information provided, Natural England advises the Council that the proposal is unlikely to affect any statutorily protected sites or landscapes.

Protected Species

We have not assessed the application and associated documents for impacts on protected species.

Natural England has published Standing Advice on protected species. The Standing Advice includes a habitat decision tree which provides advice to planners on deciding if there is a 'reasonable likelihood' of protected species being present. It also provides detailed advice on the protected species most often affected by development, including a flow chart for each species to enable an assessment to be made of a protected species survey and mitigation strategy.

You should apply our Standing Advice to this application.

As Standing Advice it is a material consideration in the determination of applications in the same way as any individual response received from Natural England following consultation.

If you have any specific questions not covered by our Standing Advice or have difficulty in applying it to this application please contact us at consultations@naturalengland.org.uk.

Local wildlife sites

If the proposal site is on or adjacent to a local wildlife site, eg Site of Nature Conservation Importance (SNCI) or Local Nature Reserve (LNR) the authority should ensure it has sufficient information to fully understand the impact of the proposal on the local wildlife site, and the importance of this in relation to development plan policies, before it determines the application.

Biodiversity enhancements

This application may provide opportunities to incorporate features into the design which are beneficial to wildlife, such as the incorporation of roosting opportunities for bats or the installation of bird nest boxes. The authority should consider securing measures to enhance the biodiversity of the site from the applicant, if it is minded to grant permission for this application. This is in accordance with Paragraph 118 of the National Planning Policy Framework. Additionally, we would draw your attention to Section 40 of the Natural Environment and Rural Communities Act (2006) which states that 'Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity'. Section 40(3) of the same Act also states that 'conserving biodiversity includes, in relation to a living organism or type of habitat, restoring or enhancing a population or habitat'.

Landscape enhancements

This application may provide opportunities to enhance the character and local distinctiveness of the surrounding natural and built environment; use natural resources more sustainably; and bring benefits for the local community, for example through green space provision and access to and contact with nature. Landscape characterisation and townscape assessments, and associated sensitivity and capacity assessments provide tools for planners and developers to consider new development and ensure that it makes a positive contribution in terms of design, form and location, to the character and functions of the landscape and avoids any unacceptable impacts.

SPORT ENGLAND - No comments received.

ENGLISH HERITAGE - No comments received.

Internal Consultees

HIGHWAY OFFICER

No objection. The scheme raises no highways issues, however conditions and legal agreements on the original application which related to highways matters should be retained/reimposed.

ENVIRONMENTAL PROTECTION UNIT - No comment.

URBAN DESIGN

The revised scheme appears to propose a significant decrease in terms of the bulk and footprint of the previously approved buildings. In addition, the scheme proposes a coherent approach to the overall appearance of the existing and proposed structures, therefore, no objection in design terms.

TREES & LANDSCAPE OFFICER

PROPOSAL: The proposal is a S73 application to remove or vary condition 28.

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.

- Tree and landscape proposals were considered in the course of the 2009/443 approval.
- The current application seeks to reduce phase C2 from four to three storeys, decrease the footprint of phase C3 and reduce it from four to three storeys and retain / re-clad the existing Block H (instead of demolishing it).
- In section 7.0 of the Design & Access Statement it is confirmed that the proposal will result in mainly internal arrangements, with a net increase in the areas of soft landscape (meadows and mown grass).
- If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and appearance of the area.

RECOMMENDATIONS: No objection subject to the addition of all of the previous tree and landscape conditions.

S106 OFFICER

A Section 106 Agreement is in place relating to the proposal which secures the following heads of terms:

- (a) Cycle and Pedestrian Network - The applicant is to upgrade the existing cycle network in the locality, including the upgrading of the existing pelican crossing to a toucan crossing at Park Road, to details to be approved by the Council. Upgrade works are to provide adequate lighting and surfacing and ensure that both pedestrians and cyclists can use the links.
- (b) Construction Management - Require the applicant/developer to provide and adhere to a responsible constructor scheme. This shall include agreement that construction traffic shall avoid peak hours and the use of Gatting Way.
- (c) Green Travel Plan - Sustainable transport measures in the form of a 10 year Green Travel Plan (which includes car park management plan to achieve a phased reduction in car parking provision on the campus down to 350 spaces to PPG13 (Transport) levels over the 10 year period of the Plan.) in accordance with the TfL's guidance and be implemented for the college development.
- (d) A contribution of £3,000 towards a Great Crested Newt habitat maintenance and translocation routes.

- (e) 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.
- (f) That the applicant meets the Council's project management and administration costs .

The revised proposals do not introduce any additional requirements that would need to be addressed by way of a legal agreement and accordingly the proposal is considered acceptable.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Issues of the principle of the development has been established by virtue of planning permission ref:1127/APP/2009/443 granted on 14-05-10 and the established use on this site.

The uses proposed on the site remain unchanged and the small decrease in the total level of floorspace is not considered to impact on these principles. Accordingly the scheme as amended is considered acceptable.

7.02 Density of the proposed development

The application seeks permission for the redevelopment of an existing college site for educational purposes. Residential density is therefore not relevant to this consideration of this proposal.

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

ARCHAEOLOGY

In relation to archaeology English Heritage have previously advised that the proposals are not considered to have an affect on any significant archaeological remains and previous archaeological work on the college site has shown that there is limited archaeological potential. They further advised that no further archaeological work is necessary in relation to the current proposal. The proposal would have no additional impact on archaeology over those considered under the original consent. The application would therefore comply with Policy BE3 of the Local Plan Part 2.

The Hillingdon House Farm Planning Brief requires any new development to ensure that the built facilities are located, designed and landscaped to contribute positively to the character of the area and to enhance the setting of the listed outdoor pool. Saved Policy BE10 seeks to protect the setting of listed buildings. The proposal would not impact on the the open views currently available from the Listed Lido and would not be detrimental to the setting of the adjoining Listed Lido, in accordance with Policy BE10 of the Local Plan Part 2.

7.04 Airport safeguarding

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

7.05 Impact on the green belt

Policy OL5 seeks to protect the visual amenities of the Green Belt from development proposals adjacent to it. Policy BE13 of the UDP are concerned with the layout and appearance of new development, while Paragraph 2.6 of the Hillingdon House Farm brief makes reference to the buildings of Uxbridge College being clearly visible from the surrounding open spaces.

None of the college campus lies within the Green Belt. The nearest Green Belt land is at Uxbridge Cricket Club, located on the northern side of Gating Way, which is heavily planted with mature trees on both sides. Both the Uxbridge Lido and the open land directly abutting the college to the south-east fall outside the Green Belt.

With regard to the proposed buildings on the main campus, care has been taken to limit height of the new buildings so that they blend in with the existing college development and are not overly prominent when viewed from outside of the site. Appropriate setbacks are provided from the site boundaries to provide the opportunity for screen planting, to ensure that the proposals will not overly dominate the character of the adjoining Green Belt, in compliance with policy OL5 and BE38.

The amended proposal will result in a reduction in the height and massing of the built form previously approved. No objection is therefore raised to the proposals in terms of the impact on the character and appearance of the Green Belt, in compliance with relevant policies.

7.07 Impact on the character & appearance of the area

Saved Policies BE13 and BE19 of the Local Plan Part 2 seek to ensure that new development makes a positive contribution to the character and amenity of the area in which it is proposed. Policy BE13 states that, in terms of the built environment, the design of new buildings should complement or improve the character and appearance of the surrounding area and should incorporate design elements which stimulate and sustain visual interest. Saved Policy BE38 requires new development proposals to incorporate appropriate landscaping proposals.

The primary aspects of the development which impact on the character and appearance of the area are considered to be the South Block, North Block extension and the proposed landscaping to the open areas fronting Park Road. The North Block and open areas remain identical to the scheme which was previously approved and considered acceptable.

The design of Block C (South Block), which has been significantly amended, and the indicative choice of materials proposed are considered to be appropriate in terms of the wider area. Phase C2 & C3 of the approved scheme consists of a 4 storey extension. The height of its parapet is approximately 900mm higher than the ridge level of adjacent Block 'G', and a storey higher than adjacent completed Phase C1 Block.

The proposed Phase C2 & C3 is a 3 storey extension. Its parapet level now sits just below the line of the eaves level of adjacent Block 'G', and lines through with the recently completed Phase C1 Block presenting a continuation of the south block elevation.

Completed Phase C1 Block's material finish consists of the ground floor in facing brickwork and the upper floors in coloured render. Phase C2 & C3 Block's material finish will imitate this elevational treatment along with its height and fenestration, to unite the facade along the East Elevation.

Block H is now to be retained and re-clad. The elevational enhancements will consist of coloured render to the ground floor and aluminium cladding panels to the upper floors reflecting that of North Block and providing a signature entrance feature to the front of the College.

There will also be some enhancements to the facade of Block 'C'. This is proposed to be facing brickwork to the ground floor and coloured render to the upper floors as per completed Phase C1 Block's material finish.

Overall, a number of existing buildings to be retained will benefit from re-cladding, which will enhance their appearance and the new build elements make reference to the existing

buildings in terms of height and massing and general treatment of external materials. The chosen surface materials although distinctly different to the materials of the existing buildings, will complement the existing and surrounding built form.

It is considered that the proposed amendments would not have any material adverse impacts on the character of the area. The scheme is therefore considered to comply with the aims of Saved Policies BE13 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) in this respect.

7.08 Impact on neighbours

In relation to outlook and privacy, Policies BE21 and BE24 require new residential developments to be designed so as to ensure adequate outlook and privacy for occupants of the site. In relation to sunlight access, Policy BE20 of the UDP seeks to ensure that buildings are laid out to provide adequate sunlight and preserve the amenity of existing houses.

With regard to the proposed college campus development, the nearest residential properties to the site are 2 pairs of semi detached properties (114 -120 Park Road), north of the main College entrance, the flatted development south of the main campus (Darrell Charles Court, 100-102 Park Road) and the newly constructed flatted development (Fulmer House and Hyde House) west of the student car park.

Under the proposed amendments, the northern part of the site remains identical to that approved. Accordingly, the relationship with Darrell Charles Court is considered to remain acceptable.

The amended proposal no longer seeks the demolition of blocks B & C, however a three storey extension would be added to the west of block C (closer to Hyde House and Fulmer House). The extension would be 32m and 39m, respectively, from the closest point of these residential buildings and accordingly would not give rise to any concerns relating to overdominance, overshadowing or overlooking to these occupiers.

The location of the access road to the staff/visitor car park (at the rear of 114-120 Park Road) also remains the same as was considered by the Central and South Committee on the 9th June 2009 and it is not considered that this road would have any detrimental impacts on the occupiers of these properties by way of noise. Nor would the proposal impact on the traffic management or vehicle circulation arrangements secured under the original consent.

It is proposed that directional lighting be secured by condition in order to ensure that no nuisance to neighbouring properties arises by way of lighting.

Overall, it is considered that the distance between these residential properties and the proposed buildings will ensure no adverse impact on adjoining occupiers in terms of loss of light, overdominance and loss of privacy, in accordance with Policies BE20, BE21 and BE24 of the Unitary Development Plan Saved Policies (September 2007).

7.09 Living conditions for future occupiers

The application seeks permission for the redevelopment of a non-residential college and accordingly this consideration is not relevant.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policies AM1, AM2, AM7, AM9, AM14 and AM15 of the UDP Part 2 are concerned with traffic generation, road capacity, on-site parking and provisions for parking for people with disabilities. Issues relating to the compliance of access for surrounding developments

with the Hillingdon House Farm Brief remain unchanged within the amended proposals

The proposal would not alter any of the arrangements in respect of the number of parking spaces, cycle parking, or vehicular access which were previously agreed within the original grant of planning permission (1127/APP/2009/443) granted on 14-05-10.

The development currently proposed, which would be accompanied by a travel plan, will not give rise to an increase in traffic generation and would benefit from an adequate level of parking.

The Council's Highways Officer has reviewed the proposal and considers it to be no more intensive in terms of trip generation than the scheme previously approved. An adequate level of parking would be retained on site to meet the needs of the college, without resulting in overspill car parking, in line with the Council's Parking Standards and national policy.

Measures relating to the proposed travel plan and the need for improvements to the wider cycle network have already been secured under the previous consent. The proposed amendments do not alter the requirement for, or the appropriateness of these measures which should be carried through as part any decision on the current proposal.

7.11 Urban design, access and security

Issues of design and access have been discussed elsewhere in the relevant sections of this report.

In respect of security, it is not considered that the proposal would have any significant adverse impacts in terms of security. A condition would ensure that the scheme needed to comply with Secured by Design Standards.

7.12 Disabled access

A Design and Access Statement has been submitted in support of this planning application, which includes a detailed assessment of access arrangements.

The existing Uxbridge campus is a cluster of buildings of varying ages, quality and functionality. The individual blocks are linked by stair cases and ramps where there are minor level differences. Inevitably there are therefore areas in the existing buildings which are not accessible for disabled users and therefore not compliant with the current Disabled Discrimination Legislation.

As part of the revised proposals the main entrance to the college remains where currently located on the northern elevation of 'G' block. Due to the sloping nature of the site, many of the existing buildings have different ground floor levels but from the main reception area direct access to the ground floor of the existing adjoining buildings/areas (circulation mall [-600mm], 'A' block [-600mm], 'H' block [+610mm]) is available via appropriate wheelchair accessible ramps which are supplemented in some areas with steps designed to be accessible for ambulant disabled people.

Access to the new Examination Hall located within the phase C3 area is available either directly from the Refectory or via a wheelchair platform lift from the existing 'H' block level. Stepped access adjacent to the platform lift has been designed to be accessible to ambulant disabled people.

Access to the upper floors of 'G' block remains unchanged and is via the existing wheelchair accessible passenger lift at the eastern end of 'G' block. Access to the upper

floors of the phase C2 areas is provided via the existing wheelchair lift. An accessible passenger lift was installed during the construction of phase C1 whilst access to the upper floors of the phase C3 areas is provided via a new wheelchair accessible passenger lift located within 'H' block.

Internal circulation generally will meet the requirements of Approved Document 'M' of the Building Regulations to ensure that all areas of the building are fully accessible. This will include suitably sized door leaves, lobbies corridor widths etc. to provide sufficient manoeuvring space & access for wheelchair users. The proposal will meet the requirements and obligations under the Disability Discrimination (2005) Act and the Special Educational Needs Disability Act (2001) with regard to the provision of physical access.

Existing wheelchair accessible WC's are provided at each floor of 'G' block & the recently completed phase C1 areas. These remain unchanged by the revised proposals. Access to an existing wheelchair accessible WC facility is available from all floors of the phase C2 proposals. Fully accessible unisex WC's are provided at each level of the revised phase C3 proposals within central circulation areas. In every location where separate sex WC facilities are provided, at least one cubicle has been designed to be suitable for use by ambulant disabled people.

Where necessary, materials/colours will be selected to ensure that adequate levels of visual contrast exist between floor/wall/ceiling/door/fittings etc. in accordance with the requirements of Approved Document 'M'.

All emergency exits at ground level of the revised phase C2 & C3 proposals include level access thresholds to ensure that wheelchair & ambulant disabled people can safely evacuate the building.

Both the existing staircase constructed during the phase C1 project & the new internal staircase located within the phase C3 area have been designed to be fully accessible by ambulant disabled people. All new & existing staircases forming part of the escape strategy from the upper floors of the C2 & C3 proposals incorporate suitable wheelchair refuges with communication facilities to ensure that wheelchair users can be assisted to safely evacuate the upper floors in an emergency situation in accordance with the colleges' evacuation management plan.

The previous scheme was reviewed in detail by the Council's Access officer who raised no objections to the scheme, subject to conditions and Building Regulations Compliance. The Access officer has evaluated the plans and the Access Statement document, and consider there to be no adverse effect on accessibility as regards this latest proposal. The most recent plans the design objectives of the current proposal remain the same as within the previous scheme and seek to overcome the same shortcomings with regard to existing accessibility on the site, in accordance with the Council's adopted policies on accessibility.

7.13 Provision of affordable & special needs housing

This is not a residential scheme.

7.14 Trees, landscaping and Ecology

The Hillingdon House Farm Planning Brief (2003) requires that the impact of the buildings on the visual impact of the Green Belt should be mitigated (reduced) by tree planting and other means as appropriate, and that any new buildings on the site of the existing car park should be located, designed and landscaped to contribute positively to the character of the area and to enhance the setting of the listed outdoor pool. The Brief also requires that

car parking areas in the main site should be landscaped. Policy BE38 aims to retain and utilise landscape features of merit and to provide new planting and landscaping. The proposal will result in the removal of fifty-six trees. Of these, only eight are considered by the Arboricultural Assessment to be desirable specimens. Another two are considered to be exempt from planning control due to their condition. The overall impact of the tree losses is not considered by the assessment to be so great as to be prejudicial to the character of the site or general public amenity.

Due to the proposal consisting of mainly internal amendments, elevational treatments and a reduction in footprint, the circulation and landscaping will remain as per approved scheme (Ref: 1127/APP/2009/443), with the addition of more meadow grassland and mown grassland. The proposal would not significantly alter the development in terms of landscaping, trees and ecology from the scheme previously agreed within the original grant of planning permission (1127/APP/2009/443, granted on 14-05-10).

Subject to compliance with the originally imposed landscape conditions the Trees/Landscape Officer considers that the development complies with Policy BE 38 of the Hillingdon Local Plan Part 2 Saved Policies.

ECOLOGY

Policy EC1 states that the Council will not permit development which would be unacceptably detrimental to sites of Borough (Grade I) Importance for Nature Conservation and where appropriate, an Ecological Assessment must be submitted.

The ecological impacts of the previous scheme were addressed in detail including the proposed mitigation measures.

Natural England have stated that the proposed amendments are unlikely to affect any statutorily protected sites or landscapes and its standing advice should be applied with regard to protected species.

Subject to the proposed mitigation measures already agreed, it is not considered that the proposed amendments would have no detrimental impact on ecology. The approach taken with respect to Great Crested Newts is considered to be sound, as it would appear that newts will not be affected by the works. However, an informative is recommended to remind the applicant that regardless of planning conditions, it is their responsibility to ensure that great crested newts are not affected by the works and if the proposals do result in harm to this species, they are responsible.

The agreed S106 agreement secures a contribution of £3,000 for the maintenance of the existing pond which provides a habitat for Great Crested Newts and to ensure that translocation routes are available on the adjoining site known as Hillingdon House Farm (LBH Ref No: 2543/APP/2005/410).

Officers consider that the combination of a financial contribution towards ecological enhancement in the area and conditions contained within the recommendation to safeguard and enhance biodiversity interest addresses the requirements of Natural England and that the ecological interests of the site and locality would be protected, in accordance with Policies OL3, OL5, EC1 and EC3 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

7.15 Sustainable waste management

Details of facilities for the storage of refuse and recyclables are to be secured by condition.

7.16 Renewable energy / Sustainability

London Plan (February 2008) policies 4A.4 and 4A.7 require the submission of an energy demand assessment based on sustainable design and construction; a demonstration of how heating and cooling systems have been selected in accordance with the Mayor's energy hierarchy; and how the development would minimise carbon dioxide emissions, maximise energy efficiencies, prioritise decentralised energy supply, and incorporate renewable energy technologies, with a target of 20% carbon reductions from on-site renewable energy.

The applicant has submitted a Sustainability Statement in support of the application. This Sustainability Statement sets out, and justifies where necessary, the measures to be incorporated across the lifecycle of the proposed Development, to ensure high levels of performance and long-term viability. It demonstrates the commitment of the applicant to the principles of sustainable development.

The Proposed Development includes the following sustainability and renewable energy measures:

- *use of natural ventilation and natural daylight where possible;
- *efficient mechanical ventilation systems with heat recovery;
- *low-energy lighting with associated daylight and PIR control;
- *exploitation of building thermal mass to dampen peak cooling loads; and,
- *20% renewable energy production by installation of Ground Source Heat Pumps.

A formal BREEAM pre-assessment has taken place, which has assessed the proposal from the whole design team. The scheme is expected to score a minimum 75% at this stage. Current Learning and Skills Council Guidance requires all capital projects to achieve BREEAM 'Excellent'. The formal full BREEAM assessment is currently taking place, with a completion date expected after works commence on site.

At this stage the scheme design is proposed to incorporate ground source heat pumps only, as this option will be able to provide part of the buildings' annual heating, hot water and cooling requirements. It also complements the current site infrastructure. Renewable provision through the use of combined heat and power (CHP) was not deemed viable. An assessment was undertaken very early in the project which demonstrated that use of CHP would add little value and CHP relies on a relatively constant level of background heat and the majority of heating to the site is already being provided by high efficiency boilers, which the development will continue to use. It is estimated that the ground source heat pump provision will supply 20% of the scheme's annual energy requirements.

The scheme would achieve the same level of energy efficiency and sustainable design as that originally approved. Therefore no objection is raised in this respect.

7.17 Flooding or Drainage Issues

A Flood Risk Assessment has been submitted as part of the original application. The full extent of the site is located in an area of low flood risk, Flood Zone 1, as shown on the Environment Agency Flood Zone Map.

The area of the site to be developed is currently located outside the flood risk zones from both the Fray's River and the River Pinn. The Environment Agency had previously confirmed that it had no record of the area of the site ever flooding. It is therefore considered that the site is not liable to a probable flood risk from major watercourses.

The Environment Agency raised no objection to the original scheme, provided a condition requiring the development to be carried out in accordance with the approved Flood Risk Assessment is imposed and discharged. Subject to compliance with this condition, it is considered that the statutory functions of the Environment Agency will not be compromised, the risk of flooding will be minimised and the quality of the water environment will be protected. The proposals are therefore considered to be in compliance with policies OE7 and OE8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

Therefore the proposal as amended is not considered to give rise to any concerns relating to flood risk, subject to the imposition of the previously recommended condition.

7.18 Noise or Air Quality Issues

A noise assessment was submitted as part of the original application and concluded that the noise impact of the scheme at nearby housing will be acceptable. The assessment identified mitigation measures, including provision of a noise barrier around the MUGA and control of building services plant using engineering techniques.

As there is a reduction built development, it is not considered that the scheme would significantly affect the existing residents in terms of noise from that source.

It is recommended that the original conditions limiting the hours of use of the proposed MUGA to between the hours of 08:00 hours and 20:00 hours Mondays to Fridays, 09:00 to 17:00 hours Saturdays and Sundays and at no time on Bank Holidays be reimposed. With regard to the new Sports Hall, it is recommended that the facility shall only be used between 08:00 hours and 20:00 hours Mondays to Fridays, 09:00 to 17:00 hours Saturdays and Sundays and at no time on Public & Bank Holidays, as per the original permission.

The Council's Environmental Protection Unit also recommended a series of conditions controlling external plant and extraction systems. Subject to the compliance with the conditions mentioned above, it is not considered that the operational activities and vehicle movements associated with the proposed development would result in the occupiers of surrounding properties suffering any significant additional noise, pollution, disturbance, in compliance with Policy OE1 of the Hillingdon Local Plan Part 2 Saved Policies.

7.19 Comments on Public Consultations

Comments on the original scheme were considered in the report to the Central and South Planning Committee on the 9th June 2009.

(i) Light pollution, overlooking and access implications for properties on Honeycroft Hill. These issues are considered to have been addressed within this report and the report to the 9th June 2009 Committee. It is noted that the long term access arrangements remain unchanged and it is not considered that the construction access proposals have any significant implications with regard to Honeycroft Hill.

(ii) No need for additional sports facilities. Both national and local planning policy resist the loss of sports facilities and encourage enhanced or additional facilities, there is not considered to be any need to justify the provision of additional sports facilities on this site and the principle of the development is acceptable.

7.20 Planning obligations

A S106 Agreement was completed as part of the approved scheme, securing a full range of planning obligations required to offset the impact of the development, including contributions towards the provision of upgrade the existing cycle network in the locality, a Green Travel Plan and a contribution of £3,000 towards Great Crested Newt habitat

maintenance and translocation routes. A contribution was also secured in respect of project management and monitoring.

The proposed amendments to the approved scheme would not affect the level of planning benefits which have already been secured, which are considered adequate and commensurate with the scale and nature of the proposed development, in compliance with Saved Policy R17 of the Local Plan Part 2 and the Council's Planning Obligations SPD.

However, it will be necessary to complete a Deed of Variation, in order to insert the new planning reference number into the existing Agreement attached to planning permission Ref:1127/APP/2009/443.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

There are no other issues associated with this application.

8. Observations of the Borough Solicitor

General

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in "Probity in Planning, 2009".

Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have "due regard" to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different "protected characteristics". The "protected characteristics" are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have "due regard" to the above goals means that members should consider whether persons with particular "protected characteristics" would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances."

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

Planning permission is sought for the construction of sport facilities, teaching, student care and staff accommodation on the Uxbridge College site, Park Road, Uxbridge.

The scheme currently before Committee represents an amended proposal for the redevelopment site from that which was approved on 14-05-2010.

There remains no in principle objection to the redevelopment of the college campus for educational purposes. It is still considered that the proposals will enhance the character of the site, improve the relationship between built elements and open spaces and contribute to a more attractive street scene along Park Road. The proposals as a whole are not considered to have an adverse impact on the character and appearance of the Green Belt, or have an adverse impact on the setting of the adjoining listed Lido.

The amended campus redevelopment would not have a significant adverse impact on the amenities of surrounding residential properties. The scheme provides suitable habitat mitigation for the great crested newts, a European Protected Species, while the proposals provide evidence of the retention of existing planting, and provide adequate room for the provision and long-term growth and retention of new planting and landscaping.

The applicant has demonstrated that traffic associated with the development can be adequately accommodated on the adjoining highway network. As such, it is not considered that the development will be prejudicial to the free flow of traffic and conditions of general highway safety.

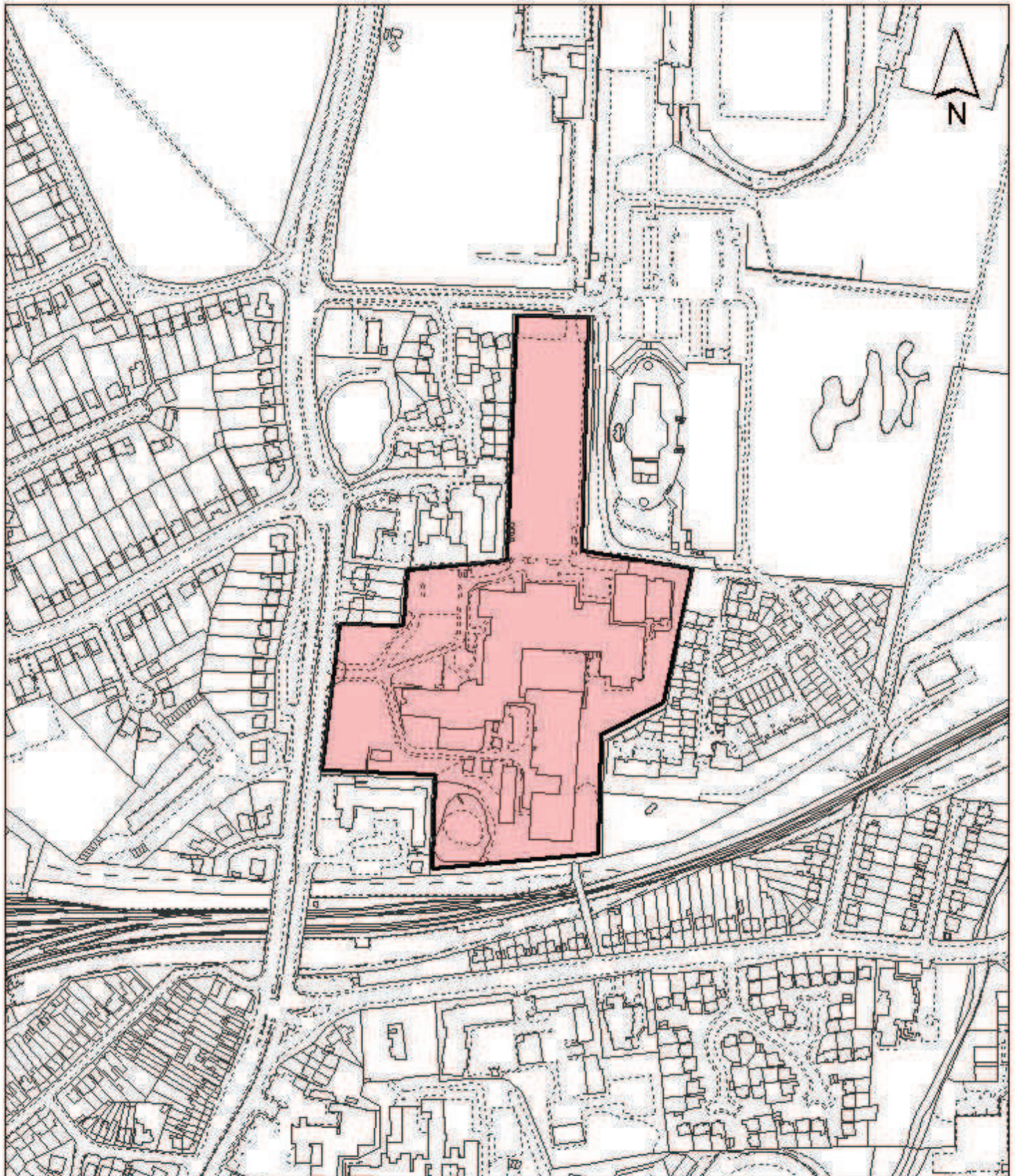
The proposed alterations are not considered to impact on the necessary level of obligations and accordingly the proposal would comply with Policy R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and the Council's Planning Obligations.

11. Reference Documents


The Hillingdon Local Plan: Part 1- Strategic Policies (8th November 21012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan 2011
Policy Statement - Planning for Schools Development (DCLG, 15/08/11)
National Planning Policy Framework (NPPF)
Sport England's policy statement 'A Sporting Future for the Playing Fields of England'
The Ministerial Statement 'Planning for Schools Development'
The Greater London Authority Sustainable Design and Construction (2006)
Council's Supplementary Planning Guidance - Community Safety by Design
Council's Supplementary Planning Document - Air Quality
Hillingdon Supplementary Planning Document: Accessible Hillingdon January 2010)
Hillingdon Supplementary Planning Document: Residential Layouts

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Notes

 Site boundary

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Site Address

**Uxbridge Technical College
Uxbridge**

**LONDON BOROUGH
OF HILLINGDON
Residents Services**

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

Planning Application Ref:
1127/APP/2013/2739

Scale
1:3,500

Planning Committee
Major Application

Date
**December
2013**



HILLINGDON
LONDON

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Report of the Head of Planning, Sport and Green Spaces

Address FORMER NATIONAL AIR TRAFFIC SERVICES (NATS) HEADQUARTERS
PORTERS WAY WEST DRAYTON

Development: Reserved matters (appearance and landscaping) in compliance with conditions 2 and 3 for Phase 3, Block D (76 residential units) of planning permission ref: 5107/APP/2009/2348 dated 01/10/2010

LBH Ref Nos: 5107/APP/2013/2325

Drawing Nos: 3304/602 Rev A
3304/603 Rev A
3304/604 Rev B
3304/605
3304/609
BHNL-STB-LT02 Rev A
100678-1801
MCA 1113/01 Rev C
5479 SS 3 Rev DC
100678-200 Rev P1
18795
Design and Access Statement - 3304/DAS/01 Rev A
3304/001 Rev B
3304/010 Rev C
3304/100 Rev E
3304/101 Rev B
3304/102 Rev B
3304/103 Rev B
3304/104 Rev B
3304/105 Rev C
3304/106 Rev B
3304/200 Rev C
3304/201 Rev C
3304/202 Rev C
3304/203 Rev C
3304/400
3304/401
3304/402
3304/403
3304/404
3304/600 Rev A
3304/601 Rev B
Accommodation Schedule - 3304/800
Letter Re C58 - 120813.L2
Letter Re C46 - 120813.L3
Construction Management/Logistics Plan - 414/CMP/001
Planning Conditions Schedule
Landscape Maintenance Schedules
Landscape Management Plan - 19/11/2013
Landscape Specification - August 2013
Pre-Assessment Report - Code Level 4 - 09/08/2013
PV Allocation - 2249

Bathroom Assessment - Bellway
Code for Sustainable Homes Calculator - Type A - X

Date Plans Received:	14/08/2013	Date(s) of Amendment(s):	21/11/2013
Date Application Valid:	13/09/2013		13/09/2013
			15/10/2013

1. SUMMARY

Outline Planning Permission for the comprehensive, mixed-use re-development of the former NATS site was granted 1 October 2010 (LBH Ref: No. 5107/APP/2009/2348). The outline application was for consideration of 'Means of Access', 'Layout' and 'Scale'. Matters which were reserved were 'Appearance' and 'Landscaping'.

Condition 2 of this consent relates to the approval of Appearance and Landscaping 'Reserved Matters'. Condition 3 requires the approval of the details of the landscaping and appearance of individual phases of the development. Condition 3 also describes the extent of the information required. The subject of this reserved matters application is for a portion of Phase 3 of the masterplan, known as Block D, and proposes 76 residential units in a flatted block, as well as associated landscaping and all associated facilities.

In respect of 'appearance', the design of the building and landscape strategy is consistent with the design code in the supporting documents and illustrative information considered as part of the outline application.

The appearance of the proposed units in the context of the site and its wider surroundings is considered to be acceptable. The submitted plans align with the masterplan approved in outline and are considered to represent high quality design. The development accords with Policies BE13 and BE38 of the Local Plan and Policies 7.1, 7.2, 7.3, 7.4 and 7.6 of the London Plan (July 2011).

In respect of 'Landscaping', the proposal is consistent with the supporting documents and illustrative information considered as part of the outline application. As considered previously, it deals appropriately with the site features, landscaping for residential amenity, nature conservation, tree protection and landscape enhancement. The scheme accords with Policies BE13 and BE38 of the Local Plan and Policies 5.10, 7.1, 7.4 and 7.21 of the London Plan (July 2011).

Although, the application is for approval of reserved matters for Appearance and Landscaping, the outline application had a strong design code and covered these matters in great detail.

This reserved matters application for a portion of Phase 3 accords with the outline scheme including and in respect of the following: development principle; development density; character and appearance; neighbour relationships and the consideration of

potential impacts; amenity for future occupiers; traffic and parking and safety; urban design; access for people with a disability; affordable housing provision; landscaping; waste management; renewable energy; drainage; as well as noise and air quality. The scheme remains consistent and in accordance with the relevant planning policies and guidance relating to these abovementioned issues, accordingly the application is recommended for approval.

2. **RECOMMENDATION**

APPROVAL subject to the following:

1 COM4 **Accordance with Approved Plans**

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 3304/001 Rev B; 3304/010 Rev C; 3304/100 Rev E; 3304/101 Rev B; 3304/102 Rev B; 3304/103 Rev B; 3304/104 Rev B; 3304/105 Rev C; 3304/106 Rev B; 3304/200 Rev C; 3304/201 Rev C; 3304/202 Rev C; 3304/203 Rev C; 3304/400; 3304/401; 3304/402; 3304/403; 3304/404; 3304/600 Rev A; 3304/601 Rev B; 3304/602 Rev A; 3304/603 Rev A; 3304/604 Rev B; 3304/605; 3304/609; BHNL-STB-LT02 Rev A; 100678-1801; MCA 1113/01 Rev C; 5479 SS 3 Rev DC; 100678-200 Rev P1; 18795, and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

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

2 COM5 **General compliance with supporting documentation**

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

Design and Access Statement - 3304/DAS/01 Rev A
Accommodation Schedule - 3304/800
Letter Re C58 - 120813.L2
Letter Re C46 - 120813.L3
Construction Management/Logistics Plan - 414/CMP/001
Planning Conditions Schedule
Landscape Maintenance Schedules
Landscape Management Plan - 19/11/2013
Landscape Specification - August 2013
Pre-Assessment Report - Code Level 4 - 09/08/2013
PV Allocation - 2249
Bathroom Assessment - Bellway
Code for Sustainable Homes Calculator - Type A - X

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

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (July 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
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
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.
H4	Mix of housing units
H5	Dwellings suitable for large families
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures

OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
LPP 2.6	(2011) Outer London: vision and strategy
LPP 2.8	(2011) Outer London: Transport
LPP 3.1	(2011) Ensuring equal life chances for all
LPP 3.3	(2011) Increasing housing supply
LPP 3.4	(2011) Optimising housing potential
LPP 3.5	(2011) Quality and design of housing developments
LPP 3.6	(2011) Children and young people's play and informal recreation (strategies) facilities
LPP 3.7	(2011) Large residential developments
LPP 3.8	(2011) Housing Choice
LPP 3.9	(2011) Mixed and Balanced Communities
LPP 3.10	(2011) Definition of affordable housing
LPP 3.11	(2011) Affordable housing targets
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.3	(2011) Sustainable design and construction
LPP 5.7	(2011) Renewable energy
LPP 5.10	(2011) Urban Greening
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 6.13	(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 7.6	(2011) Architecture
LPP 7.14	(2011) Improving air quality
LPP 7.15	(2011) Reducing noise and enhancing soundscapes

3. CONSIDERATIONS

3.1 Site and Locality

The wider application site considered at Outline stage comprises a 12.59 hectare generally rectangular shaped plot at Porters Way, West Drayton. The application site was previously occupied by the National Air Traffic Services (NATS) as the main air traffic control centre for the southern England and London airports. The previous buildings have been demolished and the construction of the previous phases has commenced on the application site, with a large majority completed and occupied.

This Reserved Matters application relates to a portion of Phase 3 of the wider development. It comprises the construction of a flatted block of 76 units towards the centre of the southern area of the site, together with landscaping and associated works.

The wider Phase 3 area is split into two sections, this section between Phases 1, 2 and 4, and the larger section running along the northern boundary of the site. This site is located to the rear of recently completed Block E and the under construction care home. The 'Village Green' lies directly to the north of this site.

3.2 Proposed Scheme

This application relates to the portion of Phase 3 comprising 76 residential flats.

PROPOSED HOUSING IN THIS APPLICATION

The dwelling mix and numbers proposed include:

- * 1-bedroom flat - 13 (3 of which are wheelchair accessible)
- * 2-bedroom flat - 61 (6 of which is wheelchair accessible)
- * 3-bedroom flat - 2

All of the proposed buildings would be two or three storeys in height with conventional tiled pitched roofs. The dwellings would not have any accommodation in the roof space.

AMENITY SPACE

All except three flats would be provided with outdoor amenity space in the way of gardens, patios, or balconies. A 750sqm communal amenity space would be provided at first floor level. A total of approximately 1860sqm of amenity space would be provided on the site, which is in accordance with adopted policy.

CAR PARKING PROVISION

This portion of Phase 3 would include the provision of 78 car parking spaces across the development, with 67 provided at ground floor level within the building, and 11 along the adjacent access roads.

ACCESSIBLE HOUSING

All of the 76 units would be constructed to Lifetime Homes standards. It is proposed that 9 of the flats would be wheelchair accessible, which complies with the requirement to provide 10% of units as wheelchair accessible. 10 car parking spaces would be wheelchair accessible. It is proposed to locate wheelchair accessible car parking spaces close to the main entrance of the building.

SITE ACCESS

All vehicular and pedestrian access to the site would be via the permanent on-site roads linking Porters Way to the separate areas of the development.

3.3 Relevant Planning History

Comment on Relevant Planning History

The most relevant planning history for the application site is the Outline Planning Permission (LBH Ref: No.5107/APP/2009/2348 granted 1 October 2010), reserving matters of landscaping and appearance.

Conditions 2 of this consent relate to the approval of Appearance and Landscaping 'Reserved Matters'. Condition 3 requires the approval of the details of the landscaping and appearance of individual phases of the development. Condition 3 also describes the extent of the information required.

CONDITION 2

Application for approval of the following reserved matters shall be made to the Local

Planning Authority before the expiry of five (5) years from the date of this permission:

- (a) Appearance
- (b) Landscaping

CONDITION 3

Approval of the details of the landscaping and appearance of individual phases of the development (hereinafter called the reserved matters) shall be obtained in writing from the Local Planning Authority for each phase of development, before development of that phase is commenced.

For each phase, the detailed drawings and supporting documentation to be submitted shall, as part of the reserved matters, accord with Design and Access Statement Part 2 - Masterplan Design Coding (Revised March 2010) and include the following:

(i) Hard and soft landscaping plans including drawings, specifications and supporting details which shall include:

- An accurate survey plan at a scale of not less than 1:200, showing:-

- a) Species, position, height, condition, vigour, age-class, branch spread and stem diameter of all existing trees, shrubs and hedges on and immediately adjoining the site.
- b) A clear indication of trees, hedges and shrubs to be retained and removed.
- c) Routes of any existing or proposed underground works and overhead lines including their manner of construction.

- 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.

- Planting plans (at not less than a scale of 1:100),

- Written specification of planting and cultivation works to be undertaken,

- Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate,

- Implementation programme,

- Proposed finishing levels or contours,

- Means of enclosure and boundary treatments including the positions, design, materials and type of treatments. Generally, the boundary treatment shall ensure that adequate pedestrian visibility splays are provided through the use of visually permeable rather than solid fencing unless otherwise agreed with the Local planning Authority,

- Car parking layouts (including landscaping around car parking areas),

- Other vehicle and pedestrian access and circulation areas,

- Hard surfacing materials proposed,

- Minor artefacts and structures (such as furniture, refuse storage, signs and shall include lighting for amenity spaces and streets),

- The final design and specification of play equipment and play areas including the style of enclosure as well as any associated furniture and features applicable

- Existing and proposed functional services above and below ground (e.g. drainage, power cables or communications equipment, indicating lines, manholes or associated structures),

- Retained historic landscape features and proposals for their restoration where relevant,

- A schedule of landscape maintenance for a minimum period of 5 years. The maintenance scheme shall include details of the arrangements for its implementation.

(ii) Plans of the site showing the existing and proposed ground levels and the proposed finished height of all proposed buildings. Such levels shall be shown in relation to a fixed and known ordinance datum point,

(iii) Full plans of the buildings including roof form and details of photovoltaic, ecological roofs, lift overruns plant and any other features/installations/projections

(iv) Elevations of the buildings, including samples of materials to be used on external

faces of the building shall be submitted on a materials palette board and drawings of appropriate scale;

(v) Details at an appropriate scale showing the provision of bat and bird boxes in the facade;

(vi) Design of lower floor elevations of commercial units including shopfronts at an appropriate scale;

(vii) Full elevations, plans and sections at an appropriate scale showing the future potential provision of intake/extract ventilation and ductwork for future Class A3 uses in Block F and if applicable, the future nursing home. Alternatively, plans showing the creation of voids through the building to roof level for the future potential provision of extract ventilation ductwork;

(viii) Plans and elevations of all boundary treatment and means of enclosure and incorporation of full details of height and materials;

(ix) Full plans and elevations of all buildings and any other structures, incorporating details of materials to be used for external surfaces, including samples of all such materials;

(x) Full drawings showing the siting, design and finish heights of obscure glazed privacy screens on all balconies and terraces.

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

Matters relating to access, layout and scale were approved under the outline consent.

4. Planning Policies and Standards

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)

Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)

London Plan (July 2011)

National Planning Policy Framework

Hillingdon Supplementary Planning Document - Residential Layouts

Hillingdon Supplementary Planning Document - Residential Extensions

Hillingdon Supplementary Planning Document - Accessible Hillingdon

Hillingdon Supplementary Planning Document - Noise

Hillingdon Supplementary Planning Guidance - Air Quality

Hillingdon Supplementary Planning Guidance - Community Safety by Design

Hillingdon Supplementary Planning Guidance - Land Contamination

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.EM1 (2012) Climate Change Adaptation and Mitigation

PT1.EM6 (2012) Flood Risk Management

PT1.EM8 (2012) Land, Water, Air and Noise

PT1.EM11 (2012) Sustainable Waste Management

PT1.H1 (2012) Housing Growth

PT1.H2 (2012) Affordable Housing

PT1.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
- AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -
(i) Dial-a-ride and mobility bus services
(ii) Shopmobility schemes
(iii) Convenient parking spaces
(iv) Design of road, footway, parking and pedestrian and street furniture schemes
- AM14 New development and car parking standards.
- BE13 New development must harmonise with the existing street scene.
- BE15 Alterations and extensions to existing buildings
- 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.
- H4 Mix of housing units
- H5 Dwellings suitable for large families
- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE5 Siting of noise-sensitive developments
- OE7 Development in areas likely to flooding - requirement for flood protection measures
- OE8 Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
- OE11 Development involving hazardous substances and contaminated land - requirement for ameliorative measures
- LPP 2.6 (2011) Outer London: vision and strategy

- LPP 2.8 (2011) Outer London: Transport
- LPP 3.1 (2011) Ensuring equal life chances for all
- LPP 3.3 (2011) Increasing housing supply
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- LPP 7.6 (2011) Architecture
- LPP 7.14 (2011) Improving air quality
- LPP 7.15 (2011) Reducing noise and enhancing soundscapes

5. Advertisement and Site Notice

- 5.1** Advertisement Expiry Date:- **11th October 2013**
- 5.2** Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to 23 local owner/occupiers on 18/09/13. The application was also

advertised by way of site and press notices. No responses have been received.

BAA SAFEGUARDING:

The application has been assessed against safeguarding criteria, and no safeguarding objections are raised.

Internal Consultees

ACCESS OFFICER:

Having reviewed drawings and all related documents and photographs, Conditions 2 and 3, pertaining to the above Planning Application are considered to have been satisfactorily met from an accessibility perspective.

HIGHWAYS:

No objections on highways grounds.

SUSTAINABILITY OFFICER:

No objection to the proposal.

ENVIRONMENTAL PROTECTION UNIT:

No objection to this application.

TREE AND LANDSCAPE OFFICER:

Soft Landscape:

The restricted external space associated with this site includes an apron of Beech hedging around the outer perimeter. This will help to visually 'anchor' the building to the ground, and provide a planted buffer between ground floor windows, the narrow private paved spaces and the public domain beyond. According to this plan the railings will be installed on the outer edge of the site.

According to the hedge management strategy agreed with Inland Homes, it would be preferable to place the hedge on the outer edge. This will mean the establishment and maintenance of the hedge can be managed efficiently and consistently as part of the communal maintenance contract. It will be an inconvenience for residents to manage their own strip of hedge and is likely to lead to variable / inconsistent quality and timing of hedge trimming.

Further details - construction, soil depths, cross-sections through the site and planters - are required to illustrate how the podium garden will look. Where opportunities occur, notably within the inner podium-level courtyard garden, the planting palette includes the use of trees, multi-stemmed shrubs and other ornamental planting with lower growing herbaceous plants, wildflowers, grasses and ferns.

The maintenance specification should refer to the particular needs of the roof / podium garden.

Hard landscape:

Hard landscape details include a schedule of paving, boundary railings (see above) and seating for the inner courtyard. Only two seats are provided for this residential site.

Given the scale of the development it would seem to be desirable to have additional seats to enable residents to relax out of doors and enjoy the courtyard garden.

Taps / watering points should be provided for the podium garden.

Recommendation:

It is recommended that the above points are addressed.

Officer Comment:

Revised plans have been received that address these points raised, with the exception of the hedging and fencing. It is considered that as the majority of the site features the hedging within the fencing, this approach is acceptable on this scheme also.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The development principle was considered as part of the outline application (LBH Ref. No. 5107/APP/2009/2348) which the Central and South Planning Committee resolved to grant on 25th May 2010 and the decision was issued on the 1st October 2010 following the Mayoral Stage II approval and completion of the s106 legal agreement.

As stated in the outline application committee report, it is noted in the Council's adopted Porters Way planning brief SPD 2005, that the previous use of the site was predominantly a single employment use. However, redevelopment (and specifically the current application by Inland Homes) provides an excellent opportunity to create a mixed, balanced and sustainable community as embodied in the Sustainable Community Strategy 2008-2011, the Unitary Development Plan and the emerging Local Development Framework, along with regional and national government policies.

Given the range of planning policy considerations in the outline application assessment including the Hillingdon Employment Land Study (2009), Council's UDP Saved Policies, H8, the Former NATS site, Porters Way, West Drayton SPD (NATS SPD), London Plan Policies as well as the Mayors Stage 1 response, the loss of industrial and business land is considered justified and a mixed use, residential-led redevelopment appropriate and acceptable in accordance with the NATS SPD and UDP Saved Policies LE2 and LE4 which enable consideration of a change of use of industrial/employment uses.

The current reserved matters application for landscaping and appearance is consistent with the principles and illustrative information of Outline Planning Permission. Therefore, the scheme for this part of Phase 3 remains acceptable in principle.

7.02 Density of the proposed development

Residential density can be used as an indicator of the overall character and acceptability of a proposal. The density of the whole site was considered as part of the outline application (LBH Ref. No. 5107/APP/2009/2348) which the Central and South Planning Committee resolved to grant 25th May 2010 and the decision was issued on the 1st October 2010 following the Mayoral Stage II and completion of the s106.

As part of the outline application for the whole site, the provision of 773 residential units (2585 habitable rooms) on the 12.59 ha site equates to a density of 61 units per hectare or 205 habitable rooms per hectare. The density of the scheme remains unchanged, and for the reasons set out in the 25th May 2010 committee report the density remains acceptable, and it is considered to comply with London Plan policies 3.3, 3.4, 3.5, and 7.1 which seek to maximise the use of the site with a design that is appropriate and sustainable.

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

The site is not located within a Conservation Area, Area of Special Local Character or Archaeological Priority Area, and there are no Listed Buildings on the site. As such, it is considered that the scheme would not impact in the heritage of the borough.

7.04 Airport safeguarding

BAA Safeguarding have reviewed the application and raise no objection to the Reserved Matters application from an airport safeguarding perspective. As such, it is considered

that the proposal would not impact on the safe operation of any airport.

7.05 Impact on the green belt

The site is not located within or near to the Green Belt. As such, it is considered that the scheme would not impact on the Green Belt.

7.06 Environmental Impact

Not applicable to this application.

7.07 Impact on the character & appearance of the area

The objectives for the wider site included in the master plan, include amongst other things, the promotion of a high quality scheme reflective of the area's general character as well as reinforcing local distinctiveness.

This portion of Phase 3 of the development proposes 76 residential flats in a part 3, part-4, and part 5-storey block. The building design is intended to be simple in form and comply with the overall site principles of standardisation, economic delivery and functional form. Detailing such as bays, windows, entrances, roof forms, structural landscaping and balconies are similar to the existing flatted block on the site to ensure that the buildings would be harmonious in the streetscene when viewed together.

As part of the Outline planning permission, the supporting information included a Design and Access Statement, Design Coding and 3D perspective drawings, an Environmental Statement, and a Townscape and Visual Analysis. These provided an analysis of the scheme from vantage points around and within the development. Illustrative building elevation drawings were provided as a suggestion of the future detailed design of buildings. The Council's Urban Design Officer and the GLA were supportive of the scheme in respect of its appearance and character and no impacts were identified to neighbours or the area in general in this regard. Along with details of buildings, comprehensive information pertaining to landscaping was considered at the outline stage by a range of consultees including Council's Landscape architect.

The subject application for reserved matters provides supporting information pertaining to 'appearance' and 'landscaping' including in particular, building elevations and sections, as well as plans of the hard and soft landscaping arrangements. The reserved matters are consistent with the details and principles considered at the outline stage. The scheme for this portion of Phase 3 is considered to be wholly appropriate within the context of the locality. It integrates with and poses no harmful impact to the character and appearance of the area, particularly in its relationships to residential properties adjacent to the site to the east. In addition, a sufficiently high standard of design has been achieved for the buildings and landscaping of the site noting the extensive pre-application negotiations held with Council's officers.

The scheme is considered acceptable and accords with Local Plan Policies BE13, BE19, and London Plan Policies 3.5, 7.1 and 7.4 and is not considered to generate any significant adverse impact upon the character and appearance of the surrounding area.

7.08 Impact on neighbours

It should be noted that the consideration of potential impacts upon neighbours formed part of the assessment of the outline application (LBH Ref. No. 5107/APP/2009/2348) which the Central and South Planning Committee resolved to grant 25th May 2010 and was subsequently approved on 1st October 2010 following the Mayoral Stage II approval and completion of the S106. Matters considered include the following: construction impacts; traffic and car parking; noise and general disturbance; overlooking, outlook and overshadowing. The reserved matters are consistent with the details and principles

considered at the outline stage which were considered acceptable on balance.

This part of Phase 3 is located centrally on the site, so there are unlikely to be any impacts generated from this development that would affect neighbouring properties. In addition, the scale and location of the building was approved at outline stage, and the proposed building corresponds with the information provided at that stage.

No additional or different issues have been identified as part of the consideration of this reserved matters application for this part of Phase 2. As such, the scheme is considered to be acceptable. The scheme accords with the UDP policies and design guidance which seek to protect the amenity of neighbours.

7.09 Living conditions for future occupiers

AMENITY SPACE

Policy BE23 of the Local Plan states that new residential buildings should provide or maintain external amenity space which is sufficient to protect the amenity of the occupants of the proposed and surrounding buildings and which is usable in terms of its shape and siting.

The Hillingdon Design and Accessibility Statement (HDAS) 'Residential Layouts' requires residential developments to provide the following amenity space:

- a) 1-bed flat - 20sqm of shared amenity space.
- b) 2-bed flat - 25sqm of shared amenity space.
- c) 3+ bed flat - 30sqm of shared amenity space.

Based on these amenity requirements, the amenity space requirements for the proposed development results in the following:

- a) 13 x 1-bed flats - $13 \times 20 = 260\text{sqm}$.
- b) 61 x 2-bed flats - $61 \times 25 = 1525\text{sqm}$.
- c) 2 x 3+ bed flats - $2 \times 30 = 60\text{sqm}$.

The scheme results in an HDAS requirement of 1845sqm of amenity space.

All except three flats would be provided with outdoor amenity space in the way of gardens, patios, or balconies. A 750sqm communal amenity space would be provided at first floor level. A total of approximately 1860sqm of amenity space would be provided on the site, which is in accordance with the required amount to be provided.

As such the total amenity space across the site exceeds the requirements, and provides adequate provision for future residents across the site. Defensible space is also provided to all ground floor habitable room windows.

INTERNAL SPACE

In terms of internal space standards and the quality of accommodation provided, the Hillingdon Design and Accessibility Statement (HDAS) 'Residential Layouts' requires all new residential units to be built to lifetime home standards. The London Plan 2011 provides guidance on floor space standards for new residential development to ensure sound environmental conditions are provided on site. The outline scheme was assessed under the requirements of the Council's HDAS, and the layout of the scheme was developed in accordance with these standards.

The floor space provided for the units indicates that all of the units within this portion of Phase 3 achieve, and in many cases exceed the recommended floor space standards for the units contained in the London Plan. In addition, the internal room layout and sizes maintain a high quality living environment for future occupiers, and the units also provide gardens in excess of the Council's size requirements.

The applicant has confirmed that Lifetime Home standards will be met for all the units, and wheelchair accessible housing is provided for on site.

Overall, it is considered that the proposals meet the aims and objectives of the Council's Local Plan, and policies within the London Plan, and would provide a high quality living environment for all of the proposed units.

OUTLOOK

In terms of outlook for future residents, Policy BE21 of the Local Plan seek to ensure that new development would not have a significant loss of residential amenity, by reason of the siting, bulk and proximity of new buildings.

In this regard, it is considered that the site layout would provide a high standard of amenity for future occupiers. The layout provides sufficient space within the block and ensures that there is adequate separation between the units. This will result in a satisfactory outlook from the proposed units in the block and reduces the potential for nuisance and disturbance to the future occupiers. As such, the development is considered to be consistent with relevant design guidance and policies BE21 and OE1 of the UDP.

All of the units would benefit from an acceptable level of privacy and light, in compliance with the Council's standards given in The Hillingdon Design and Accessibility Statement (HDAS) 'Residential Layouts'.

7.10 Traffic impact, car/cycle parking, pedestrian safety

Part of the consideration of the outline application (LBH Ref. No. 5107/APP/2009/2348) included means of access for the entire site. The Council's Highways Engineer and TFL have considered the traffic and parking impacts of the scheme on the surrounding area. The outline application was specifically supported by a transport assessment and travel plan along with drawings detailing access, turning (refuse vehicle swept paths) and parking (cars, bicycles, car club, motorcycle allowance, 10% accessible parking provision allowance). Transport has also been considered as part of the EIA. In addition, appropriately worded conditions of approval in respect of traffic management, parking numbers and allocation for example were imposed on the outline consent.

It should be noted that matters relating to access and layout were approved under the outline consent. All potential transport impacts of the scheme were considered at the outline stage with details for on-site matters being secured as part of planning conditions, and no significant changes or differences posed in the current application, there are no further issues raised by this scheme.

The reserved matters application for landscaping and appearance for this portion of Phase 3 accords with the outline permission. The hard and soft landscaping, including car parking locations, road layout and widths, landscaping, as well as access, are consistent with the outline proposal. Revised tracking diagrams have been provided with the details of the hard and soft landscaping, which demonstrate that vehicles will be able to access and manoeuvre around the site without damage to any landscape features or buildings.

7.11 Urban design, access and security

As part of the consideration of the outline scheme considered by the Central and South Planning Committee on 24th May 2010 the details of layout, scale and access along with illustrative information pertaining to appearance and landscaping, was considered to have addressed urban design, access and security issues. The scheme is based on a comprehensive masterplan which has been the subject of extensive pre-application negotiation as evidenced by the supporting drawings, Design and Access Statement, Design Coding and Environmental Statement.

The subject application for reserved matters 'landscaping' and 'appearance' is considered to accord with the principles established in the supporting documents and illustrative material of the outline application. In addition to pre-application negotiation with the Principal Urban Design officer, resulting in the scheme submitted, the Council's Landscape architect, Trees Officer and Metropolitan Police Crime Prevention Officer are all satisfied with the details of the reserved matters, noting that they are consistent with the outline. Appropriately worded conditions have already been imposed on the outline planning permission to cover detailed design specifics prior to commencement of work.

Overall, the illustrative information in support of the outline application has been carried through to the subject reserved matters application, reaffirming that the proposal has the makings of a high quality development, subject to the detailed design elements already covered by conditions approval under the outline. This specific application for this portion of phase 3 is considered acceptable and in line with the aspirations of the Council's SPD and the abovementioned policies which seek high quality design in development proposals.

7.12 Disabled access

The applicant has confirmed that Lifetime Home standards will be met for all the units. It is proposed that nine of the flats (3 x 1-bed and 6 x 2-bed) would be wheelchair accessible. This equates to 10% of the units on the site. Of the car parking spaces proposed on this portion of the site, 10 spaces would be wheelchair accessible, which equates to one per wheelchair accessible unit. It is proposed to locate wheelchair accessible car parking spaces close to the main entrance of each section of the building.

Since the extensive pre-application negotiations and through the assessment of the outline scheme, access for people with a disability has been accounted for in the illustrative information pertaining to site and particularly in the consideration of important aspects such as individual dwelling layouts. Access for people with a disability has been considered by the Council's Access Officer and subject to appropriately worded conditions, which are already imposed on the outline permission, the scheme is acceptable in this regard.

7.13 Provision of affordable & special needs housing

The proposed affordable housing and specialist housing components of the development were considered as part of the outline application (LBH Ref. No. 5107/APP/2009/2348) which the Central and South Planning Committee resolved to grant 25th May 2010 and the decision finally issued on 1st October 2010 following the Mayoral Stage II approval and completion of the s106 legal agreement.

The overall unit mix and affordable housing component was approved at the outline stage, specifically, 10.9% affordable housing split between 72% is social housing (72%) intermediate rent (28%) tenures. This equated to a proposal for 59 affordable dwellings in Phase 1, which has been approved and is currently nearing completion. As such, the scheme continues to accord with the abovementioned policies which seek to maximise the affordable housing provision to satisfy housing need.

7.14 Trees, Landscaping and Ecology

Trees and landscaping have been implicit in the scheme from pre-application discussion through to the consideration of the outline scheme, and were considered as part of the outline application (LBH Ref. No. 5107/APP/2009/2348) which the Central and South Planning Committee resolved to grant 25th May 2010 and the decision finally issued on 1st October 2010 following the Mayoral Stage II approval and completion of the s106 legal agreement.

The planting proposals include the provision of a hedge around the block at ground floor level and a podium level garden for residents. The Council's Tree and Landscape Officer has stated that the revised landscape proposals are acceptable, and are broadly in accordance with the plans previously submitted in support of the Phase 3 layout, with some minor concerns. Revised plans have been received that address the points raised, with the exception of the ground floor hedging and fencing. It is considered that as the majority of the site features the hedging within the fencing, this approach is acceptable on this scheme also.

7.15 Sustainable waste management

The sustainable waste features of proposed development was considered as part of the outline application (LBH Ref. No. 5107/APP/2009/2348) which the Central and South Planning Committee resolved to grant 25th May 2010 and the decision finally issued on 1st October 2010 following the Mayoral Stage II approval and completion of the s106 legal agreement. The application is supported by a Waste Strategy, Waste Management Plan as well as drawings describing waste vehicular access into the site. In the course of considering the outline scheme, the Highways and Waste teams confirmed that waste arrangements could be suitably accommodated on the site.

The proposed development would create refuse storage points within the building for the storage of waste and recycling. These will be accessible for occupiers without requiring to leave the building. The Highways Officer has reviewed the proposed development and is satisfied with the refuse collection arrangements, which will allow for a refuse vehicle to service the site from the streets of the development.

7.16 Renewable energy / Sustainability

In accordance with the London Plan Policy 5.1, 5.2, 5.3, and 5.6, an assessment of the energy demand and carbon dioxide emissions is required, including consideration of energy and carbon dioxide (CO₂) emissions. A scheme needs to demonstrate the expected energy and CO₂ emission savings (an overall 20% reduction is targeted) from the energy efficiency and renewable energy measures incorporated in the development, including the feasibility of combined cooling, heat, and power (CCHP), combined heat and power (CHP) and community heating systems. This assessment should form part of the sustainable design and construction statement in support of a planning application.

The sustainable features of the proposed development were considered as part of the outline application (LBH Ref. No. 5107/APP/2009/2348). The renewable and sustainable measures imposed were considered acceptable by both the Council and the GLA and appropriately worded conditions and s106 undertaking agreed accordingly. The subject application for reserved matters of this part of Phase 3 is consistent with the principles established at the outline stage, and the permanent energy centre is now approved and is under construction. The construction of this energy centre is a key component of the overall sites objectives for reducing carbon emissions. In other respects, matters such as the detailed design and inclusion of energy efficient features in dwellings are separately controlled as part of applications to discharge conditions of approval on the outline consent. As such, this matter requires no further consideration, the scheme considered to

be acceptable and in accordance with the abovementioned policies which seek lean, efficient, sustainable and renewable energy measures in schemes.

7.17 Flooding or Drainage Issues

Whilst the application site is in an area of low risk (Flood Zone 1), a Flood Risk Assessment (FRA) was submitted as part of the Environmental Statement and flooding issues were considered as part of the Outline application. The assessment demonstrated that the proposal would not have an adverse impact to neighbouring properties as it will not increase flood risk through increased surface runoff.

The Environment Agency reviewed the application and raised no objection subject to a condition to ensure the development be carried out in accordance with the FRA. Consideration of Flood Risk was satisfactorily addressed as part of the Outline permission and is not relevant to this landscape and appearance Reserved Matters application.

7.18 Noise or Air Quality Issues

Noise and air quality aspects were considered as part of the outline application (LBH Ref. No. 5107/APP/2009/2348) which the Central and South Planning Committee resolved to grant 25th May 2010 and the decision finally issued on 1st October 2010 following the Mayoral Stage II approval and completion of the s106 legal agreement. The Environmental Statement submitted as part of the outline application considered the potential noise and air quality impacts associated with the development and appropriately worded conditions of approval were imposed on the outline planning permission. The Council's Environmental Protection Unit confirmed they would continue to control these detailed design aspects through the discharge of conditions and as such, there are no issues to consider in the subject application for reserved matters.

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 for consideration.

8. Observations of the Borough Solicitor

GENERAL

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

Material considerations are those which are relevant to regulating the development and use of land in the public interest. The considerations must fairly and reasonably relate to the application concerned.

Members should also ensure that their involvement in the determination of planning applications adheres to the Members Code of Conduct as adopted by Full Council and also the guidance contained in "Probity in Planning, 2009".

PLANNING CONDITIONS

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal. Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

PLANNING OBLIGATIONS

Members must be satisfied that any planning obligations to be secured by way of an agreement or undertaking pursuant to Section 106 of the Town and Country Planning Act 1990 are necessary to make the development acceptable in planning terms. The obligations must be directly related to the development and fairly and reasonably related to the scale and kind to the development (Regulation 122 of Community Infrastructure Levy 2010).

EQUALITIES AND HUMAN RIGHTS

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have "due regard" to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different "protected characteristics". The "protected characteristics" are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The requirement to have "due regard" to the above goals means that members should consider whether persons with particular "protected characteristics" would be affected by a proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances."

Members should also consider whether a planning decision would affect human rights, in particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

9. Observations of the Director of Finance

None.

10. CONCLUSION

For the reasons provided throughout this report, the application for the Reserved Matters of Appearance and Landscaping is considered to be appropriate and acceptable and to comply with the relevant policies and planning guidance for the site. Therefore, the application is recommended for approval.

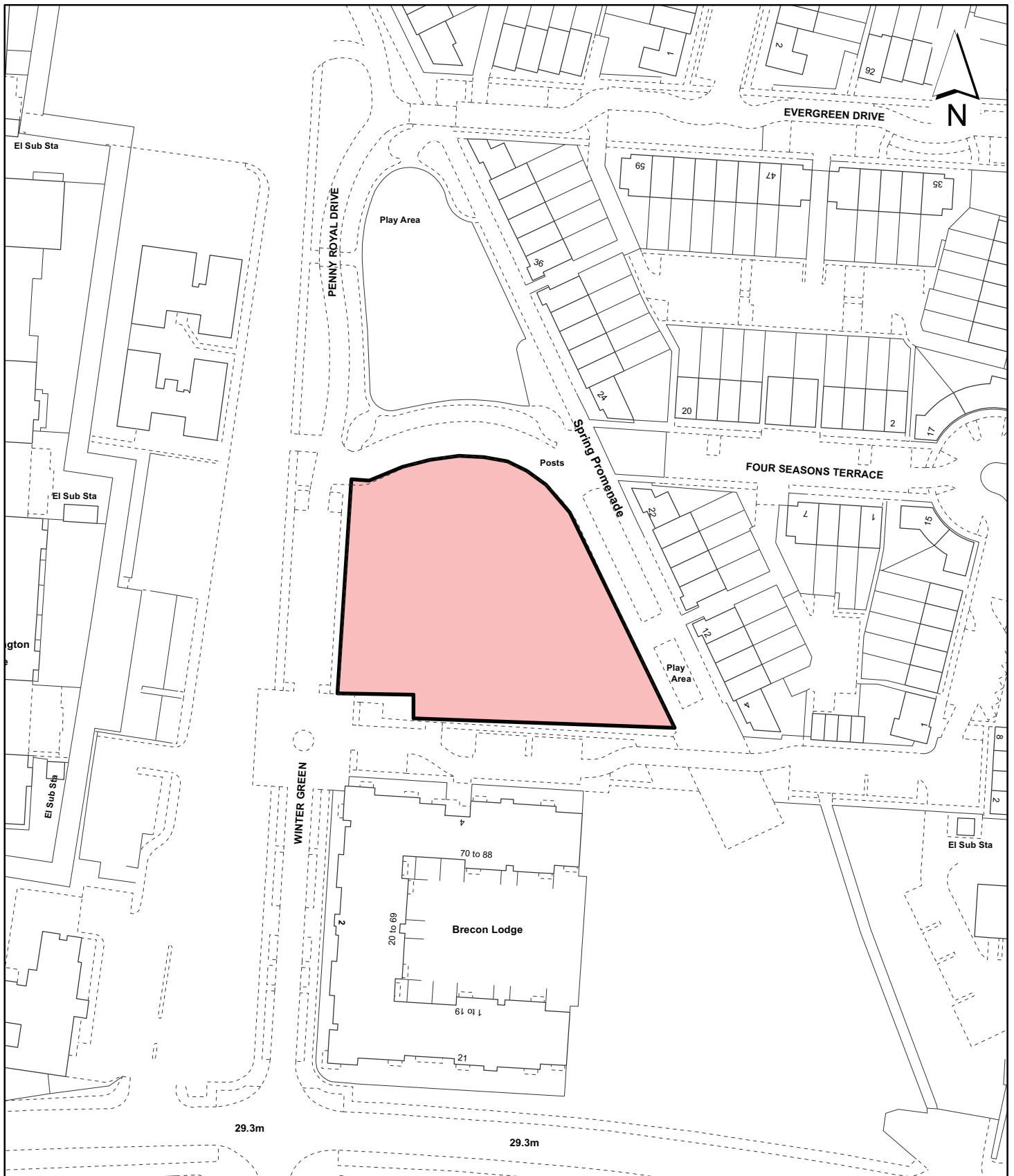
11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (July 2011)
National Planning Policy Framework

Hillingdon Supplementary Planning Document - Residential Layouts
Hillingdon Supplementary Planning Document - Residential Extensions
Hillingdon Supplementary Planning Document - Accessible Hillingdon
Hillingdon Supplementary Planning Document - Noise
Hillingdon Supplementary Planning Guidance - Air Quality
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Land Contamination

Contact Officer: Adam Flynn

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.
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Site Address

**Former NATS Headquarters
 Porters Way**

Planning Application Ref:

5107/APP/2013/2325

Planning Committee

Major Application

Scale

1:1,250

Date

**December
 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** FORMER NATIONAL AIR TRAFFIC SERVICES HEADQUARTERS SITE
PORTERS WAY WEST DRAYTON
- Development:** Reserved matters (appearance and landscaping) in compliance with conditions 2 and 3 for Phase 3, second application ('Block G' comprising 107 residential units) of planning permission ref: 5107/APP/2009/2348, dated 01/10/2010: Proposed mixed-use redevelopment of the Former NATS Site..
- LBH Ref Nos:** 5107/APP/2013/2747
- Drawing Nos:**
- MDL-1188-PL-114 Street Extract 2 - Block G5
 - MDL-1188-PL-113 Street Extract 1 - Block G3
 - MDL-1188-PL-111 Street Scene 3 & 4 Blocks G4, G5, G6 & G8
 - MDL-1188-PL-110 Street Scene 1 & 2 Blocks G1, G2 & G3
 - MDL-1188-G7-PL03 Block G7 - Elevations
 - MDL-1188-G7-PL04 Block G7 - Roof Plans
 - MDL-1188-G7-PL02 Block G7 - Second and Third Floor Plans
 - MDL-1188-G7-PL01 Block G7 - Ground and First Floor Plans
 - Block G7 Schedule of Accommodation
 - MDL-1188-G6/G8-PL05 Block G6 and G8 Elevations - Sheet 2
 - MDL-1188-G6/G8-PL04 Block G6 and G8 Elevations - Sheet 1
 - MDL-1188-G6/G8-PL06 Block G6 and G8 - Roof Plan
 - MDL-1188-G6/G8-PL03 Block G6 and G8 - Fourth Floor Plans
 - MDL-1188-G6/G8-PL02 Block G6 and G8 - Second and Third Floor Plans
 - MDL-1188-G6/G8-PL01 Block G6 and G8 - Ground and First Floor Plans
 - Block G8 Schedule of Accommodation
 - Block G6 Schedule of Accommodation
 - MDL-1188-G4/G5-PL06 Block G4 and G5 - Roof Plans
 - Renewable Energy Strategy November 2009 Revision B
 - Energy Strategy - PV allocation
 - Design & Access Statement
 - PA1007-500-305G Masterplan - Site Phasing
 - MDL-1188-G4-G5-PL05 Block G4 and G5 Elevations - Sheet 2
 - PA1007-500-307G Masterplan - Open Space Phasing
 - MDL-1188-PL100 Proposed Site Layout Phase 3
 - INL-E4137-100 Engineering Layout Sheet 1 of 2
 - INL-E4137-101 Engineering Layout Sheet 2 of 2
 - INL-E4137-102 Building Setting Out Layout Sheet 1 of 2
 - INL-E4137-103 Building Setting Out Layout Sheet 2 of 2
 - INL-E4137-104 Kerb Setting Out Layout Sheet 1 of 2
 - INL-E4137-105 Kerb Setting Out Layout Sheet 2 of 2
 - INL-E4137-106 Survey Control Stations
 - INL-E4137-107 Standard Construction Details Sheet 1 of 3
 - INL-E4137-108 Standard Construction Details Sheet 2 of 3
 - INL-E4137-109 Standard Construction Details Sheet 3 of 3
 - INL-E4137-110 Domestic Drainage Construction
 - INL-E4137-202 F Refuse Vehicle Swept Path Blocks G5 & G6
 - INL18767-11C Sheet 1 of 2 Landscape Proposals
 - INL18767-11C Sheet 2 of 2 Landscape Proposals
 - INL 18767 12 Detailed Extract: Doorstep Play Area 1
 - INL 18767 13 Detailed Extract: Doorstep Play Area 2

MDL-1188-BC-PL01 External Bin and Cycle Stores
 Block G1 Schedule of Accommodation
 MDL-1188-G1-PL01 Block G1 - Floor Plans
 MDL-1188-G1-PL02 Block G1 - Elevations
 MDL-1188-G1-PL03 Block G1 - Roof Plan
 Block G2 Schedule of Accommodation
 MDL-1188-G2-PL01 Block G2 - Floor Plans
 MDL-1188-G2-PL02 Block G2 - Elevations
 MDL-1188-G2-PL03 Block G2 - Floor Plans
 Block G3 Schedule of Accommodation
 MDL-1188-G3-PL01 Block G3 - Floor Plans
 MDL-1188-G3-PL02 Block G3 - Elevations
 MDL-1188-G3-PL03 Block G3 - Roof Plan
 Block G4 Schedule of Accommodation
 Block G5 Schedule of Accommodation
 MDL-1188-G4/G5-PL01 Block G4 and G5 - Ground and First Floor Plans
 MDL-1188-G4-G5-PL02 Block G4 and G5 - Second and Third Floor Plans
 MDL-1188-G4-G5-PL03 Block G4 and G5 - Fourth Floor Plan
 MDL-1188-G4-G5-PL04 Block G4 and G5 Elevations - Sheet 1
 PA1007-500-306G Masterplan - Car Parking Phasing
 Sample Railings
 External Materials Schedule
 Landscape Management and Maintenance Plan
 Soft Landscape Specification
 Ecological Mitigation & Maintenance Plan

Date Plans Received: 20/09/2013 **Date(s) of Amendment(s):**

Date Application Valid: 08/10/2013

1. SUMMARY

Outline Planning Permission for the comprehensive, mixed-use re-development of the former NATS site was granted 1 October 2010 (LBH Ref: No. 5107/APP/2009/2348). The outline application was for consideration of 'Means of Access', 'Layout' and 'Scale'. Matters which were reserved were 'Appearance' and 'Landscaping'.

Condition 2 of this consent relates to the approval of Appearance and Landscaping 'Reserved Matters'.

Condition 3 requires the approval of the details of the landscaping and appearance of individual phases of the development. Condition 3 also describes the extent of the information required.

This application relates to Section 2 (Blocks G1-G8) of Phase 3 and is located on the north-western part of the development site. This part of the site is bordered to the north by part of Phase 4 and another part of Phase 3. Phase 2 is located to the east with another part of Phase 4 located to the south. The western boundaries of this section of Phase 3 abuts the neighbouring Parkwest scheme.

The proposal is for 107 flats and 123 parking spaces, set out in parking courts, and the detailed landscaping of the application site. The scheme comprises:

3 x studio flat
24 x 1 bed flat
70 x 2 bed flat
10 x 3 bed flat

Concurrent applications for the discharge of conditions associated with the site are currently being considered.

In respect of 'Appearance', it is considered that although the proposal has evolved from the original design code, the design, detailing and materials of the eight residential blocks would not be detrimental to the appearance of this Phase. As such the proposal is considered to be acceptable in relation to appearance, thereby complying with Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

In respect of 'Landscaping', the proposal is considered to be consistent with the supporting documents and illustrative information considered as part of the outline application. It deals satisfactorily with the site features, landscaping for residential amenity, tree planting, details of the two doorstep play areas, and general overall landscape enhancement.

Appropriately worded landscape-related conditions have already been imposed on the outline permission and no further conditions are required. The scheme accords with Policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) as well as the Porters Way planning brief SPD which variously seek consideration of a full range of landscape and ecological matters.

This reserved matters application, for Section 2 (Blocks G) of Phase 3, broadly accords with the outline scheme including and in respect of the following: development principle; development density; character and appearance; neighbour relationships and the consideration of potential impacts; amenity for future occupiers; traffic and parking and safety; urban design; access for people with a disability; landscaping; waste management; renewable energy; as well as noise and air quality.

The scheme remains consistent and in accordance with the relevant planning policies and guidance relating to these above mentioned issues. As such the application is recommended for approval.

2. RECOMMENDATION

APPROVAL subject to the following:

1 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,

PA1007-500-305G Masterplan - Site Phasing
PA1007-500-306G Masterplan - Car Parking Phasing
PA1007-500-307G Masterplan - Open Space Phasing
MDL-1188-PL100 Proposed Site Layout Phase 3
MDL-1188-G1-PL01 Block G1 - Floor Plans
MDL-1188-G1-PL02 Block G1 - Elevations
MDL-1188-G1-PL03 Block G1 - Roof Plan
MDL-1188-G2-PL01 Block G2 - Floor Plans
MDL-1188-G2-PL02 Block G2 - Elevations

MDL-1188-G2-PL03 Block G2 - Floor Plans
 MDL-1188-G3-PL01 Block G3 - Floor Plans
 MDL-1188-G3-PL02 Block G3 - Elevations
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 INL-E4137-103 Building Setting Out Layout Sheet 2 of 2
 INL-E4137-104 Kerb Setting Out Layout Sheet 1 of 2
 INL-E4137-105 Kerb Setting Out Layout Sheet 2 of 2
 INL-E4137-106 Survey Control Stations
 INL-E4137-107 Standard Construction Details Sheet 1 of 3
 INL-E4137-108 Standard Construction Details Sheet 2 of 3
 INL-E4137-109 Standard Construction Details Sheet 3 of 3
 INL-E4137-110 Domestic Drainage Construction
 INL-E4137-202 F Refuse Vehicle Swept Path Blocks G5 & G6
 MDL-1188-BC-PL01 External Bin and Cycle Stores
 INL18767-11C Sheet 1 of 2 Landscape Proposals
 INL18767-11C Sheet 2 of 2 Landscape Proposals
 INL 18767 12 Detailed Extract: Doorstep Play Area 1
 INL 18767 13 Detailed Extract: Doorstep Play Area 2

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).

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.
AM6	Measures to discourage the use of Local Distributor and Access Roads by through traffic
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
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
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

3. CONSIDERATIONS

3.1 Site and Locality

The wider application site was previously occupied by the National Air Traffic Services (NATS) as the main air traffic control centre for the southern England and London airports. Since 2008, the NATS operation has relocated to the new London Area Control Centre at Swanwick, near Fareham in Hampshire. The application site, measuring some 12.6ha, is now a major construction site that also includes an increasing number of completed and newly occupied homes together with an increasingly extensive and well landscaped public realm.

This Reserved Matters application relates to Section 2 (Blocks G1-G8) of Phase 3 and is

located on the north-western part of the development site. This part of the site is bordered to the north by part of Phase 4 and another part of Phase 3. Phase 2 is located to the east with another part of Phase 4 located to the south. The western boundaries of this section of Phase 3 abuts the neighbouring Parkwest scheme.

The site is located within a PTAL level of 1b and within the Site Specific Proposal 8: RAF West Drayton site, as identified in the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012).

3.2 Proposed Scheme

Outline Planning Permission for the comprehensive, mixed-use re-development of the former NATS site was granted 1 October 2010 (LBH Ref: No. 5107/APP/2009/2348).

The Committee has already approved a number of reserved matters applications for sites within phases 1 and 2. This application seeks approval for the Appearance and Landscaping of Section 2 (Blocks G1-G8) of Phase 3 and comprises 107 flats and 123 parking spaces and the detailed landscaping of the application site.

Proposed Housing

The housing mix includes:

- 3 x studio flat
- 24 x 1 bed flat
- 70 x 2 bed flat
- 10 x 3 bed flat

The eight apartment blocks vary in height between three storeys (Blocks G1, G2 and G4), four storeys (G3 and G6) and five storeys (G5 and G8). Block G7 is part four storey and part three storey. All heights are in accordance with the outline consent.

Amenity Space

Individual flats would be provided with private amenity space by way of balconies and terraces, along with communal amenity space around the apartment blocks. This part of Phase 3 is located west of Autumn Green, one of two primary open spaces on the wider NATS site. Along with this neighbouring open space, this part of Phase 3 will have two doorstep play areas; one located in the southwest corner (118sq.m) and the other located along the southern boundary between Blocks G3 and G4 (180sq.m). These play areas are detailed in accordance with the outline approval and will provide for an important facility of benefit to families on the application site.

Car Parking Provision

This portion of Phase 3 includes the provision of 123 parking spaces, of which 13 will be for disabled parking. 11 parking spaces would have electric charging points. The car parking spaces are located in four private parking courts at the rear of the apartment blocks with an additional parking court located at the southern end of the site, which comprises residential and visitor parking.

Accessible Housing

All of the 107 units would be constructed to Lifetime Homes standards. The original masterplan required a total of 10% wheelchair accessible units to be provided throughout the whole of the NATS site, which equates to 78 wheelchair accessible units. Three wheelchair accessible units would be provided within this part of the site, whilst the remaining wheelchair accessible units would be provided within other phases. The scheme for this part of Phase 3 would provide 13 disabled parking spaces, along with 8

extra wide spaces.

Site Access

All vehicular and pedestrian access points to the site would be via the permanent on-site roads and pavements linking Porters Way to the separate areas of the development.

Landscaping

A comprehensive schedule of hard landscaping materials has been provided together with detailed supporting information in respect of the soft landscape planting. These are of an acceptable quality and range.

3.3 Relevant Planning History

Comment on Relevant Planning History

The most relevant planning history for the application site is the Outline Planning Permission (LBH Ref: 5107/APP/2009/2348 granted 1 October 2010), reserving matters of Landscaping and Appearance.

Condition 2 of this consent relate to the approval of Appearance and Landscaping 'Reserved Matters' while Condition 3 requires the approval of the details of the landscaping and appearance of individual phases of the development. Condition 3 also prescribes the extent of the information required.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

Part 2 Policies:

- AM7 Consideration of traffic generated by proposed developments.
- AM6 Measures to discourage the use of Local Distributor and Access Roads by through traffic
- 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
- BE13 New development must harmonise with the existing street scene.
- BE19 New development must improve or complement the character of the area.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE23 Requires the provision of adequate amenity space.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- OE1 Protection of the character and amenities of surrounding properties and the local

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

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **1st November 2013**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to 141 local owners/occupiers. Two responses were received:

- i) the flats will be very close to neighbouring properties
- ii) loss of privacy and light to neighbouring properties
- iii) noise from construction
- iv) concerns over secluded nature of doorstep play area in south-west corner of the site and potential anti-social behaviour

Environment Agency:

No objection

Heathrow Aerodrome Safeguarding:

I have now assessed the reserved matters (appearance & landscaping) in compliance with conditions 2 & 3 for phase 3, second application for block G against safeguarding criteria. I can confirm that we have no safeguarding objections to the proposed development.

NATS:

No safeguarding objection to the proposal.

Internal Consultees

Access Officer:

Having reviewed plans and correspondence related to Conditions 2 & 3, no accessibility observations are offered.

Conservation Officer:

Whilst I consider that the design approach has significantly evolved from the original design code, I have no objection to the design, detailing and materials of the blocks as now proposed.

Environmental Protection Unit:

Any contamination issues would need to be addressed irrespective of the lay out. I have no specific concerns as these can be addressed under condition 58. However, specific information with regard to how it will be addressed has not been provided with details application ref: 5107/APP/2013/2796, and comments have been provided for this separately.

Highways:

Car parking layout and refuse vehicle tracking acceptable. No objections on highway grounds.

Sustainability Officer:

The above application is for the approval of the Landscaping and Appearance related to the reserved matters approval.

This application cannot be approved yet, because the issues regarding the living walls, ecology enhancements and PVs are integral to this stage.

Once the information has been provided that satisfies these concerns as set out for the condition discharge application the reserved matters can also be considered.

Officer comments:

Issues relating to living walls and ecology enhancements were considered at the outline stage and were subject to appropriately worded conditions. It is considered that the level of information submitted as part of this Reserved Matters application is sufficient at this stage and that any additional information requested by the Sustainability Officer can be adequately dealt with as part of the concurrent details application. No PVs were proposed on this part of the Phase 3 at the outline stage. It was considered that an adequate amount of PVs would be located elsewhere in Phase 3 and the wider NATS site.

Trees/Landscape Officer:

A Design & Access Statement, by Metropolis, sets out the landscape design objectives, which are in accordance with the approved masterplan.

ACD drawing Nos. INL18767-11C (sheets 1 and 2 of 2), Landscape Proposals, provide details of the hard and soft landscape which reflect the outcome of pre-application discussions. The schedules detail the range of hard landscape details (surfacing and furniture). This is supported by a number of 'Standard Construction Details', by Rogers Cory Partnership. The planting plans include plant schedules with approximately 109No. specimen trees, extensive lengths of ready-made hedges (as seen elsewhere at Drayton Garden Village) and bold blocks of ornamental shrubs and grasses. The plans are supported by ACD's Landscape Management & Maintenance Plan, which if adhered to, should ensure the successful establishment and long-term maintenance of the planting.

RECOMMENDATION

No objection.

Waste Strategy:

Further to our recent discussion I would ask that dropped kerbs are installed to allow the safe transfer of bulk (wheeled) refuse bins from the waste storage area to the vehicle carriageway where the collection vehicle will be parked to empty them.

Officer comments:

The applicant has confirmed that dropped kerbs will be installed by the bin stores.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The development principle was considered as part of the outline application (LBH Ref. 5107/APP/2009/2348) which the Central and South Planning Committee resolved to grant on 25th May 2010 and the decision was issued on the 1st October 2010 following the Mayoral Stage II approval and completion of the S106 legal agreement.

As stated in the outline application committee report, it is noted in the Council's adopted Porters Way planning brief SPD 2005 that the previous use of the site was predominantly a single employment use. However, redevelopment provides a good opportunity to create

a mixed, balanced and sustainable community as embodied in the Sustainable Community Strategy 2008-2011, the Unitary Development Plan and the emerging Local Development Framework, along with regional and national government policies.

Given the range of planning policy considerations in the outline application assessment, including the Hillingdon Employment Land Study (2009), Council's UDP Saved Policies, H8, the Former NATS site, Porters Way, West Drayton SPD (NATS SPD), London Plan Policies as well as the Mayors Stage 1 response, the loss of industrial and business land is considered justified and a mixed use, residential-led redevelopment appropriate and acceptable in accordance with the NATS SPD and UDP Saved Policies LE2 and LE4 which enable consideration of a change of use of industrial/employment uses.

The current reserved matters application, for Landscaping and Appearance as it relates to 107 residential units is sufficiently consistent with the principles and illustrative information of the Outline Planning Permission. Therefore the scheme for Section 2 (Blocks G1-G8) of Phase 3 is considered acceptable in principle.

7.02 Density of the proposed development

Residential density can be used as an indicator of the overall character and acceptability of a proposal. The density of the whole site was considered as part of the outline application (LBH Ref. No. 5107/APP/2009/2348) which the Central and South Planning Committee resolved to grant 25th May 2010 and the decision was issued on the 1st October 2010 following the Mayoral Stage II and completion of the s106.

As part of the outline application for the whole site, the provision of 773 residential units (2585 habitable rooms) on the 12.59 ha site equates to a density of 61 units per hectare or 205 habitable rooms per hectare.

For the reasons set out in the 25th May 2010 committee report the density remains acceptable and unchanged, and it is considered to comply with the London Plan.

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

The site is not located within a Conservation Area, Area of Special Local Character or Archaeological Priority Area. There are no Listed Buildings on the site.

7.04 Airport safeguarding

Heathrow Aerodrome Safeguarding and NATS have reviewed the application and raise no objection to the Reserved Matters application from an airport safeguarding perspective.

7.05 Impact on the green belt

The site is not located within or near to the Green Belt.

7.07 Impact on the character & appearance of the area

The requirement to consider the proposal's potential future impact on the character and appearance of the surrounding area is contained in London Plan Policies, Policy BE1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) and Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012). In addition, Policy BE35 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) requires a high standard of design and providing for an attractive view for sites adjacent to major rail connections into Central London.

In respect of the NATS SPD, the objectives of the site include, among other things, the promotion of a high quality scheme reflective of the area's general character as well as reinforcing local distinctiveness.

This section of Phase 3 would provide 107 flats in eight apartment blocks together with

123 parking spaces set out in parking courts. The Layout and Means of Access to and around the apartment blocks and parking courts were considered acceptable at the outline state. Therefore, consideration is limited to the Appearance and Landscaping.

As part of the outline planning permission the supporting information included a Design and Access Statement, Design Coding and 3D perspective drawings, and an Environmental Statement which included a Townscape and Visual Analysis. These provided an analysis of the scheme from vantage points around and within the development. Illustrative building elevation drawings were provided as a suggestion of the future detailed design of buildings to show how these areas would be framed by buildings in the future. The Council's Principle Urban Design Officer and the GLA were supportive of the scheme at Outline stage in respect of its appearance and character and no impacts were identified to neighbours or the area in general in this regard. Along with details of buildings, comprehensive information pertaining to hard and soft landscaping for the entire site was considered at the outline stage by a range of consultees including the Council's Trees/Landscape Officer.

Although the appearance of the apartment blocks has evolved from the original design code, the scheme is relatively consistent with the principles considered at the outline stage. The landscaping at this detailed stage is considered to be acceptable. As such, the scheme for this section of Phase 3 is considered to be appropriate within the context of the locality and would not have a detrimental impact on the character and appearance of the area or its emerging adjacent neighbours.

The proposed materials for the apartment blocks would be as follows:

- i) Facing Brickwork - Wienerberger, Brookhurst Yellow Multi brick
- ii) Render - white, grey and blue render
- iii) Roof - flat roof system
- iv) Rainwater goods - black colour uPVC
- v) Windows & Doors - white colour uPVC
- vi) Galvanised steel balconies - black

These materials, along with the proposed hard surfaces for the parking courts, access roads and footpaths are considered to be acceptable. The scheme would also include timber bollards, black galvanised metal hoop topped railings and wooden benches.

Overall, the scheme is considered to result in an acceptable character and appearance to this part of West Drayton, thereby complying with Policy BE1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) and Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

This application provides supporting information pertaining to 'Appearance' and 'Landscaping', and in particular, building elevations and sections, as well as plans of the hard and soft landscaping arrangements.

7.08 Impact on neighbours

It should be noted that the consideration of potential impacts upon neighbours formed part of the assessment of the outline application (LBH Ref. No. 5107/APP/2009/2348) which the Central and South Planning Committee resolved to grant 25th May 2010 and was subsequently approved on 1st October 2010 following the Mayoral Stage II approval and completion of the S106. Matters considered include the following: construction impacts; traffic and car parking; noise and general disturbance; overlooking, outlook and

overshadowing. Matters considered include the following: construction impacts; traffic and car parking; noise and general disturbance; overlooking, outlook and overshadowing. The reserved matters are consistent with the details and principles considered at the outline stage which were considered acceptable.

The scale and location of the eight apartment blocks were approved at the outline stage, and the proposed buildings generally correspond with the information provided at that stage. It is considered that the apartment blocks are situated at sufficient distances from the neighbouring Parkwest development to the southwest, the recently constructed Phase 2 dwellings to the east and the proposed new houses to the north. As such the scheme would comply with privacy requirements to existing and proposed neighbours and would not lead to significantly reduced levels of light to neighbouring residential units.

No additional or significantly different issues have been identified as part of the consideration of this reserved matters application for this section of Phase 3, and so the scheme is considered to be acceptable.

The scheme thereby complies with the relevant policies of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and design guidance which seek to protect the amenity of neighbours.

7.09 Living conditions for future occupiers

The outline application considered living conditions for future occupiers. Adequate levels of internal floor areas and amenity space are required for all new developments. The internal floor area of the proposed units comply with the recommended space standards set out in the London Plan, thereby providing adequate floorspace.

Private amenity space would be provided to each individual flat by way of balconies or private terraces which are considered to be acceptable, whilst additional communal amenity space would be provided around the apartment blocks. Overall, the scheme would provide over 2590 sq.m of amenity space, thereby complying with the Council's guidelines. Residents would also have access to two primary open spaces on the wider NATS site; Spring Green and Autumn Green. Autumn Green is located east of Blocks G4 and G5 and can be easily accessed from this part of the site.

Two doorstep play areas would be provided for this section of Phase 3. One of the doorstep play areas (118sq.m) would be located in the south-west corner of the site whilst the other play area (180sq.m) would be located along the southern boundary between Blocks G3 and G4. These play areas have been detailed in accordance with the outline approval and will provide for an important facility of benefit to families on the application site.

New residential developments are required to provide adequate levels of light and privacy, and should not result in overdominance through their siting and bulk. The scale and location of the proposed apartment blocks are similar to the scale and location approved at the outline stage whilst the different heights break up the development and reduce its dominance. The units have been carefully laid out to ensure that privacy is maintained and adequate levels of light are provided to habitable rooms and kitchens.

The living conditions for future occupiers are considered to be acceptable and in line with the principles established by the outline planning permission and Design Code, all of which were a product of the extensive pre-application negotiations. The scheme is therefore considered to be acceptable in this regard.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The Council's Highways Engineer and TFL considered traffic and parking impacts along with means of access for the entire site as part of the original application (ref: 5107/APP/2009/2348). In addition to a transport assessment and travel plan, the outline application provided drawings detailing access, turning (refuse vehicle swept paths) and parking (cars, bicycles, car club, motorcycle allowance, 10% accessible parking provision allowance). Transport was also considered as part of the Environmental Impact Assessment, particularly in chapters 5, Construction and Phasing, (which contains the framework Construction Management Plan) and 9, Transport Accessibility and Movement, of the Environmental Statement. The outline consent imposed appropriately worded conditions of approval in respect of traffic management, parking numbers and allocation.

Matters relating to access and layout were approved as part of the outline consent. The car parking locations, road layout and widths as well as access are broadly consistent with the outline proposal. The Council's Highways Engineer raises no objection to the reserved matters.

7.11 Urban design, access and security

The eight apartment blocks would comprise of a mixture of brickwork and render to create visual detailing. Although the appearance of the eight apartment blocks has significantly evolved from the original design code, the Council's Conservation Officer considers that the proposed design, detailing and materials of the blocks would be acceptable.

Issues of access and security were considered as part of the outline planning application. Secure by Design principles, such as defensible space around the apartments, visual surveillance and secure parking areas, were a key component of the original masterplan.

Concern was raised during the public consultation over the secluded nature of the doorstep play area in the south-west corner of the site and potential anti-social behaviour. It is considered that Block G7 would provide natural surveillance of this doorstep play area, thereby reducing the risk of anti-social behaviour.

It should be noted that appropriately worded conditions relating to CCTV and security measures were imposed on the outline permission and are being dealt with through a concurrent details application.

7.12 Disabled access

The Council's Access Officer has reviewed the reserved matters and raises no objection. The proposed scheme is therefore acceptable in terms of disabled access to the residential units and the amount of disabled parking.

7.13 Provision of affordable & special needs housing

The proposal seeks permission for reserved matters 'Landscaping' and 'Appearance' for 107 units, accordingly considerations relating to affordable or special needs housing are not relevant to the application.

7.14 Trees, landscaping and Ecology

This application seeks approval of the landscaping which was part of the reserved matters under condition 2 of the original planning permission. Approval of the details of the landscaping and appearance of individual phases of the development were required as part of condition 3, which also prescribed the extent of the information required.

The proposed landscaping proposal provides a varied mixture of trees, hedges, shrubs and grassed areas along with varied hard surfacing. Some native species would be included with the landscaping to aid in the ecological diversification and enrichment of the

site and wider environs.

The Council's Trees/Landscape Officer considers the proposed landscape to be acceptable in terms of the proposed planting, and the proposed landscape management and maintenance.

7.15 Sustainable waste management

The sustainable waste features of proposed development were considered as part of the outline application (LBH Ref. No. 5107/APP/2009/2348). In the course of considering the outline scheme, the Highways and Waste teams confirmed that waste arrangements could be suitably accommodated on the site.

This portion of Phase 3 involves 107 residential units. Bin storage for the eight blocks is at ground floor level, comprising of six stores within the blocks and two stores separate from the blocks. The provision for bin storage is appropriate and therefore the reserved matters details are considered acceptable in this regard. Furthermore, details of the proposed bin stores are being dealt with through condition 10 in details application ref: 5107/APP/2013/2746.

7.16 Renewable energy / Sustainability

The renewable/sustainable features of the development were considered as part of the outline application (LBH Ref. No. 5107/APP/2009/2348) which the Central and South Planning Committee resolved to grant 25th May 2010 and the decision finally issued on 1st October 2010 following the Mayoral Stage II approval and completion of the s106 legal agreement.

The renewable and sustainable measures imposed were considered acceptable by both the Council and the GLA and appropriately worded conditions and s106 undertaking agreed accordingly. The subject application for reserved matters of this part of Phase 3 is consistent with the principles established at the outline stage, and the permanent energy centre is now approved and is nearing completion on a separate part of the site.

7.17 Flooding or Drainage Issues

Whilst the application site is in an area of low risk (Flood Zone 1), a Flood Risk Assessment (FRA) was submitted as part of the Environmental Statement and flooding issues were considered as part of the outline application.

The assessment demonstrated that the proposal would not have an adverse impact to neighbouring properties as it will not increase flood risk through increased surface runoff.

The Environment Agency reviewed the application and raised no objection subject to a condition to ensure the development be carried out in accordance with the FRA.

Consideration of Flood Risk was satisfactorily addressed as part of the outline permission and is not relevant to this landscape and appearance Reserved Matters application.

7.18 Noise or Air Quality Issues

This section of Phase 3 is located in the northwestern part of the NATS site and is set back some way from the railway line along the northern site boundary. The site is set well back from Porter's Way to the south. As such it is unlikely to be adversely impacted upon by any significant noise source.

Nevertheless, the Council's Environmental Protection Unit confirmed they would continue to control these detailed design aspects through the discharge of conditions and, as such, there are no issues to consider in the subject application for reserved matters.

7.19 Comments on Public Consultations

Concerns raised during the public consultation have been dealt with elsewhere in this report.

7.20 Planning obligations

Not applicable to this reserved matters application.

7.21 Expediency of enforcement action

Not applicable to this reserved matters 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

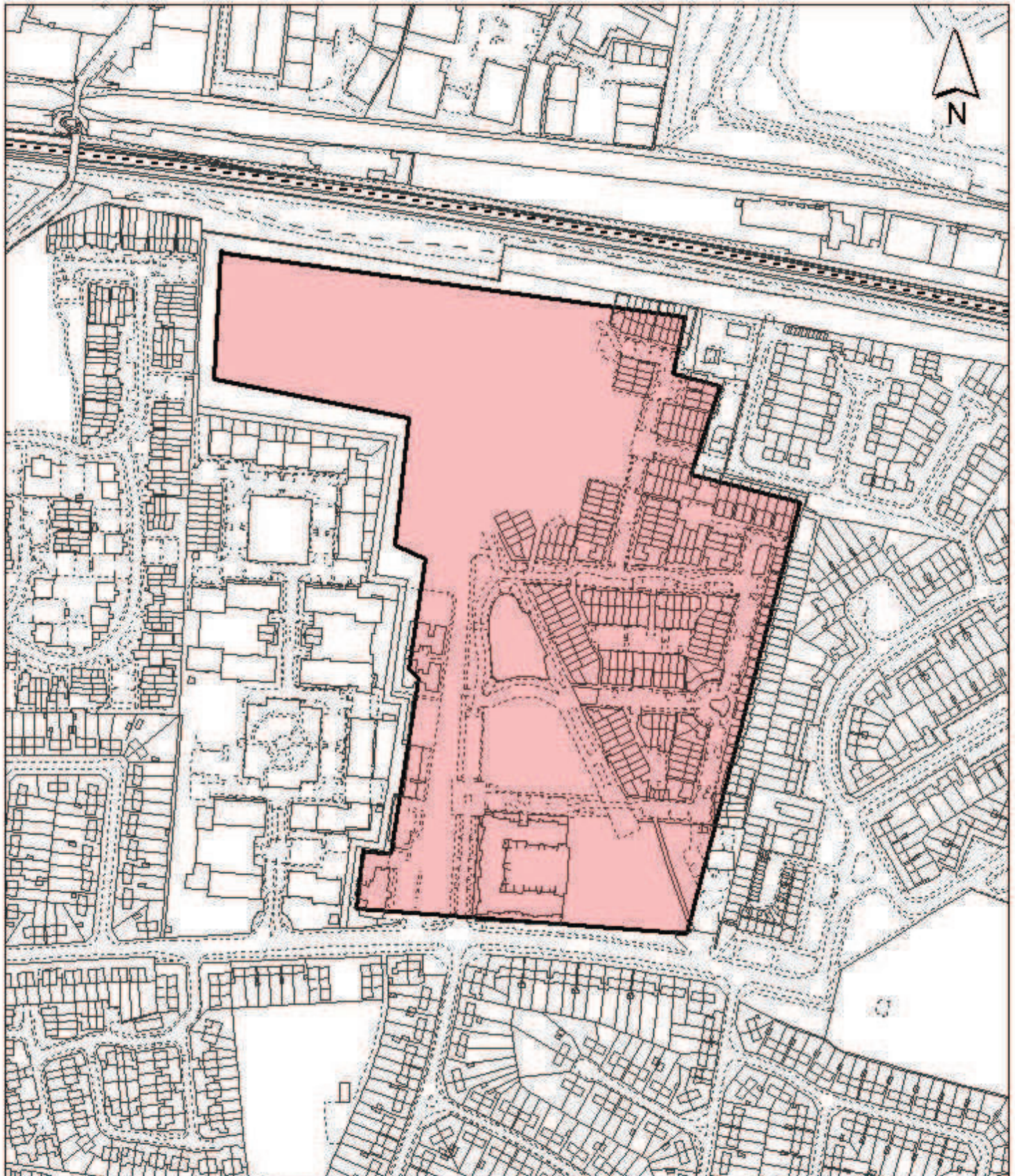
Conditions 2 and 3 of the outline planning consent (ref: 5107/APP/2009/2348) required the provision of details of the landscaping and appearance of individual phases of the development. This Reserved Matters application for Section 2 (Blocks G1-G8) of Phase 3 considers the Appearance and Landscaping to be acceptable, and in compliance with the relevant policies and planning guidance for the site. Therefore, the application is recommended for approval.

11. Reference Documents


Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
The London Plan (July 2011)
National Planning Policy Framework 2012

Contact Officer: Katherine Mills

Telephone No: 01895 250230



Notes

 Site boundary
For identification purposes only.

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Site Address

**Former NATS Site
Porters Way**

Planning Application Ref. 5107/APP/2013/2747	Scale 1:3,500
Planning Committee Majors Page 245	Date December 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** 21 HIGH STREET YIEWSLEY
- Development:** Reserved matters (appearance, landscaping, layout and scale) in compliance with conditions 2 and 4 of planning permission ref: APP/R5510/A/10/2130048 dated 03/12/2010 for Redevelopment of site for mixed use development comprising a 44-unit apartment hotel, 1,320 m² of office space and 135 m² restaurant/bar, with associated access, car parking and landscaping (Outline application for approval of access).
- LBH Ref Nos:** 26628/APP/2013/2604
- Drawing Nos:** Sustainability and Energy Statement prepared by Turley Associates
Environmental Desk Study Report prepared by WYG
Air quality Assessment prepared by WYG
Noise Assessment prepared by WYG
Transport Assessment prepared by WYG
Flood Risk Assessment prepared by WYG
Letter Update to Tree Survey Report, March 2009 prepared by WYG
Tree Survey Report (March 2009) prepared by WYG
1260_200 Location Plan
1260_206 Proposed Elevations
1260_207 Proposed Elevations
1260_208 Proposed Sections
1260_209 Proposed Sections
1260_210 Proposed Site Plan
1260_211 Unit Layout
1260_212 Lobbies Layout
1260_213 Amenity Areas
1260_214 Canal Amenity Section
1260_220 Lower Ground Floor Plan
1260_221 Ground Floor Plan
1260_222 First Floor Plan
1260_223 Second Floor Plan
1260_224 Third Floor Plan
1260_225 Forth Floor Plan
1260_226 Roof Plan
1260_230 Proposed Site Landscaping
Design and Access Statement prepared by Dunthorne Parker Architects

Date Plans Received: 09/09/2013 **Date(s) of Amendment(s):**

Date Application Valid: 20/09/2013

1. **SUMMARY**

Outline planning permission for the redevelopment of site for mixed use development comprising a 44-unit apartment hotel, 1,320 m² of office space and 135 m² restaurant/bar, with associated access, car parking and landscaping was granted by the Secretary of State under appeal decision APP/R5510/A/10/2130048 dated 03/12/2010. The Secretary of State's Decision approved details relating to access and established the principle and amount of development, all other matters were reserved.

The current application seeks approval of reserved matters of appearance, landscaping, layout and scale in relation to the extant outline permission.

The submitted scheme complies fully with the parameters approved at outline stage, although the detailed appearance of the development has been improved following discussions with the Council's Urban Design Officer. Having regard to the findings within the appeal decision and the amendments to the design it is considered that the scheme would have an appropriate appearance.

The scheme would provide appropriate accommodation for its future residents and would not have any adverse impacts on the amenity of neighbouring occupiers.

In addition the landscape scheme indicates an appropriate relationship between the landscaping, built form and site surroundings. It would also provide an appropriate mixture of spaces for the benefit of future residents.

The appeal decision granting outline planning permission included 25 pre-commencement conditions covering levels, materials, boundary treatment, refuse storage, landscape maintenance, disabled access, cycle storage, contamination, security, noise mitigation, buffer zone, canal wall, parking, deliveries, aircraft safeguarding and management/length of stay in the a-part hotel. These matters would necessarily form part of a separate condition discharge application.

The redevelopment of this long vacant site would also provide jobs, benefit the economy and be beneficial overall to the vitality and viability of the Yiewsley and West Drayton Town Centre.

Accordingly, the scheme is recommended for approval.

2. RECOMMENDATION

APPROVAL subject to the following:

1 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers:

1260_200 Location Plan;
1260_206 Proposed Elevations;
1260_207 Proposed Elevations;
1260_208 Proposed Sections;
1260_209 Proposed Sections;
1260_210 Proposed Site Plan;
1260_211 Unit Layout;
1260_212 Lobbies Layout;
1260_213 Amenity Areas;
1260_214 Canal Amenity Section;
1260_220 Lower Ground Floor Plan;
1260_221 Ground Floor Plan;
1260_222 First Floor Plan;
1260_223 Second Floor Plan;
1260_224 Third Floor Plan;
1260_225 Forth Floor Plan;
1260_226 Roof Plan; and
1260_230 Proposed Site Landscaping

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).

2 COM5 General compliance with supporting documentation

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

Sustainable Drainage and Surface Water reduction measures [Flood Risk Assessment Version 1.0 dated September 2013]

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

REASON

To ensure that the development complies with the objectives of Policy OE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

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 Hard Surfacing Materials

2.b External Lighting

2.c Other structures

3. Living Walls and Roofs

3.a Details of the inclusion of living walls and roofs

4. Schedule for Implementation

5. Other

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

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

REASON

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

Plan (July 2011)

4 NONSC Non Standard Condition

No development shall take place until details of measures to protect the privacy of the a-part hotel units from users of the roof garden have been submitted to, and approved in writing by the Local Planning Authority. Thereafter the development shall be completed and maintained in full accordance with the approved details.

REASON

To protect the amenity of the future occupiers in accordance with Policy BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

INFORMATIVES

1 I52 Compulsory Informative (1)

The decision to APPROVE these reserved matters 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 APPROVE these reserved matters 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.

LPP 2.15	(2011) Town Centres
LPP 4.2	(2011) Offices
LPP 4.3	(2011) Mixed use development and offices
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 5.3	(2011) Sustainable design and construction
LPP 5.5	(2011) Decentralised energy networks
LPP 5.6	(2011) Decentralised Energy in Development Proposals
LPP 6.13	(2011) Parking
LPP 6.9	(2011) Cycling
LPP 7.14	(2011) Improving air quality
LPP 7.2	(2011) An inclusive environment
LPP 7.24	(2011) Blue Ribbon Network
LPP 8.2	(2011) Planning obligations
BE13	New development must harmonise with the existing street scene.
BE32	Development proposals adjacent to or affecting the Grand Union Canal
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
AM14	New development and car parking standards.
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
OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures

3 159 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies.

On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

4

You are advised that there may be a Coots nest located to the north east of the site, adjacent to the canal bridge which is concealed by vegetation.

You are further advised that it is a criminal offence, under the Wildlife and Countryside Act to damage or destroy the nest of a wild bird. Appropriate precautions should be taken to protect any nesting birds within any redevelopment of the site.

5 145 Discharge of Conditions

Your attention is drawn to condition 3 of this reserved matters approved and conditions 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, and 25 of the Secretary of State's Appeal Decision APP/R5510/A/10/2130048 which must be discharged prior to the commencement of works. You will be in breach of planning control should you commence these works prior to the discharge of this/these conditions. The Council may consider taking enforcement action to rectify the breach of this conditions. For further information and advice contact - Planning & Community Services, Civic Centre, Uxbridge, UB8 1UW (Tel: 01895 250230).

6

The applicant/developer should refer to the current "Code of Practice for Works affecting the Canal & River Trust" to ensure that any necessary consents are obtained (<http://canalrivertrust.org.uk/about-us/for-businesses/undertaking-works-on-our-property>).

7

The applicant/developer is advised that any encroachment onto or surface water discharge into the canal, requires written consent from the Canal & River Trust, and they

should contact the Canal & River Trust's Estates Surveyor, Jonathan Young (jonathan.young@canalrivertrust.org.uk) for more information.

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises an irregularly shaped approximately 0.2 hectare plot on the eastern side of the High Street in Yiewsley. It was formerly occupied by a three-storey 1980's brick-built office block. The site is bounded to the north west by Union Walk, a relatively newly built 5-storey residential development; to the north/north-east by the Grand Union Canal, beyond which is a vacant site formerly occupied by a public house/club, and Morrisons Supermarket; to the south east by the High Street, which is largely characterised by a mix of retail, office and residential uses; and to the south west by Bentinck Road, beyond which are service areas serving the rear of shops and residential properties along the High Street, and Global House, a large office building.

The site falls within the Secondary Shopping Area of Yiewsley/West Drayton Town Centre, and the Hayes/West Drayton Corridor, as shown on the Hillingdon Unitary Development Plan Proposals Map

3.2 Proposed Scheme

Outline planning permission for the redevelopment of site for mixed use development comprising a 44-unit apartment hotel, 1,320 m² of office space and 135 m² restaurant/bar, with associated access, car parking and landscaping was granted by the Secretary of State under appeal decision APP/R5510/A/10/2130048 dated 03/12/2010. The Secretary of State's Decision approved details relating to access and established the principle and amount of development, all other matters were reserved.

The application seeks approval of reserved matters of appearance, landscaping, layout and scale in relation to the extant outline permission.

The parameter plans and indicative details approved at outline stage indicated a scheme that comprised the erection of a four-storey office block located towards the south east side of the site, with frontages to the High Street and Bentinck Road, and an adjoining larger 5-storey block, fronting the Grand Union Canal and comprising the 44 apart-hotel units and the restaurant/bar facility.

Amenity was to be provided by way of a roof terrace comprising decking, seating and planting on the roof of the office block to provide a communal amenity area. A large communal amenity area comprising decking, seating and planting would also be provided at lower ground level overlooking the canal. Smaller communal amenity areas would also be provided at ground floor level adjacent to the north west and south west elevations of the apart-hotel block. 35 car parking spaces, including 4 disability standard spaces, would be provided at lower-ground level under the apart-hotel block.

In relation to the Reserved Matters Submission, access which was approved as part of the outline application remains from Bentinck Road and provides access to a largely undercroft parking area. A detailed landscaping plan indicates that the car parking would be interspersed with landscaping and an amenity deck would be provided adjacent to the canal in accordance with the outline details. 3 integral refuse stores would be provided as would cycle parking for 52 bicycles.

In terms of layout, scale, massing and appearance the building itself is a roughly 'L' shaped building and would be 6 stories in height, although the height in relation to street level would differ around the site due to changes in levels, particularly adjacent to the high street and canal bridge. The a-part hotel would contain 44 (although they are numbered 2 - 45 on the plans) beds and be located in the portion of the building fronting the canal, this element of the building would have a series of 5 pitched roofs. Each of the units would be served by a balcony and a roof terrace would be provided on the portion of the building fronting the high street. The restaurant/cafe/ bar would be provided in the north eastern corner of the site adjacent to the canal and the high street. 4 stories of office space would be provided within the portion of the building facing the high street.

As mentioned all aspects of the scheme fully comply with the parameters approved by the Secretary of State under the outline permission, however as appearance is a reserved matter the applicant has undertaken pre-application discussions with Council Officers and as a result has changed a number of the elevational treatments.

The changes to the elevational treatments from the indicative details considered at outline stage can be summarised as:

1. The use of materials has been improved, with the same palette of materials used between the two uses (i.e. brick and glass). Timber cladding has been replaced by brickwork and areas of glazing have been reduced by approximately 50%.

2. The elevations have been amended to appear more textured. The parapets have been broken down by extending the revised brick panels to create a more "castellated" effect so that there is no longer a single roof line.

3. The glass rotunda to the north of the building has been replaced by a square tower of the same height to improve the visual form of the building. The Inspector noted the merit of the bulk and scale of this feature in giving a sense of enclosure and adding to the "interest of the whole composition when seen from the High Street".

4. The original metal railings between the car parking and the amenity space have been replaced with a low brick wall to separate and create privacy between the two uses. This removes an overt visual connection and prevents exhausts from disturbing the users of amenity area.

The building would be finished with a combination of zinc sheeting, curtain walling, render, aluminium canopies, glass balustrades, glazing, brickwork, stainless steel railing, photovoltaic panels and green walls. However, the actual material specifications and details would be addressed under a condition of the outline consent.

3.3 Relevant Planning History

26628/APP/2009/2284 21 High Street Yiewsley

Redevelopment of site for mixed use development comprising a 44-unit apartment hotel, 1,320 m² of office space and 135 m² restaurant/bar, with associated access, car parking and landscaping (Outline application for approval of access)

Decision: 05-01-2010 Refused

Appeal: 03-12-2010 Allowed

26628/APP/2009/557 Harrier House, 21 High Street Yiewsley

Redevelopment of site for mixed use development comprising a 46 unit apartment hotel, 1.344sq metres of office space, with associated access, car parking and landscaping (Outline

application)

Decision: 06-07-2009 Refused

26628/APP/2010/1382 21 High Street Yiewsley

Use of site as a 65 space car park for a temporary period of 2 years.

Decision: 08-09-2010 Approved

Comment on Relevant Planning History

On the 13th January 2010 the the Local Planning Authority refused application 26628/APP/2009/2284 which sought the redevelopment of site for mixed use development comprising a 44-unit apartment hotel, 1,320 m² of office space and 135 m² restaurant/bar, with associated access, car parking and landscaping (Outline application for approval of access) for the following reason:

'The proposed development by reason of the size, scale and design of the proposed building represents an overdevelopment of the site and would have an adverse impact on the appearance of the street scene and the character of the area. The proposals are therefore considered to be contrary to policies BE13 and BE19 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and policy 4B.1 of the Mayors London Plan (February 2008).'

An appeal against the Council's decision was allowed and outline planning permission granted on the 3 December 2010 under appeal reference APP/R5510/A/10/2130048.

The current application seeks approval of reserved matters in respect of the outline planning permission granted under appeal APP/R5510/A/10/2130048. The submitted reserved matters application complies fully with the approved parameter plans and the Inspectors findings that the size, scale and design of the building were wholly appropriate, and positive commentary on the indicative details of appearance are a significant material consideration in the determination of this application.

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 - Accessible Hillingdon
Hillingdon Supplementary Planning Document - Noise
Hillingdon Supplementary Planning Document - Planning Obligations
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Land Contamination

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.E5 (2012) Town and Local Centres
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM11 (2012) Sustainable Waste Management
- PT1.EM3 (2012) Blue Ribbon Network
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM8 (2012) Land, Water, Air and Noise

Part 2 Policies:

- LPP 2.15 (2011) Town Centres
- LPP 4.2 (2011) Offices
- LPP 4.3 (2011) Mixed use development and offices
- 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 5.3 (2011) Sustainable design and construction
- LPP 5.5 (2011) Decentralised energy networks
- LPP 5.6 (2011) Decentralised Energy in Development Proposals
- LPP 6.13 (2011) Parking
- LPP 6.9 (2011) Cycling
- LPP 7.14 (2011) Improving air quality
- LPP 7.2 (2011) An inclusive environment
- LPP 7.24 (2011) Blue Ribbon Network
- LPP 8.2 (2011) Planning obligations
- BE13 New development must harmonise with the existing street scene.
- BE32 Development proposals adjacent to or affecting the Grand Union Canal
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- AM14 New development and car parking standards.
- 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
- OE1 Protection of the character and amenities of surrounding properties and the local

- area
- OE11 Development involving hazardous substances and contaminated land - requirement for ameliorative measures
- OE3 Buildings or uses likely to cause noise annoyance - mitigation measures
- OE5 Siting of noise-sensitive developments
- OE7 Development in areas likely to flooding - requirement for flood protection measures
- OE8 Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **13th October 2013**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

The application was advertised in the local press, a site notice posted and 158 local owner/occupiers consulted including the Yiewsley & West Drayton Town Centre Action Group and the Yiewsley Community Involvement Group.

Only a single response has been received. This response brings attention to a Coots Nest to the North East of the site, adjacent to the bridge. Indicating a wish that adequate measures be put in place to protect this.

BAA SAFEGUARDING
No objection.

NATS SAFEGUARDING
No objection.

CANAL AND RIVER TRUST
Thank you for your consultation dated 20 September 2013 in respect of the above.

After due consideration of the application details, the Canal & River Trust has the following comments to make:

Canal elevation

We had concerns about the previous scheme's relationship with the canalside, which has not changed significantly in this reserved matters application. We do not support the car parking abutting the canal, and feel that this prevents the development from integrating with the canalside.

The waterside amenity area, bounded by the car park and accessed either through here or via an indirect route down narrow stairs and a lift from the floors above, makes it feel like a 'back yard' space, that seems unlikely to be well used. We were also concerned that the ramp from the car park also offers opportunities for fly-tipping into the canal, but this access can presumably be controlled and made secure.

We do acknowledge the potential for overlooking from the bar/restaurant, which is beneficial and will provide some animation to the canalside. However, we consider that the access from it onto the canalside amenity area could be improved, and better incorporated as a sitting out area, for example.

Landscaping

We note that the previous wrought iron screen that was proposed between the canalside amenity area and the car park has been amended to a brick wall. We would recommend that this be planted to soften its urban appearance.

We would query if the timber decking is the most appropriate material adjacent to the canal, as this can become slippery if not properly maintained. The appeal decision required a waterway wall survey be carried out, and this and any associated repairs should be carried out prior to the area being landscaped, especially if this does involve decking, as it will be subsequently more difficult to maintain the wall.

We would like to see further details of lighting of the canalside elevation - no lighting should spill over the waterpace, which can adversely affect bats using it as a feeding corridor.

Sustainability

The Canal & River Trust encourages the use of the canal water for heating and cooling, and we note that the design and access statement refers to a heat pump using the canal. This heat exchange technology offers significant savings on energy costs and is a sustainable solution to power heating and air cooling units. For more information please see the attached fact sheet.

We would welcome the incorporation of brown or green roofs, and bat and bird boxes.

Art work

We would be interested in the proposed potential art work on the bridge abutment.

If the Council is minded to grant planning permission, it is requested that the following informatives be attached to the decision notice:

"The applicant/developer should refer to the current "Code of Practice for Works affecting the Canal & River Trust" to ensure that any necessary consents are obtained (<http://canalrivertrust.org.uk/about-us/for-businesses/undertaking-works-on-our-property>)."

"The applicant/developer is advised that any encroachment onto or surface water discharge into the canal, requires written consent from the Canal & River Trust, and they should contact the Canal & River Trust's Estates Surveyor, Jonathan Young (jonathan.young@canalrivertrust.org.uk) for more information."

(Officer Comment: The comments of the Canal and River Trust are noted. The concerns regarding the relationship of the building to the canal and the principle of the canalside amenity space were expressed in relation to the outline application and were considered acceptable by the Inspector. The other matters relating to additional details are covered by either conditions on the outline permission or within the recommendation on this application.)

Internal Consultees

URBAN DESIGN

Proposal: Reserved matters (appearance, landscaping, layout and scale) in compliance with conditions 2 and 4 of planning permission ref: APP/R5510/A/10/2130048 dated 03/12/2010 for

Redevelopment of site for mixed use development comprising a 44-unit apartment hotel, 1,320 m² of office space and 135 m² restaurant/bar, with associated access, car parking and landscaping (Outline application for approval of access).

Background: This application was allowed on appeal, with the Inspector advocating a review of design and materials. Subsequently, a new architect took over the project, and design solutions were readily agreed with officers. In particular the High Street frontage was remodelled to reflect the vertical lines and use of brick characteristic of the surrounding area, and the tower was lowered and integrated more successfully into the rest of the design.

The appearance, layout and scale are now considered to be acceptable.

Recommendations: Acceptable.

TREES AND LANDSCAPING

Reserved Matters:

Reserved matters (appearance, landscaping, layout and scale) in compliance with conditions 2 and 4 of planning permission ref: APP/R5510/A/10/2130048 dated 03/12/2010 for Redevelopment of site for mixed use development comprising a 44-unit apartment hotel, 1,320 m² of office space and 135 m² restaurant/bar, with associated access, car parking and landscaping (Outline application for approval of access).

The proposed landscape layout reflects the scheme which was allowed at appeal by the Planning Inspector.

Dunthorne Parker drawing titled Proposed Site Landscaping, indicates areas of hard and soft landscape along the canal and associated with the site entrance and car park, off Bentinck Road. The planting palette should use native plants along the canal or ornamental planting which is beneficial to wildlife. It is also to provide an attractive canalside environment for people to enjoy. The planting associated with the car park should be unfussy and contain structural planting of robust shrubs (hedges) and trees which will establish and thrive in a relatively hostile environment and be uncomplicated to maintain.

- At present the planting palette should be reviewed, as some of the plants listed are not considered to be particularly suitable.
- Plant schedules should include full botanical names, for clarification.
- Canalside plants should be justified for the inclusion - with brief notes regarding their benefit for wildlife.
- Full details of all hard and soft landscape features will be required.

Dunthorne Parker drawing, Proposed Aparthotel, Fourth and Office Floor Plan, shows the amenity roof garden on top of the southern arm of the building. This indicates the provision of hedging around the edges, sheltered seating and large specimen plants in containers. The detailing of this space and plant selection will need to be carefully handled and detailed to ensure its success. The plan should ensure that the microclimate will be conducive to both the specified plants and the site users.

- Full details of construction, irrigation and drainage will also be required.
- Landscape management and maintenance details are required for all landscaped areas.

Recommendation:

No objection in principle.

(Officer Comment: Verbal discussions with the landscape officer have confirmed that the overall landscape layout of the site in terms of the relationship of landscaping to built form, the location, size and functions of the landscape areas are acceptable. The issues where further information is required therefore relate to detailed matters such as species selection, planting specifications etc. These are detailed issues which relate to one of the reserved matters under consideration and can therefore be secured by condition.)

ENVIRONMENTAL PROTECTION UNIT

No objections.

ACCESS

The Council's Access Officer provided officers with a list of matters which should be shown on the approved plans. The plans have been reviewed in detail and all necessary design features are clearly shown on the submitted plans. Other matters such as signage would be dealt with under the separate consideration of detail in respect of condition 10 of the outline planning permission.

FLOODWATER MANAGEMENT AND DRAINAGE OFFICER

Subject to the storage being provided as illustrated in the FRA and water being used for non-potable uses on site as indicated, the proposal would be acceptable.

(OFFICER NOTE: A condition to ensure compliance with the Flood Risk Assessment is Recommended. Water reduction measures, which might include re-use of water for non-potable purposes are addressed separately under condition 15 of the outline planning permission.)

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of the proposed development has been established by way of the outline planning permission for the redevelopment of site granted by the Secretary of State under appeal decision APP/R5510/A/10/2130048 dated 03/12/2010.

7.02 Density of the proposed development

The quantum of development within the proposed development has been established by way of the outline planning permission for the redevelopment of site granted by the Secretary of State under appeal decision APP/R5510/A/10/2130048 dated 03/12/2010.

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

The site does not fall within an Archaeological Priority Area and there are no Conservations Areas, listed buildings, or Areas of Special Local Character within the vicinity of the site. In addition the principle of the proposed development has been established by way of the outline planning permission for the redevelopment of site granted by the Secretary of State under appeal decision APP/R5510/A/10/2130048 dated 03/12/2010.

7.04 Airport safeguarding

Both BAA Safeguarding and NATS Safeguarding have been consulted in relation to the proposal and raise no safeguarding objections. Accordingly, it is not considered that the reserved matters submission raises any concerns with respect to airport safeguarding.

7.05 Impact on the green belt

The site is not within close proximity to any Green Belt land.

7.07 Impact on the character & appearance of the area

Policy BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seeks to ensure that new developments maintain an appropriate appearance within their surrounding context. Policy BE19 seeks to ensure developments do not adversely impact on the amenity of residential areas and Policy BE32 seeks to ensure the appropriate design of developments adjacent to canals. The London Plan and National

Planning Policy Framework seek to achieve the highest standards of design.

The NPPF does however, make clear that:

'Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness.'

The impact on the character and appearance of the area was the main focus of the Inspectors considerations in reaching a decision to grant outline planning permission. The Inspectors comments are provided below:

'2. The main issue in this case is the effect of the proposal on the character and appearance of the area. The planning application was submitted in outline with access only to be determined at this stage.

3. The appeal site is a large plot situated in a prominent town centre location at the interface between the High Street and the Grand Union Canal. There are some traditional, modest scale buildings within the area, particularly to the south west of the appeal site beyond the railway bridge, and the buildings previously occupying the site were three-storey in height. However, recent developments along the High Street particularly around the Grand Union Canal are larger in scale, and both adjacent to and opposite the appeal site there are fairly substantial four/five storey buildings.

4. Although access only is to be determined at this stage, the maximum parameters for the buildings have been set out. A five storey apartment hotel is proposed along the Grand Union Canal. This would be compatible with the scale of the adjacent Union Wharf building which is of similar height. The office/restaurant block would be four storeys in height. Although slightly lower than the apartment hotel, the combined development would form a robust and clearly defined waterside frontage. The office/restaurant block would have a corner feature, shown as a turret which could be higher than the main building. This would mark the corner and add to the interest to the whole composition when seen from the High Street. The bulk and scale would give a sense of enclosure to the High Street reinforcing its primacy as the main shopping street in the area. The parameters indicating the scale of the buildings, their function and location would therefore be acceptable.

5. The Council and interested parties are concerned with the detailed design and appearance of the scheme but these matters are not to be determined at this stage. Notwithstanding this, illustrative plans show a mainly glazed building for the apartment hotel, which would be light and airy, and would complement its canal side setting. Different colour blinds and curtains would be unlikely as the building would be used as a hotel, but in any event these would be interior features which would not detract from the quality and appearance of the exterior.

6. The office would have a more solid appearance but it would create a strong and articulated building which would be entirely suitable for its town centre and canal side location. Although there are concerns about the proposed materials, these could be considered in detail with the submission of the reserved matters. Regardless of the style of building approved at 39 High Street, the illustrative drawings demonstrate that buildings of an acceptable form and appearance could be achieved at the appeal site.'

The outline consent grants approval for a building of the layout, scale, mass and bulk set out within the approved parameters plans and the appeal inspectors decision is quite clear in reaching the view that a building of this general form would be acceptable in the locality.

Further, while the detailed appearance and final form of the development was reserved for later considered the Inspectors decision within paragraph 5 and 6 is that a building in general accordance with illustrative details would be appropriate within the street scene and locality. The outline consent and the Inspectors decision are significant material considerations in respect of the current application seeking approval of reserved matters.

In respect of the current application, the submitted details fully accord with the parameters which were approved as part of the appeal decision and accordingly the layout, scale, mass and bulk of the building are considered appropriate.

In respect of the detailed design and appearance of the building, the proposal is in general accordance with the illustrative details, upon which the Inspector provided favourable comments. However, in acknowledgement of the Local Planning Authorities concerns with these details the applicant entered into pre-application discussion and has made a number of alterations in relation to the detailed design and appearance. In particular the High Street frontage has been remodelled to reflect the vertical lines and use of brick characteristic of the surrounding area, and the tower element (located on the corner of Bentinck Road and High Street) has been lowered and integrated more successfully into the rest of the design.

Having regard to the appeal decision the Council's Design Officer is supportive of the development in terms of its appearance, layout and scale. The indicative palette of materials is appropriate, and the detailed specification (e.g. makes, brands and final colours) of these would need to be submitted in compliance with condition 6 of the appeal decision.

Overall, it is considered the proposal would have an acceptable appearance within the street scene and would comply with Policy BE13, BE18 and BE32 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

7.08 Impact on neighbours

In terms of impacts on the amenity of neighbouring properties, given the proximity of this development to the adjoining Union Walk (residential flats to the north-west), there is the potential that occupiers of this building may be impacted upon by this scheme.

The apart-hotel block will present a flank wall to the adjoining Union Walk development, which is to be complemented with a green wall finish. However, it is not considered that the scheme will impact upon the internal living environment of adjoining residents, especially given that the apart-hotel block steps back from the adjoining boundary and does not have any habitable windows facing towards the Union Walk development. Furthermore, there is no external amenity space at ground level immediately adjacent to the adjoining development.

It is concluded that there will be no undue loss of light or privacy to, or outlook from, these properties as a result of the erection of the new building. As such the scheme is considered to be in accordance with Policies BE19, BE20, and BE21 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

7.09 Living conditions for future occupiers

Policies relating to living conditions largely relate to residential developments, and there are no specific guidelines relating to hotel guest or a-part hotel accommodation.

Nevertheless it is important to ensure that suitable accommodation would be provided for future occupiers.

Each apartment would comprise a bedroom, living room with small kitchen area, and bathroom. 28 of the units would have floor areas of 45 sq.m, 14 of 46 sq.m, 1 of 52 sq.m and 1 of 67 sq.m. Each unit, except the corner units, would also have a 5m² balcony. This compares with a minimum floorspace requirement of 37 sq.m for a 1 bedroom 1 person flat, and 50sq.m for a 1 bedroom 2 person flat, as outlined in the London Plan. Given the transient nature of hotel guests, albeit that apart-hotel guests may be longer-term than those using a traditional hotel, the quality and size of the accommodation is considered wholly acceptable to meet their needs.

Approximately 780m² of communal amenity space would be provided across the development, approximately 550m² of which would be provided by way of a roof garden above the office block, and approximately 160m² of which would be provided alongside the canal. In addition 42 of the units would have 5m² balconies. This equates to a total of approximately 1,000m² of amenity space across the development. Whilst most of this space would be communal for use by office staff and hotel guests, it is considered to be sufficient to serve the needs of occupiers of the development, especially given the short-term nature of the accommodation. It should be noted that there are no amenity space guidelines for commercial developments, including hotels or a-part hotels, however, if this were a residential scheme of 44 1-bedroom flats the developer would only be required to provide 880m² of amenity space.

The outline application was accompanied by a daylighting and sunlighting report which assessed the internal living environment for future occupiers and concludes that the orientation of the apart-hotel block would allow an adequate level of sunlight into each of the units. The provision of windows and the orientation/layout of the units remain as shown within the outline application and accordingly it is considered that each of the units would benefit from adequate levels of daylight.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The impact of the development with regard to traffic impact and the vehicular access to the site from Bentinck Road were considered as acceptable and have been established by way of the outline planning permission for the redevelopment of the site granted by the Secretary of State under appeal decision APP/R5510/A/10/2130048 dated 03/12/2010.

The Inspector, in reaching her decision also considered the adequacy of parking provision within the outline scheme commenting that:

'Local residents and the Yiewsley Community Involvement Group are concerned about traffic and parking associated with the appeal scheme, indicating that, at times, there is already local congestion and parking pressure. However, the site is within easy walking distance of West Drayton Station with four bus routes running nearby, a travel plan is proposed and there would be 40 cycle parking spaces. The proposed level of parking provision would therefore be appropriate and comply with national policy aimed at encouraging travel by sustainable modes of transport. There would be vehicles visiting the site, but the vehicular trips generated would not appear to be greater than those arising from the previous commercial use of the site and there would be no harmful effect on highway safety.'

The number of parking spaces proposed within the reserved matter submission (35 spaces, 4 of which are disabled) remain the same as that considered acceptable by the

Planning Inspector. The Council's Highways Engineer has also fully considered the detailed layout of the parking area, which is considered appropriate in terms of manouvring and highways safety. A Green Travel Plan was secured by way of a unilateral undertaking attached to the outline planning permission and the submitted reserved matters demonstrate the provision of 52 cycle spaces, an increase over the number considered acceptable by the Planning Inspector.

Accordingly, the development is considered acceptable with regard to car/cycle parking and pedestrian safety and would represent a slight improvement over the appeal scheme through the provision of additional cycle parking which would serve to further encourage sustainable modes of transport.

7.11 Urban design, access and security

Issues relating to design and access are addressed within section 7.07 and 7.12 of this report respectively.

Matters relating to security were considered by the Inspector in reaching her decision on the outline planning permission and conditions 13 and 21 require the submission of details of lighting, CCTV and general security measures. There are no security issues intrinsic to the reserved matters design and the conditions on the outline consent provide adequate control to ensure the final development is secure.

7.12 Disabled access

Policy 7.2 of the London Plan and the Council's Accessible Hillingdon SPD require all new developments to ensure the highest levels of inclusive design.

In order to ensure that the outline consent met appropriate standards a condition 10 was attached to the outline consent which requires that:

'No development shall take place until there has been submitted to and approved in writing by the local planning authority details of access (including signposting) to buildings for people with disabilities, parking for wheelchair disabled, details of the location and layout of four wheelchair accessible bedrooms. The development shall be carried out in accordance with the approved details prior to the occupation of the development and retained thereafter.'

In relation to the submitted plans they clearly demonstrate appropriate levels of access to the building, including adequate and appropriately located disabled parking spaces, suitable level and/or gently graded access routes to entrances and the canalside amenity area (and provision of a platform lift), lobbies of a suitable design, provision of accessible WC's and appropriate refuge areas within stairways.

The design and access statement also fully demonstrates that 4 of the units within the apart hotel are designed to fully meet the needs of disabled occupiers.

It is apparent that, with the exception of signage, the reserved matters consent clearly demonstrates all necessary accessible design features. In relation to signage, one would not normally expect a reserved matters submission to contain this detail and the matter can be appropriately dealt with under condition 10 of the outline consent, which has not yet been submitted by the applicant.

Overall, the submitted reserved matters demonstrates appropriate levels of inclusive design and would accord with the details required under the outline consent.

7.13 Provision of affordable & special needs housing

The outline planning permission for the redevelopment of site granted by the Secretary of State under appeal decision APP/R5510/A/10/2130048 dated 03/12/2010 does not require the provision of affordable or special needs housing which is not necessary in relation to the proposed development.

7.14 Trees, landscaping and Ecology

Policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) requires developments to retain topographical or landscape features

The proposed landscape layout reflects the scheme which was allowed at appeal by the Planning Inspector.

The submitted plans indicate the landscaping scheme would provide areas of hard and soft landscape along the canal and associated with the site entrance and car park, off Bentinck Road. An attractive canalside environment would also be provided for people to enjoy and enhancing the relationship of the development with the waterway frontage.

In addition a generous amenity roof garden would be provided on top of the southern arm of the building. Which would benefit from sheltered seating areas, structures hedging and large specimen plant in planters.

The overall landscape layout of the site is shown in full on the submitted drawings and in terms of the relationship between the landscaping with the proposed and built form and site surrounding is considered fully acceptable. The location, size and type of landscaping are also considered wholly appropriate for the development and location.

The landscape officer has indicated that further details relating to specific matters, such as species and planting specifications should be provided. However, as this additional detail relates to one of the reserved matters under consideration it can be secured by condition. Accordingly, the landscaping details are considered acceptable and approval is recommended subject to appropriate conditions.

7.15 Sustainable waste management

Condition 8 of the outline planning permission requires the submission, and approval, of full details of covered, sign posted, secure and screened storage of refuse at the premises. The final detailed design of refuse storage would be dealt with under a separate application relating to this condition, however the reserved matter submission clearly demonstrates that adequate and appropriately located refuse and recycling storage could be made within the proposed layout.

7.16 Renewable energy / Sustainability

Matters relating to renewable energy and sustainability were considered by the Inspector in granting outline planning permission and condition 15 of the appeal decision requires the submission of a scheme to reduce energy usage, reduce water usage and provide renewable energy.

While a detailed application in respect of condition 15 has not been submitted at this stage the reserved matters application is supported by a sustainability and energy assessment. This demonstrates that the building proposed within the reserved matters submission could incorporate a combined heat and power system, solar photovoltaic panels and water reduction measures which would meet the requirements of condition 15 of the outline consent.

While the final details and specification of the energy reduction measures would be dealt with through a separate application in respect of condition 15 of the outline consent there

is adequate information to demonstrate that the scheme proposed as part of this submission would be capable of achieving the necessary level of sustainable design.

7.17 Flooding or Drainage Issues

At the time of the outline application the reports indicated that part of the site fell within Flood Zone 2 and, as such, a Flood Risk Assessment was submitted alongside the outline application. At this stage the Environment Agency confirmed that they had no objections to the development subject to conditions regarding drainage and contamination, however such conditions do not appear to have been attached to the outline planning permission granted at appeal.

Having reviewed the current flood risk map it is apparent that flood zones 2 and 3 are constrained to the canal itself, and the application site itself is in flood zone 1 (i.e. not at risk of flooding).

Notwithstanding this, the applicant has provided an updated flood risk assessment, which sets out proposals to minimise surface water run off to within appropriate levels. The Council's Floodwater Management and Drainage Officer has reviewed the details and considers them acceptable. Subject to compliance with these details the scheme would be acceptable in this respect.

7.18 Noise or Air Quality Issues

The outline planning permission for the redevelopment of site granted by the Secretary of State under appeal decision APP/R5510/A/10/2130048 dated 03/12/2010 contains conditions 16, 17 and 22 which require the submission of a noise insulation measures and restrict the hours for delivery vehicle movements.

The conditions on the outline permission secure that necessary measures will be implemented to protect the future and neighbouring occupiers from noise in accordance with Policies OE1, OE3 and OE5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

The outline planning permission for the redevelopment of site granted by the Secretary of State under appeal decision APP/R5510/A/10/2130048 dated 03/12/2010 established that the development is acceptable in terms of air quality, subject to a travel plan which is secured by way of the existing unilateral undertaking. Accordingly, no objections raised in respect of air quality.

7.19 Comments on Public Consultations

The only comment raised relates to the need to protect a nearby Coots nest. The nests of wild birds are protected under The Wildlife and Countryside Act and damaging such a nest is a criminal offence. An informative is recommended to bring the matter to the attention of the applicant.

7.20 Planning obligations

Planning Obligations were considered under the outline planning permission for the redevelopment of site granted by the Secretary of State under appeal decision APP/R5510/A/10/2130048 dated 03/12/2010 and necessary obligations relating to a contribution towards public realm improvements and a travel plan were secured by a unilateral undertaking. This undertaking would remain in force and further consideration in respect of planning obligations is not required.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

CONTAMINATION

Contamination was considered under the outline planning permission for the redevelopment of site granted by the Secretary of State under appeal decision APP/R5510/A/10/2130048 dated 03/12/2010 and appropriate conditions were attached to the outline planning permission. Further consideration of contamination issues is therefore not necessary in respect of this reserved matters submission.

ECONOMIC GROWTH AND THE VITALITY AND VIABILITY OF THE TOWN CENTRE

The National Planning Policy Framework indicates that proposals which support economic growth and are beneficial to the vitality and viability of existing centres should be supported. In this respect it is noted that the redevelopment of this long vacant site would provide jobs, benefit the economy and be beneficial overall to the vitality and viability of the Yiewsley and West Drayton Town Centre. These factors weigh in favour of approving 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**

10. **CONCLUSION**

Outline planning permission for the redevelopment of site for mixed use development comprising a 44-unit apartment hotel, 1,320 m² of office space and 135 m² restaurant/bar, with associated access, car parking and landscaping was granted by the Secretary of State under appeal decision APP/R5510/A/10/2130048 dated 03/12/2010. The Secretary

of State's Decision approved details relating to access and established the principle and amount of development, all other matters were reserved.

The current application seeks approval of reserved matters of appearance, landscaping, layout and scale in relation to the extant outline permission.

The submitted scheme complies fully with the parameters approved at outline stage, although the detailed appearance of the development has been improved following discussions with the Council's Urban Design Officer. Having regard to the findings within the appeal decision and the amendments to the design it is considered that the scheme would have an appropriate appearance.

The scheme would provide appropriate accommodation for its future residents and would not have any adverse impacts on the amenity of neighbouring occupiers.

In addition the landscape scheme indicates an appropriate relationship between the landscaping, built form and site surroundings. It would also provide an appropriate mixture of spaces for the benefit of future residents.

The redevelopment of this long vacant site would also provide jobs, benefit the economy and be beneficial overall to the vitality and viability of the Yiewsley and West Drayton Town Centre.

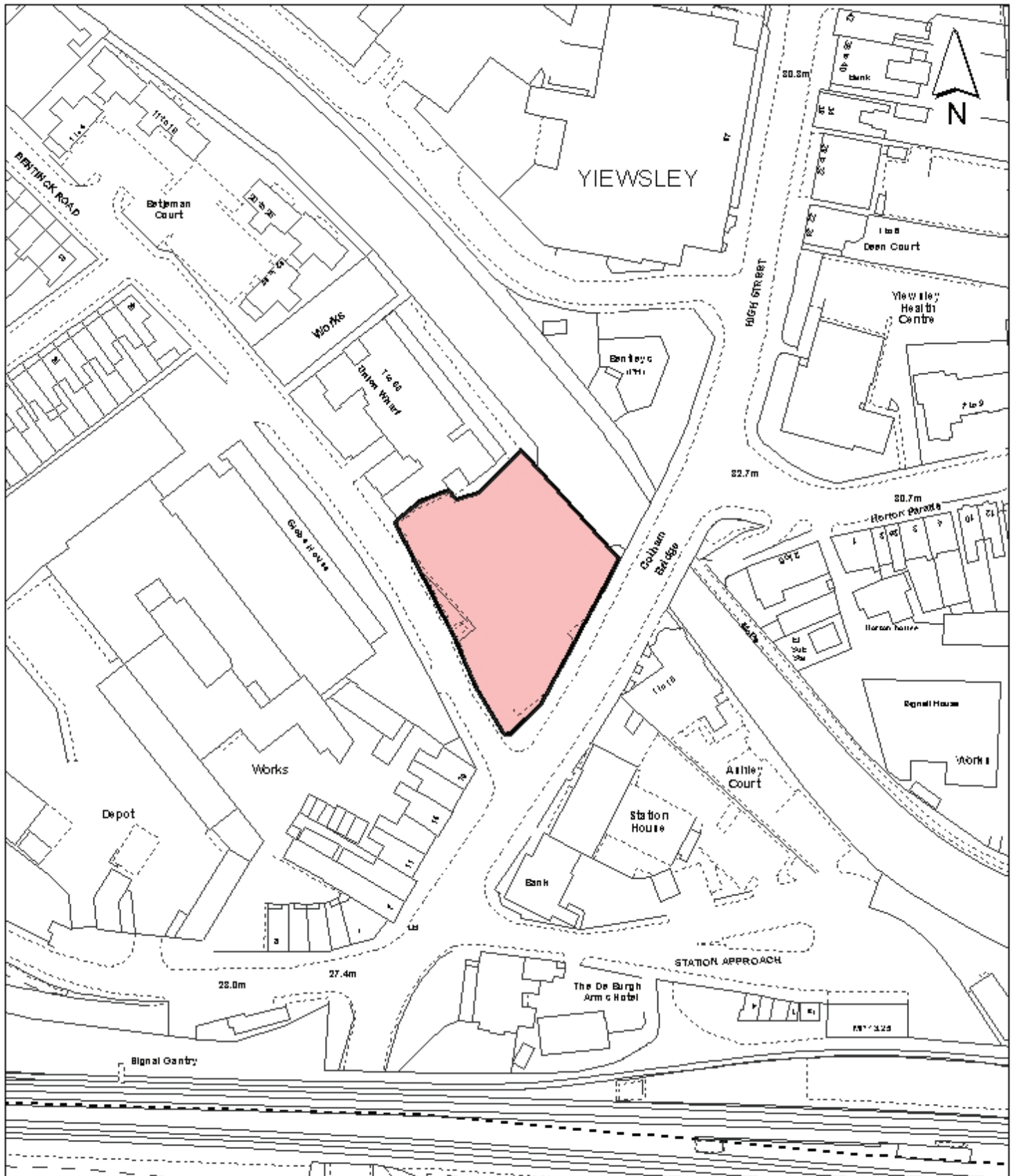
Accordingly, the scheme is recommended for approval.

11. Reference Documents


Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (July 2011)
National Planning Policy Framework
Hillingdon Supplementary Planning Document - Accessible Hillingdon
Hillingdon Supplementary Planning Document - Noise
Hillingdon Supplementary Planning Document - Planning Obligations
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Land Contamination

Contact Officer: Adrien Waite

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.

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Site Address

**21 High Street,
Yiewsley**

**LONDON BOROUGH
OF HILLINGDON
Residents Services**

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

Planning Application Ref:

26628/APP/2013/2604

Scale

1:1,250

Planning Committee

Major Application

Date

**December
2013**



HILLINGDON
COUNCIL

Report of the Head of Planning, Sport and Green Spaces

Address CHARLES CURRAN HOUSE BONIFACE ROAD ICKENHAM

Development: Demolition of existing care home and construction of 6 semi-detached 4-bed dwellings, together with associated car parking, landscaping and new pedestrian access.

LBH Ref Nos: 1022/APP/2013/2347

Drawing Nos: 2013/D115/P/01 Site Location Plan
2013/D115/P/02 Existing Site Plan Topographical & Tree Survey
2013/D115/P/04 Proposed Floor & Roof Plans
Tree Report
2013/D115/P/07 Typical Section
2013/D115/P/08 Locally Listed Wall New Opening
Design & Access Statement
Cabinet Report - Consultation on Disabilities Commissioning Plan
2013-D115-P-05 Rev B Proposed Elevations
2013-D115-P-06 Rev B Proposed Sectional Elevations
2013/D115/P/03 Rev A Proposed Site Plan

Date Plans Received:	15/08/2013	Date(s) of Amendment(s):	30/09/2013
Date Application Valid:	15/08/2013		16/09/2013
			15/08/2013
			26/11/2013

1. SUMMARY

Planning permission is sought for the demolition of an existing care home and the construction of six semi-detached 4-bed dwellings, together with associated car parking, landscaping and new pedestrian access.

It is not considered that the proposed development would have a detrimental impact on the locally listed wall or on the character of the Ickenham Village Conservation Area. The proposal would provide adequate levels of internal floor space and private amenity space for future occupiers.

The proposal complies with Policies AM14, BE4, BE8, BE10, BE13, BE19, BE20, BE21, BE23 and R11 of the Hillingdon Local Plan: Part 2- Saved UDP Policies (November 2012) and the Hillingdon Design and Accessibility Statement: Residential Layouts. It is therefore recommended that the application is approved.

2. RECOMMENDATION

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

2. That the Council enter into a Statement of Intent/Legal Agreement under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or Section 278 of the Highways Act 1980 (as amended) or other appropriate legislation to secure the following:

1: A contribution of £82,366 to be used towards capacity enhancements in near by educational facilities made necessary by the development

2: Project Management and Monitoring Fee: in line with the SPD if a s106 agreement is entered into then a contribution equal to 5% of the total cash contributions should be secured to ensure the management and monitoring of the resulting agreement.

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

D. If the Legal Agreement/s have not been finalised within 3 months, delegated authority be given to the Head of Planning, Sport and Heritage to refuse planning permission for the following reason:

'The applicant has failed to provide contributions towards the capacity enhancements in nearby educational facilities made necessary as a consequence of demands created by the proposed development. The proposal therefore conflicts with Policy R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)'.

E. 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,

2013/D115/P/01 Site Location Plan
2013/D115/P/02 Existing Site Plan Topographical & Tree Survey
2013/D115/P/03 Rev A Proposed Site Plan
2013/D115/P/04 Proposed Floor & Roof Plans
2013-D115-P-05 Rev B Proposed Elevations
2013-D115-P-06 Rev B Proposed Sectional Elevations
2013/D115/P/07 Typical Section
2013/D115/P/08 Locally Listed Wall New Opening

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 RES7 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)

4 RES8 Tree Protection

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

1. A method statement outlining the sequence of development on the site including 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)

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 Cycle Storage (for 12 bicycles)

2.c Means of enclosure/boundary treatments

2.d Car Parking Layouts for 12 cars (including demonstration that 3 parking spaces are served by electrical charging points and 1 parking space is designed and allocated for disabled persons)

2.e Hard Surfacing Materials

2.f External Lighting

3. Details of Landscape Maintenance

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

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

4. Schedule for Implementation

5. Other

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

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)

6 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.

7 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 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and London Plan (July 2011) Policy 5.12.

8 RES16 Code for Sustainable Homes

The dwelling(s) 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.

9 RES18 Lifetime Homes/Wheelchair Units

All residential units within the development hereby approved shall be built in accordance with 'Lifetime Homes' Standards.

REASON

To ensure that sufficient housing stock is provided to meet the needs of disabled and elderly people in accordance with London Plan (July 2011) Policies 3.1, 3.8 and 7.2

10 NONSC Non Standard Condition

No unit hereby approved shall be occupied until a parking allocation scheme has been submitted to, and approved in writing by, the Local Planning Authority. Thereafter the parking shall remain allocated for the use of the units in accordance with the approved scheme and remain under this allocation for the life of the development.

REASON

To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy AM14 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 6 of the London Plan (July 2011).

11 RES24 Secured by Design

The dwelling(s) shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No dwelling shall be occupied until accreditation has been achieved.

REASON

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

12 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 flank walls or roof slopes of any of the dwellings hereby approved.

REASON

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

13 RES13 Obscure Glazing

The first floor bathroom windows in the dwellings hereby approved shall be glazed with permanently obscured glass and non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

REASON

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

14 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 extension 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)

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

16 NONSC Non Standard Condition

Prior to the commencement of any works to the locally listed wall, precise and detailed plans at a scale of 1:20 of the new gate shall be submitted to, and approved in writing by, the Local Planning Authority.

Thereafter the gate shall be installed and maintained in full accordance with the approved details for the life of the development.

REASON

To ensure that the works to the locally listed wall and the final appearance of the structure is appropriate in compliance with Policies BE8 and BE13 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.
BE4	New development within or on the fringes of conservation areas
BE8	Planning applications for alteration or extension of listed buildings
BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings

BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
R11	Proposals that involve the loss of land or buildings used for education, social, community and health services
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities

3

You are advised that the development hereby approved represents chargeable development under the Mayor's Community Infrastructure Levy. At this time the Community Infrastructure Levy is estimated to be £3,867.58 which is due on commencement of this development. The actual Community Infrastructure Levy will be calculated at the time your development is first permitted and a separate liability notice will be issued by the Local Planning Authority. Should you require further information please refer to the Council's Website www.hillingdon.gov.uk/index.jsp?articleid=24738

4 115 **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 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.

5 159 **Councils Local Plan : Part 1 - Strategic Policies**

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon

Unitary Development Plan - Saved Policies September 2007), then London Plan Policies. On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

6 143 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.

7 147 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).

8 11 Building to Approved Drawing

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

9 115 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 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.

10 I25A The Party Wall etc. Act 1996

On 1 July 1997, a new act, The Party Wall etc. Act 1996, came into force.

This Act requires a building owner to notify, and obtain formal agreement from, any adjoining owner, where the building owner proposes to:-

- 1) carry out work to an existing party wall;
- 2) build on the boundary with a neighbouring property;
- 3) in some circumstances, carry out groundworks within 6 metres of an adjoining building.

Notification and agreements under this Act are the responsibility of the building owner and are quite separate from Building Regulations or planning controls. Building Control will assume that an applicant has obtained any necessary agreements with the adjoining owner, and nothing said or implied by Building Control should be taken as removing the necessity for the building owner to comply fully with the Act.

11 I32 Trees in a Conservation Area

As the application site is within a conservation area, not less than 6 weeks notice must be given to the Local Planning Authority of any intention to cut down, top, lop or uproot or otherwise damage or destroy any trees on the application site. Please contact the Trees & Landscape Officer, Planning & Community Services, 3N/02, Civic Centre, Uxbridge, UB8 1UW for further advice.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located on the northern side of Swakeleys Road. 6-8 Swakeleys Road (The Coach House) is located east of the site whilst the Grade II Listed Appletree Cottage, 20 Swakeleys Road, is located west of the site. The site backs onto the rear gardens of 22-28 Boniface Road located north of the site. Access to the application site is via Boniface Road. The site is covered by TPO 4 and is located within the Ickenham Village Conservation Area, as identified in the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012). The site also contains a locally listed wall along the south site boundary and part of the west site boundary.

3.2 Proposed Scheme

Planning permission is sought for the demolition of an existing care home and the construction of six semi-detached 4-bed dwellings, together with associated car parking and landscaping. A new pedestrian access would be installed in the locally listed wall facing onto Swakeleys Road.

3.3 Relevant Planning History

1022/AC/76/1014

25-99 (Odds) Boniface Road Ickenham

Res.dev - Hostel/Boarding/Guest house (Outline)(P) (Charles Curran House, 36 Boniface

Road).

Decision: 06-10-1976 Approved

1022/AF/78/1964 25-99 (Odds) Boniface Road Ickenham
Reserved mats. of outline 1022/4526 (P) (Charles Curran House, 36 Boniface Road).

Decision: 09-05-1979 Approved

1022/AG/79/0127 25-99 (Odds) Boniface Road Ickenham
Reserved mats. of outline 1022/4526 (P) (Charles Curran House, 36 Boniface Road).

Decision: 09-05-1979 Approved

1022/AH/79/0905 25-99 (Odds) Boniface Road Ickenham
Reserved mats. of outline 1022/4526 (P) (Charles Curran House, 36 Boniface Road).

Decision: 27-11-1979 ADH

1022/AJ/86/1632 25-99 (Odds) Boniface Road Ickenham
Householder dev. (small extension,garage etc) (P) (Charles Curran House, 36 Boniface Road).

Decision: 15-10-1986 ALT

1022/APP/2013/2345 Charles Curran House Boniface Road Ickenham
Conservation Area Consent for the demolition of existing care home.

Decision:

39824/C/91/1608 Charles Curran House Boniface Road Ickenham
Retention of garden shed

Decision: 21-11-1991 ALT

Comment on Relevant 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.BE1 (2012) Built Environment

PT1.HE1 (2012) Heritage

Part 2 Policies:

AM7 Consideration of traffic generated by proposed developments.

AM14 New development and car parking standards.

BE4 New development within or on the fringes of conservation areas

BE8 Planning applications for alteration or extension of listed buildings

BE10 Proposals detrimental to the setting of a listed building

BE13 New development must harmonise with the existing street scene.

BE15 Alterations and extensions to existing buildings

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

BE20 Daylight and sunlight considerations.

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

BE22 Residential extensions/buildings of two or more storeys.

BE23 Requires the provision of adequate amenity space.

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

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

R11 Proposals that involve the loss of land or buildings used for education, social, community and health services

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

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **25th September 2013**

5.2 Site Notice Expiry Date:- Not applicable

19th September 2013

6. Consultations

External Consultees

Consultation letters were sent to 35 local owners/occupiers and a site notice was displayed. 3 responses were received making the following comments/objections:

- i) Resident was not consulted
- ii) There is no area for storage/collection of refuse
- iii) The sliding gate to the car park could restrict access to the fence at the rear of 22-28 Boniface Road for their occupiers
- iv) There will be a significant impact on the appearance of the Ickenham Village Conservation Area
- v) The 'new pedestrian access' is a breach in the main structure of the locally listed wall - private, lockable gate for the sole use of the development

One petition regarding parking restrictions for The Buntings was received, raising concerns over increased parking caused by the proposed dwellings.

Ickenham Residents Association:

The proposed site plan shows two of the three semi-detached 4-bed dwellings facing Swakeleys Road, i.e. set very far forward facing a 3.8 m locally listed brick wall with a new pedestrian access operated by a push-button lock system. We feel it would be a far better arrangement, if the said two dwellings would be facing the other way - into the site - with their back gardens towards the south brick wall.

This would also mean that it would be much easier for the occupants to use the proposed parking spaces at the top of the plot (north/east) which would then be a lot nearer. If not, it would be more than likely that occupants would park their vehicles in Swakeleys Road and use the newly proposed pedestrian access.

We understand that pedestrian and vehicular access will be off Boniface Road, with which we would agree, but are concerned that the existing restrictions on vehicular traffic using the gated exit to Swakeleys Road (closest to the listed building of The Coach House) should be maintained.

We are completely in the hands of your Planning Team with their greater expertise and facilities to arrive at the correct decision.

Ickenham Conservation Area Panel:

No response received.

Internal Consultees

Conservation Officer:

The most remarkable feature on this site in Ickenham Conservation Area is the tall, brick boundary wall, which is locally listed.

The proposal would involve the building of two pairs of semi-detached houses immediately behind the wall, with another pair to the rear at right angles. It would be necessary to insert a new gateway within the wall for access, but this has been designed sensitively. Minor amendments have been sought to the design of the roofs and front facades of these houses, and these have been received.

RECOMMENDATIONS: Acceptable

Highways:

The development proposals are for the demolition of the existing care home and the construction of 6 x 4 bedroom dwellings within the site. As part of the proposals 12 car parking spaces will be provided to serve the development with vehicle access maintained from Boniface Road. In addition, cycle parking will be provided within the rear garden area of each dwelling.

When undertaking assessment of the proposals, it is noted that the PTAL index within the area is 2, which is classified as poor. As a result, the maximum car parking provision of 2 car parking spaces per dwelling is considered acceptable.

In addition, it is clear that based on the scale of the existing use at the site, there would be no increase in traffic generation or the servicing requirements associated with the proposals.

Therefore, it is considered that the development would not be contrary to the Policies of the adopted Hillingdon Local Plan, 2012, Part 2 and no objection is raised in relation to the highway and transportation aspect of the proposals.

Section 106 Officer:

Proposed Heads of Terms:

1. Highways: in line with the SPD any and all highways works as required by the highways engineers are to be implemented with the full cost met by the developer. Please liaise with highways in the first instance.
2. Education: in line with the SPD a contribution in the sum of £82,366 should be secured as a result of this proposal.
3. Project Management and Monitoring Fee: in line with the SPD if a s106 agreement is entered into then a contribution equal to 5% of the total cash contributions should be secured to ensure the management and monitoring of the resulting agreement.

Waste Strategy:

The plan does not appear to show that a space has been allocated for the storage of waste from the properties. Hillingdon is not a wheeled bin borough. Bins or other containment would have to be provided by the developer.

The current waste and recycling collection systems are: -

- Weekly residual (refuse) waste - using sacks purchased by the occupier
- Weekly dry recycling collection - using specially marked sacks provided by the Council.
- Weekly green garden waste collection - three specially marked reusable bags - approximately 80 litre in volume - provided by the Council free of charge.

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

Trees and Landscape Officer

LANDSCAPE CHARACTER / CONTEXT:

The site is occupied by a part single, part two-storey care home (now vacant) situated behind, and largely hidden from view by, a high brick wall to the north of Swakeleys Road. Accessed via Boniface Road, the site is particularly verdant due to trees and shrubs within the garden which

surrounds the building, together with off-site trees along the northern boundary and to the north-east of the site entrance.

Trees on the site are protected by virtue of their location within the Ickenham Village Conservation Area and specific trees in the vicinity are protected by Tree Preservation Order No. 4. (The only tree affected by the TPO is T17, a flowering Cherry, which no longer exists on site.)

PROPOSAL:

The proposal is to demolish the existing care home and construct 6No. semi-detached, 4-bed dwellings, together with associated car parking, landscaping and new pedestrian access.

LANDSCAPE CONSIDERATIONS:

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

- A Tree Report, by John Cromar, dated 12 August 2013, assesses the condition and value of 41No. individual trees, groups and larger shrubs on, and close to, the site which may be affected by the proposed development.
- The table of tree data concludes that there are no 'A' grade trees on (or close to) the site. 16 No. trees are considered to be 'B' grade trees (fair), 22No. are graded 'C' (poor) and 3 No. are 'U' grade trees whose removal is justified on the grounds of sound arboricultural management.
- The Proposed Site Plan, Hillingdon drawing No. 2013/D115/P/03 shows the site layout with six dwellings arranged as three pairs of semi-detached houses, together with private gardens and a communal parking court on the northern boundary. A new secure entrance is to be provided in the wall, providing pedestrian access directly on to Swakeleys Road.
- All off site trees have been retained, as have the better quality ('B' grade trees). However, Hillingdon drawing 2013/D115/P/02 indicates that a number of poor quality trees will be retained, contrary to the recommendations of the tree report. The retention of these poor quality trees is ill-advised. In the short term they will constrain the demolition and construction operations. In the longer term they will do little to enhance the appearance site (or value of the new houses) and will be more difficult to remove once the scheme is complete.
- The Arboricultural Report includes a proposed site layout drawing No. 1-38-3265P3 which indicates the trees which are worthy of retention and the opportunities for new / replacement tree planting. These recommendations should be followed.
- The same drawing has a key to all of the Tree Protection Proposals which are specified in section 06 of the report. The adherence to the tree protection measures and supervision by the tree surveyor at critical parts of the development - including prior to demolition- should be confirmed by condition.
- If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and appearance of the area.

RECOMMENDATIONS:

No objection subject to the above comments and conditions RES6, RES7, RES8 (parts 1,2,5 and 6), 10

INFORMATIVE:

- All tree work should be carried out in accordance with the recommendations of BS3998:2010 'Tree Work-Recommendations'.
- The Wildlife and Countryside Act 1981: Note that it is an offence under the Wildlife and Countryside Act 1981 to disturb roosting bats or nesting birds or other species. It is advisable to consult your tree surgeon/consultant to agree an acceptable time for carrying out any work.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Policy R11 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)

states that:

"The local planning authority will assess proposals which involve the loss of land or buildings used or whose last authorised use was for education, social, community and health services by taking into account whether:-

- (i) there is a reasonable possibility that refusal of permission for an alternative use would lead to the retention and continued use of the existing facility;
- (ii) adequate accessible alternative provision is available to meet the foreseeable needs of the existing and potential users of the facility to be displaced;
- (iii) the proposed alternative use accords with the other policies of this plan and contributes to its objectives".

The site has previously been used as a care home and is currently vacant. There has been considerable change in the way care is delivered in the borough over the last few years, with accessible and adequate care being provided in different locations within the borough. The existing care facilities at Charles Curran House is thereby surplus to requirements. Given this, it is not considered that refusal of permission would lead to the retention or continued use of the existing facility.

Policy R11 also requires that the proposed alternative use accords with the other policies of this plan, and consideration of this matter is set out in the remaining sections of this report.

7.02 Density of the proposed development

Policy 3.4 of the London Plan (2011) advises that Boroughs should ensure that development proposals achieve the highest possible intensity of use compatible with local context and the site's public transport accessibility. The London Plan provides a density matrix to establish a strategic framework for appropriate densities at different locations.

The site has a PTAL of 2 and is located within a suburban setting. The London Plan provides for a residential density between 50 - 95 u/ha. The proposed density for the site would be 28 units/ha, which is below London Plan guidance. However, given the context of the site in the Ickenham Village Conservation Area, and the constraints of the site resulting from retained trees and surrounding development, the density is considered appropriate in this case.

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

The site is located within the Ickenham Village Conservation Area and contains a locally listed wall which faces onto Swakeleys Road. The proposal would provide a new pedestrian opening in the Locally Listed wall facing onto Swakeleys Road. The pedestrian opening would be made secure by way of a lockable steel gate and would provide access to residents in the four dwellings fronting Swakeleys Road. The gate would measure 1.2m wide and 2.1m high with corbelling arch bricks which will match the orange brickwork of the wall. The Council's Conservation Officer has no objection to the installation of a new pedestrian access in the Locally Listed wall.

The proposed dwellings would be of a similar height of the neighbouring properties and have an acceptable roof design. Following initial comments from the Council's Conservation Officer, the roof design and front facades of the dwellings have been amended to ensure that the scale and design of the development is in keeping with the surrounding area. The changes are considered to be acceptable and would not have a detrimental impact on the character and appearance of the Ickenham Conservation Area.

The scheme is considered to comply with Policies BE4, BE8, BE10 and BE13 of the

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

7.04 Airport safeguarding

Not applicable for this application.

7.05 Impact on the green belt

Not applicable for this application.

7.07 Impact on the character & appearance of the area

See Section 7.03.

7.08 Impact on neighbours

The proposed dwellings would be two-storey with accommodation provided within the roofs, with rear dormer windows and front rooflights.

Privacy

Policy BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to ensure that the design of new buildings protects the privacy of the occupiers and their neighbours. The supporting text to this policy states that 'the protection of privacy, particularly of habitable rooms (including kitchens) and external private amenity space is an important feature of residential amenity'. The Council's HDAS also provides further guidance in respect of privacy, stating in particular that the distance between habitable room windows should not be less than 21m.

The Council's HDAS at paragraph 4.12 states that 'new residential development should be designed so as to ensure adequate privacy for its occupants and that of the adjoining residential property from windows above ground floor, an angle of 45 degrees each side of the normal is assumed in determining facing, overlooking distances. This requirement has been adhered to so as to respect the residential amenity of existing residents.

Outlook

Policy BE21 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) states that planning permission will not be granted for new development, which by reason of its siting, bulk and proximity, would result in a significant loss of residential amenity of established residential areas. The Council's Supplementary Planning Document 'Hillingdon Design and Access Statement' (HDAS) states that where a two or more storey building abuts a property or its garden, adequate distance should be maintained to overcome possible over domination.

As part of the design, sufficient distances are maintained between the new buildings and the nearest adjoining dwellings. The massing of the 2 storey semi detached properties relative to the adjoining properties is considered satisfactory. It is therefore considered that the proposal would not result in an over dominant form of development which would detract from the amenities of neighbouring occupiers, in compliance with Saved Policy BE21 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and relevant design guidance.

Sunlight/Overshadowing

The proposed dwellings fronting Swakeleys Road (units 1-4) would project forward of the established building line to the west of the site. In relation to the front facing windows of the adjoining property to the west (Appletree Cottage), unit 1 would marginally breach the 45 degree principle designed to ensure that adequate daylight and sunlight is enjoyed in

existing dwellings.

However there is an existing 3.7 metre high wall on the site's western boundary, which will be retained and the eaves height of the two storey dwelling at 4.7 metres would be only marginally higher than the existing wall. In addition, a distance of over 5 metres will be maintained between the flank wall of unit 1 and the side boundary with Appletree Cottage. Given these factors and the orientation of the proposed development, it is not considered that there would be a material loss of daylight or sunlight to the occupiers of that property. With regard to other surrounding development, it is not considered that there would be a material loss of daylight or sunlight to neighbouring occupiers, as the proposed dwellings would be sited a sufficient distance away from adjoining properties. The proposal is considered to be consistent with Policy BE20 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and relevant design guidance.

7.09 Living conditions for future occupiers

Amenity Space

Policy BE23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that residential developments should provide adequate external amenity space for occupants. Four-bed dwellings require a minimum of 100sq.m. The proposed dwellings would have their own private amenity space ranging from 102sq.m to 121sq.m and so would benefit from an adequate amount of external amenity space.

Floor Space

The Council's HDAS - Residential Layouts sets out minimum floorspace standards which should be achieved in order to ensure appropriate living standards. A minimum floorspace of 103sq.m is required for four-bed three-storey houses. The six dwellings would all have an internal floorspace of 148sq.m, thereby exceeding the minimum requirement and providing occupiers with an acceptable amount of living space.

Privacy

Policy BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the Council's SPD: Residential Extensions seek to prevent new developments from causing unacceptable levels overlooking and loss of privacy to occupiers and neighbours.

The rear garden of unit 4 would be partially overlooked by offices in the Coach house located to the east of the site. However, these offices are unlikely to be occupied in the evenings and weekends when future occupants of the unit would be more likely to utilise their private amenity area.

No windows are proposed in the flank elevation of unit 5 facing units 1 - 4. However, the first floor windows and rear dormers of units 1 - 4 would be less than 21 metres from the rear garden of unit 5, thereby raising an issue of privacy to the external amenity area of unit 5. Nevertheless, the views of the rear garden from units 3 and 4 would be mainly outside the 45 degree field of vision. Overlooking from Unit 1 would be reduced by the retention of existing trees in its rear garden. The rear gardens of all the units would be separated by 1.8m high closed boarded fencing to prevent overlooking from the ground floor windows.

On balance it is not considered that the proposed dwellings would be subject to

unacceptable levels overlooking as to warrant refusal of the scheme.

Outlook, Sunlight and Daylight

It is considered that in relation to the pair of semis to the rear (units 5 and 6), adequate distances have been maintained to the site boundaries in order to ensure that future occupants of these units would enjoy adequate levels of sunlight, daylight and outlook from habitable windows and the rear gardens. A distance of 15 metres can generally be achieved between the flank wall of unit 5 and the rear of units 1 -4 apart from one corner where it this distance reduces to 14.5 metres.

However, south facing ground floor habitable windows of units 1 - 4 would be only 6.5 metres from the boundary wall and belt of trees fronting Swakeleys Road, thereby restricting to some degree, the amount of sunlight and outlook that could reasonably be expected for future occupiers of these units. All but one of these trees along the road frontage are shown to be retained, including a number of poor quality trees, which is contrary to the recommendations of the tree report.

The Tree and Landscape Officer notes that the retention of these poor quality trees is ill-advised, as in the short term they will constrain the demolition and construction operations and in the longer term they will do little to enhance the appearance site, or the amenity value of the new houses and will be more difficult to remove once the scheme is complete. The submitted Arboricultural Report indicates the trees which are worthy of retention and the opportunities for more appropriate new and replacement tree planting. The Tree and Landscape Officer considers that these recommendations should be followed. This would improve the outlook from these units and ensure that adequate daylight/sunlight would be enjoyed by future occupiers. These matters can be secured by condition.

Subject to conditions, it is considered that a good level of day lighting and outlook for the proposed development can be achieved, in accordance with Policies BE20 and BE21 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and relevant design guidance.

Overall, it is considered that the proposed development would provide good living conditions for all of the proposed units in accordance with Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), HDAS Residential Layouts and the provisions of the London Plan.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The scheme would provide 12 car parking spaces, two spaces per dwelling, at the rear of the site with vehicle access maintained from Boniface Road. The parking area would have secure fencing and would be accessed by a metal sliding gate, details of which can be secured by way of condition.

The PTAL index within the local area is 2, which is classified as poor. The proposed car parking provision for the dwellings are considered acceptable. The Council's Highways Engineer raises no objection to the proposal. The proposal thereby complies with Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

7.11 Urban design, access and security

Urban Design
Discussed elsewhere in the report.

Security

The development has incorporated measures such as secure fencing and security gates to reduce the risk of crime. The development would be required to meet the Metropolitan Police's 'Secure By Design' criteria. This can be dealt with by way of a condition should approval be granted.

7.12 Disabled access

The applicant's design and access statement confirms that the proposed development would comply with Lifetime Homes Standards and part M of the Building regulations. One of the dwellings would be wheelchair accessible. Relevant conditions would be attached should approval be granted to ensure the criteria are met.

7.13 Provision of affordable & special needs housing

Not applicable for this application.

7.14 Trees, landscaping and Ecology

The layout plan indicates that the majority of vegetation along the boundaries is to be retained, which strongly contributes to the character and appearance of the street scene. Additional landscaping would be provided within the proposed front gardens and along the side elevation of Unit 4. Details of the final landscape scheme can be dealt with by way of a condition.

7.15 Sustainable waste management

Refuse and recycling would be stored in the rear gardens of the proposed dwellings and would be required to be presented near the curtilage of the property on allocated collection days. Refuse from Houses 1-4, located along Swakeleys Road, would be collected from inside the new pedestrian access on Swakeleys Road whilst the refuse from Houses 5 and 6 would be collected from the car park to the north of the site which is accessed from Boniface Road. It is considered that the facilities for the storage of refuse and recycling would be acceptable for the development.

7.16 Renewable energy / Sustainability

Policies within Chapter 5 of the London Plan require developments to provide for reductions in carbon emissions, including a reduction of 25% in carbon emissions, in line with Code for sustainable Homes Level 4.

The applicant's design and access statement states that the development is expected to achieve Level 4 of the Code for Sustainable Homes. Therefore, subject to an appropriate condition to secure this implementation within the final design, the scheme will comply with adopted policy.

7.17 Flooding or Drainage Issues

Not applicable for this application.

7.18 Noise or Air Quality Issues

Not applicable for this application.

7.19 Comments on Public Consultations

A number of responses were received during the public consultation raising a number of objections, including the impact on the Ickenham Village Conservation Area and the locally listed wall, storage of waste and parking. These concerns are dealt elsewhere within this report.

Regarding a resident not being consulted, the Local Planning Authority has consulted all nearby local residents and posted site and press notices in line with statutory guidelines.

7.20 Planning obligations

Policy R17 of the Hillingdon Local Plan: Part 2 - 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.

In this instance planning obligations relating to education contributions and project management and monitoring are required.

The proposed scheme represents chargeable development under the Mayor's Community Infrastructure Levy. At this time the Community Infrastructure Levy is estimated to be £3,519.15.

7.21 Expediency of enforcement action

Not applicable for this application.

7.22 Other Issues

None

8. Observations of the Borough Solicitor

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

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

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

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

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

9. Observations of the Director of Finance

Not applicable for this application.

10. CONCLUSION

Planning permission is sought for the demolition of an existing care home and the construction of six semi-detached 4-bed dwellings, together with associated car parking,

landscaping and new pedestrian access.

It is not considered that the proposed development would have a detrimental impact on the character of the Ickenham Village Conservation Area. The proposal would provide adequate levels of internal floor space and private amenity space for future occupiers.

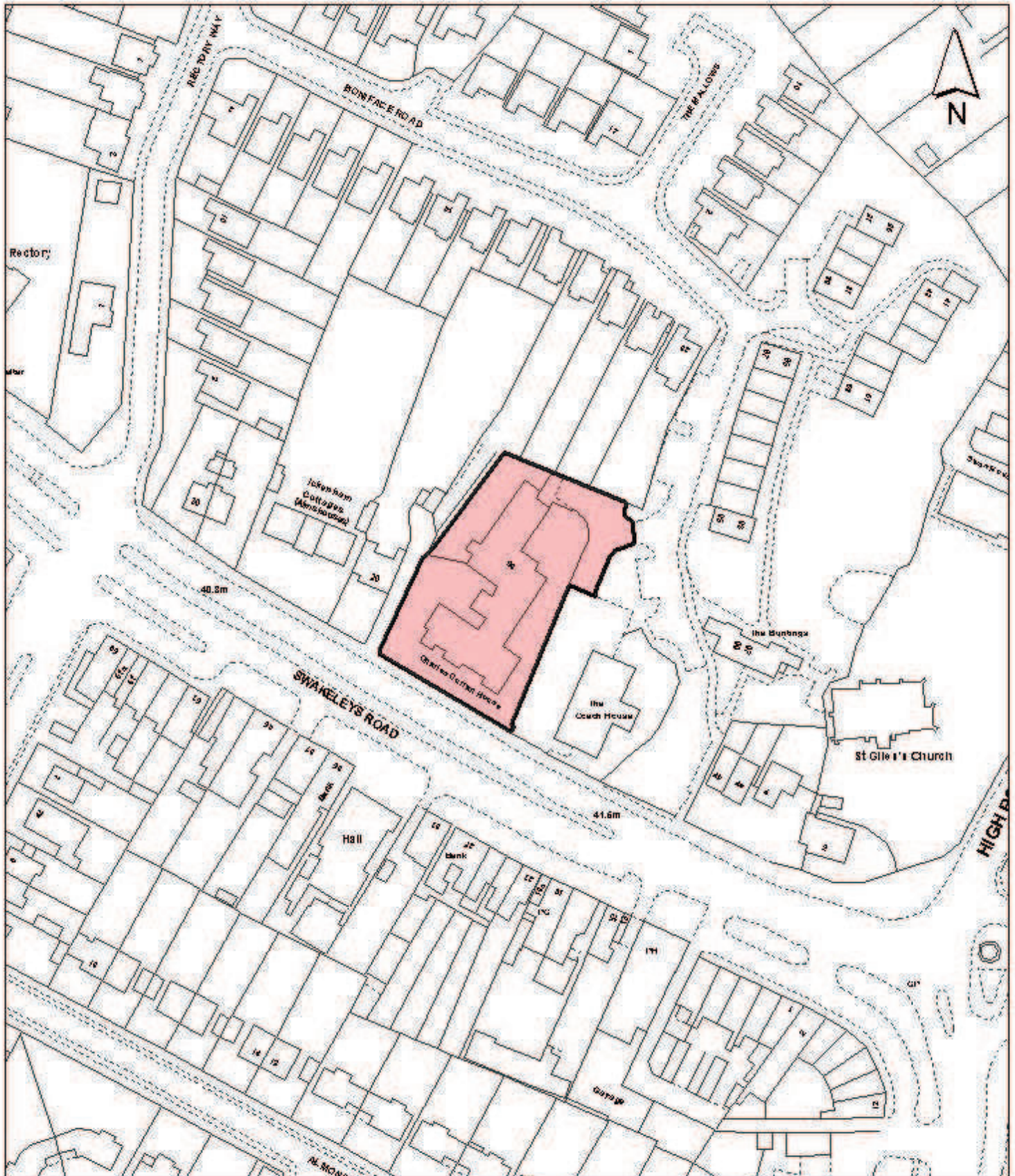
The proposal complies with Policies AM14, BE4, BE8, BE10, BE13 BE19, BE20, BE21, BE23 and R11 of the Hillingdon Local Plan: part 2- Saved UDP Policies (November 2012) and the Hillingdon Design and Accessibility Statement: Residential Layouts. It is therefore recommended that the application is approved.

11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
Hillingdon Design and Accessibility Statement: Residential Layouts
Hillingdon Supplementary Planning Document: Planning Obligations
London Plan (July 2011)

Contact Officer: Katherine Mills

Telephone No: 01895 250230



Notes

 Site boundary

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Site Address

**Charles Curran House
Boniface Road**

**LONDON BOROUGH
OF HILLINGDON
Residents Services**

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

Planning Application Ref:
1022/APP/2013/2347

Scale
1:1,250

Planning Committee
Major Application

Date
**December
2013**



HILLINGDON
LONDON

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Report of the Head of Planning, Sport and Green Spaces

Address CHARLES CURRAN HOUSE BONIFACE ROAD ICKENHAM

Development: Conservation Area Consent for the demolition of existing care home.

LBH Ref Nos: 1022/APP/2013/2345

Drawing Nos: 2013/D115/P/01 Site Location Plan
2013/D115/P/02 Existing Site Plan Topographical & Tree Survey
2013/D115/P/04 Proposed Floor & Roof Plans
Tree Report
2013/D115/P/07 Typical Section
2013/D115/P/08 Locally Listed Wall New Opening
Design & Access Statement
2013-D115-P-05 Rev B Proposed Elevations
2013-D115-P-06 Rev B Proposed Sectional Elevations
2013/D115/P/03 Rev A Proposed Site Plan

Date Plans Received: 15/08/2013 **Date(s) of Amendment(s):** 30/09/2013
Date Application Valid: 15/08/2013 26/11/2013

1. CONSIDERATIONS

1.1 Site and Locality

The application site is located on the northern side of Swakeleys Road. 6-8 Swakeleys Road (The Coach House) is located east of the site whilst the Grade II Listed Appletree Cottage, 20 Swakeleys Road, is located west of the site. The site backs onto the rear gardens of 22-28 Boniface Road located north of the site. Access to the application site is via Boniface Road. The site is covered by TPO 4 and is located within the Ickenham Village Conservation Area, as identified in the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012). The site also contains a locally listed wall along the south site boundary and part of the west site boundary.

1.2 Proposed Scheme

Conservation Area Consent is sought for the demolition of an existing care home (Charles Curran House) which is currently vacant. The consent is sought in association with a parallel planning application (ref: 1022/APP/2013/2347) to also demolish the existing building and to construct six semi-detached 4-bed dwellings. The existing locally listed wall on the site is to be retained.

1.3 Relevant Planning History

1022/AC/76/1014 25-99 (Odds) Boniface Road Ickenham

Res.dev - Hostel/Boarding/Guest house (Outline)(P) (Charles Curran House, 36 Boniface Road).

Decision Date: 06-10-1976 Approved **Appeal:**

1022/AF/78/1964 25-99 (Odds) Boniface Road Ickenham
Reserved mats. of outline 1022/4526 (P) (Charles Curran House, 36 Boniface Road).

Decision Date: 09-05-1979 Approved **Appeal:**

1022/AG/79/0127 25-99 (Odds) Boniface Road Ickenham
Reserved mats. of outline 1022/4526 (P) (Charles Curran House, 36 Boniface Road).

Decision Date: 09-05-1979 Approved **Appeal:**

1022/AH/79/0905 25-99 (Odds) Boniface Road Ickenham
Reserved mats. of outline 1022/4526 (P) (Charles Curran House, 36 Boniface Road).

Decision Date: 27-11-1979 ADH **Appeal:**

1022/AJ/86/1632 25-99 (Odds) Boniface Road Ickenham
Householder dev. (small extension, garage etc) (P) (Charles Curran House, 36 Boniface Road).

Decision Date: 15-10-1986 ALT **Appeal:**

1022/APP/2013/2347 Charles Curran House Boniface Road Ickenham
Demolition of existing care home and construction of 6 semi-detached 4-bed dwellings, together with associated car parking, landscaping and new pedestrian access.

Decision Date: **Appeal:**

39824/C/91/1608 Charles Curran House Boniface Road Ickenham
Retention of garden shed

Decision Date: 21-11-1991 ALT **Appeal:**

Comment on Planning History

2. Advertisement and Site Notice

2.1 Advertisement Expiry Date:- 25th September 2013

2.2 Site Notice Expiry Date:- Not applicable

3. Comments on Public Consultations

EXTERNAL

Ickenham Conservation Area Panel:
No response received

Ickenham Residents Association:

The proposed site plan shows two of the three semi-detached 4-bed dwellings facing Swakeleys Road, i.e. set very far forward facing a 3.8 m locally listed brick wall with a new pedestrian access operated by a push-button lock system.

We feel it would be a far better arrangement, if the said two dwellings would be facing the other way - into the site - with their back gardens towards the south brick wall.

This would also mean that it would be much easier for the occupants to use the proposed parking spaces at the top of the plot (north/east) which would then be a lot nearer. If not, it

would be more than likely that occupants would park their vehicles in Swakeleys Road and use the newly proposed pedestrian access.

We understand that pedestrian and vehicular access will be off Boniface Road, with which we would agree, but are concerned that the existing restrictions on vehicular traffic using the gated exit to Swakeleys Road (closest to the listed building of The Coach House) should be maintained.

We are completely in the hands of your Planning Team with their greater expertise and facilities to arrive at the correct decision.

Officer comments:

The concerns raised relate to the application for planning permission ref: 1022/APP/2013/2347 of six semi-detached 4-bed dwellings.

INTERNAL

Conservation Officer:

The current building is of no particular merit, although it does sit nicely behind the tall locally listed front boundary wall. The roofs of the proposed new houses have been designed in such a way as to relate well to the boundary wall too, so there is no objection to the loss of Charles Curran House.

RECOMMENDATIONS: Acceptable

4. UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.HE1 (2012) Heritage

Part 2 Policies:

BE4 New development within or on the fringes of conservation areas

BE8 Planning applications for alteration or extension of listed buildings

BE10 Proposals detrimental to the setting of a listed building

BE13 New development must harmonise with the existing street scene.

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

5. MAIN PLANNING ISSUES

The main planning issue relates to the impact the demolition of the existing Charles Curran House will have on the Ickenham Village Conservation Area. The site contains a locally listed wall along the boundary with Swakeleys Road, which will be retained. Charles Curran House itself is not listed and of no particular merit. The Council's Conservation Officer raises no objection to the proposed demolition.

The proposed demolition would allow for the redevelopment of the site under planning application ref: 1022/APP/2013/2347 which is recommended for approval. It is therefore

considered that the proposed demolition would not have a detrimental impact on the visual amenity, character and appearance of the Ickenham Village Conservation Area.

The proposal complies with Policies BE4, BE10, BE13, BE15 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

6. **RECOMMENDATION**

APPROVAL subject to the following:

1 CA1 Time Limit (3 years) - Conservation Area Consent

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

REASON

To comply with Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

2 CA7 Extent of demolition

No demolition beyond that indicated on the approved drawings shall take place without the approval of the Local Planning Authority.

REASON

To safeguard the special architectural and/or historic interest of the building in accordance with Policy BE11 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

INFORMATIVES

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

2 The decision to GRANT Conservation Area Consent has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

BE4 New development within or on the fringes of conservation areas

BE8 Planning applications for alteration or extension of listed buildings

BE10 Proposals detrimental to the setting of a listed building

BE13 New development must harmonise with the existing street scene.

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

3 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.

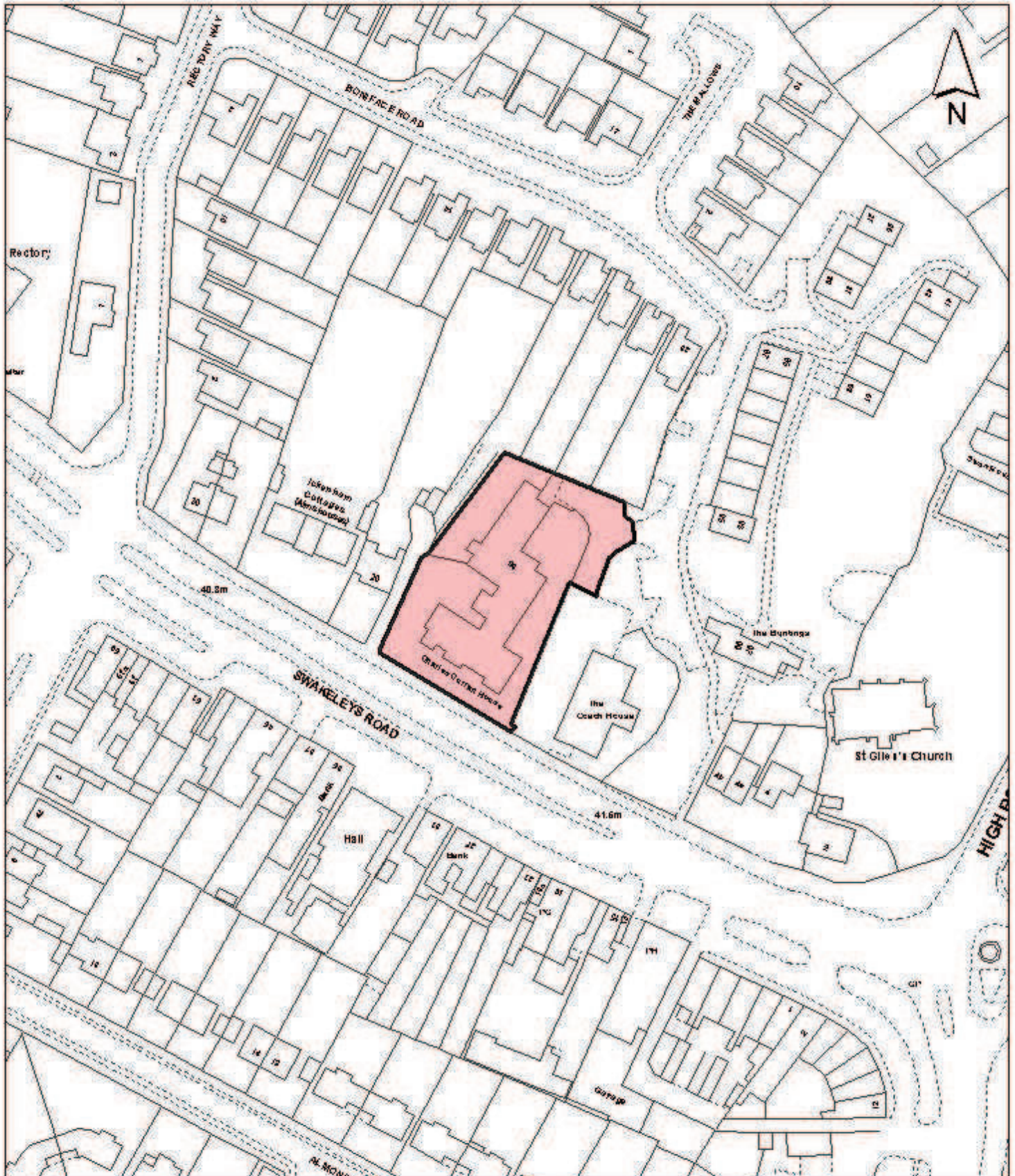
C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance' The Control of dust and emissions from construction and demolition.

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 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.

Contact Officer: Katherine Mills

Telephone No: 01895 250230



Notes

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Site Address

**Charles Curran House
Boniface Road**

**LONDON BOROUGH
OF HILLINGDON
Residents Services**

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

Planning Application Ref:
1022/APP/2013/2345

Scale
1:1,250

Planning Committee
Major Application

Date
**December
2013**



HILLINGDON
LONDON

Plans for Major Applications Planning Committee 10 December 2013



HILLINGDON
LONDON



INVESTOR IN PEOPLE

www.hillingdon.gov.uk

Page 299

Report of the Head of Planning, Sport and Green Spaces

Address 26-36 HORTON ROAD YIEWSLEY

Development: Demolition of existing buildings and redevelopment to provide 50 residential units in 3 buildings with associated car parking and cycle parking spaces, communal amenity areas, landscaping, private gardens and balconies utilising existing access.

LBH Ref Nos: 3507/APP/2013/2327

Date Plans Received: 14/08/2013

Date(s) of Amendment(s): 15/08/2013

Date Application Valid: 15/08/2013

..

GENERAL NOTES

All buildings to be built in accordance with the Building Regulations, Part A, and the Building Control Authority. All structures shall be constructed in accordance with the Building Regulations, Part A, and the Building Control Authority. All structures shall be constructed in accordance with the Building Regulations, Part A, and the Building Control Authority.

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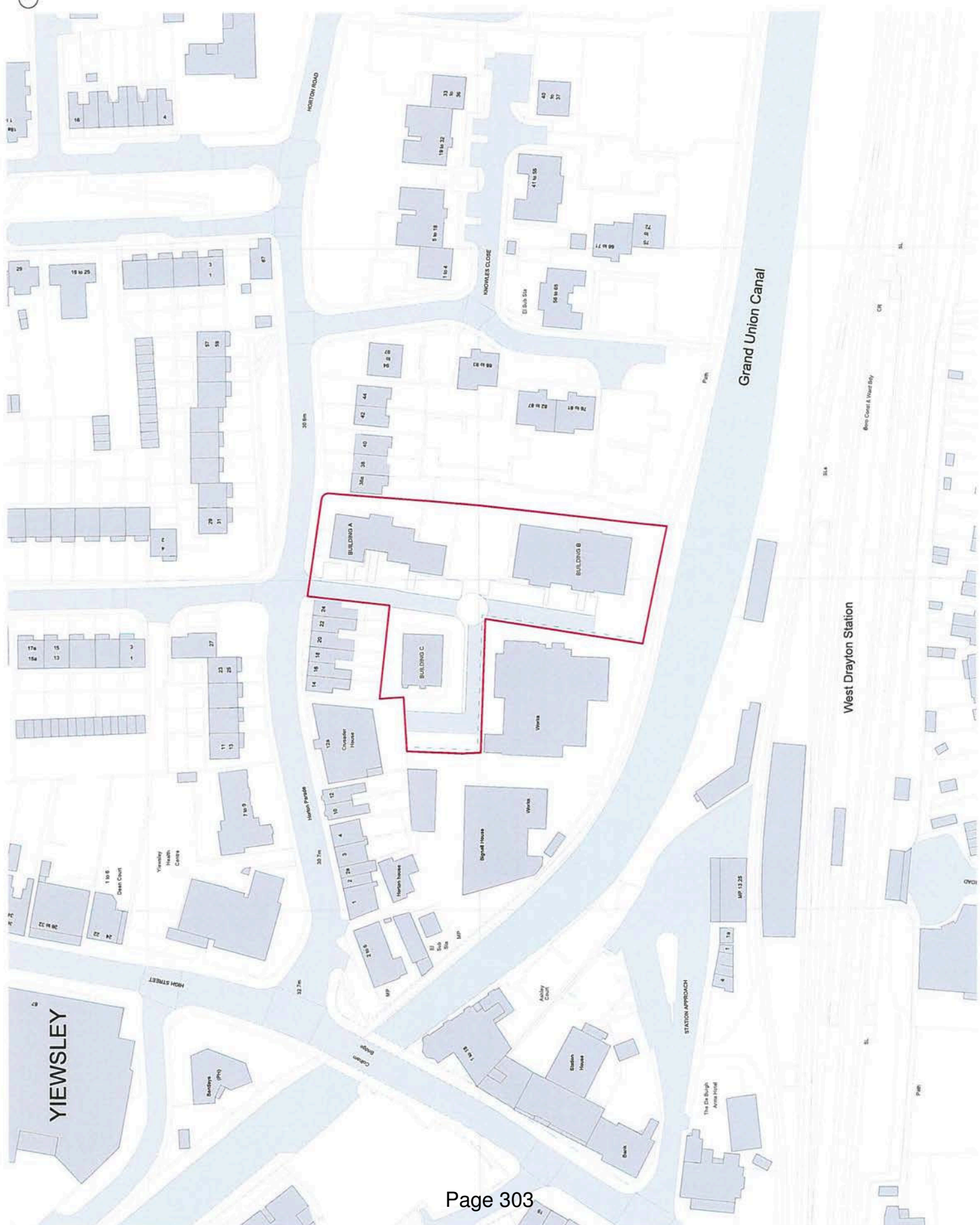
Approved by: [Signature]

2013 Assael Architects Limited

Assael Architects Limited
 10001 10001
 10001 10001
 10001 10001

DRAWING NOTES

PLAN NO: 10001 10001
 DATE: 10/05/13
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 PROJECT: [Name]



Clearview Homes

Horton Road, West Drayton

Proposed Site Plan

SCALE: 1:500
 DATE: May '13
 DRAWING NO: A2353 150 P2

Assael

Assael Architects Limited
 10001 10001
 10001 10001
 10001 10001



GENERAL NOTES:
 1. All dimensions are in millimeters unless otherwise stated.
 2. All levels are relative to the datum level unless otherwise stated.
 3. All dimensions are to the centerline of the element unless otherwise stated.
 4. All dimensions are to the face of the element unless otherwise stated.
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 10. All dimensions are to the face of the element unless otherwise stated.

FILE REF: A2353 200 DATE: 08/04/2018
 01 - Design Development 23/03/13 A2 022
 02 - Planning Submission 18/06/13 A2 021
 03 - Planning Submission 08/11/13 A2 021

INDICATIVE LANDSCAPE KEY

- Lawns - Shared
- Lawns - Private
- Paved area / Pathway
- Hard landscaping - Private path area
- Shared surface
- Shared surface, visually differentiated as pedestrian route

CLIENT:
 Cleerview Homes

PROJECT TITLE:
 Horton Road, West Drayton

DRAWING TITLE:
 Ground Floor Plan

SCALE @ A1 SIZE: DATE
 1:200 May '13
DRAWING NO.: STATUS / VERSION
 A23533 200 P3

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 F +44 (0) 1865 7756 6577
 W www.assael.co.uk





GENERAL NOTES:
 1. All dimensions are in millimetres unless otherwise stated.
 2. All levels are in millimetres above sea level unless otherwise stated.
 3. All work is to be in accordance with the Building Regulations 2010.
 4. All work is to be in accordance with the relevant British Standards.
 5. The drawings are to be used for construction purposes only.
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 10. The drawings are to be used for construction purposes only.

CLIENT:
 Cleerview Homes

PROJECT TITLE:
 Horton Road, West Drayton

DRAWING TITLE:
 First Floor Plan

SCALE & SIZE:
 1:200

DATE:
 May '13

DRAWING NO.:
 A2353 201

STATUS / VERSION:
 P3

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GENERAL NOTES:
 1. All dimensions are in millimetres unless otherwise stated.
 2. All levels are in millimetres above sea level unless otherwise stated.
 3. All drawings are for information only and are not to be used for construction.
 4. The client is responsible for obtaining all necessary planning and building regulations approvals.
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 10. The client is responsible for obtaining all necessary planning and building regulations approvals.

DRAWING NOTES:
 1. CLIENT: Cleerview Homes
 2. PROJECT TITLE: Horton Road, West Drayton
 3. DRAWING TITLE: Roof Plan
 4. SCALE: 1:200
 5. DATE: May '13
 6. DRAWING NO: A2353 205
 7. STATUS: P3

CLIENT: Cleerview Homes
PROJECT TITLE: Horton Road, West Drayton
DRAWING TITLE: Roof Plan
SCALE: 1:200
DATE: May '13
DRAWING NO: A2353 205
STATUS: P3

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GENERAL NOTES

All rooms and areas... Additional Accessible Hillington Guidance... Additional Accessible Hillington Wheelchair Standard Homes Guidance...

Additional Accessible Hillington Guidance

- Accessible parking not to be marked as accessible parking... - Communal path minimum width: 1800mm... - Communal entrance door to have 6500mm clear opening width... - Doors to require opening force no more than 30N to 30 degrees open... - No additional requirement for criteria 8 through 16

Accessibility Notes

All proposed dwellings meet Lifetime Homes requirements... Where Accessible Hillington SPG provides extra guidance... Common Stair Chairlift Compatibility

Lifetime Homes Requirements

- At least one parking space 3300mm wide x 4800mm deep adjacent or close to each block's entrance... - Level approach (no gradient exceeding 1:60, no crossfall exceeding 1:40) from car parking space to entrance... - L-level approach (no gradient exceeding 1:60, no crossfall exceeding 1:40) from all entrances...

Additional Accessible Hillington Wheelchair Standard Homes Guidance

- Parking: Parking located to allow unobstructed surveillance... - Approach to home: Slip resistant level approach to entrances... - Entrances: Covered area minimum 9000mm deep x 1500mm wide... - Hallways within a dwelling to have min width of 1200mm... - Main bedroom to have clear space 750mm wide to both sides and foot of bed... - Living room at entrance level: JM proposed lifts are single level...

Client Information

CLIENT: Clearview Homes
PROJECT TITLE: Horton Road, West Drayton
DRAWING TITLE: Accessibility Plan Block B
SCALE @ A1 SIZE: 1:100
DATE: Nov 13
DRAWING NO: A2353 211
STATUS/VERSION: P1

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GENERAL NOTES

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE IBC AND ALL APPLICABLE LOCAL ORDINANCES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.

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DATE: 05/13/2013
 DRAWN BY: J. BROWN
 PROJECT: 1424 HORTON ROAD
 1424 HORTON ROAD, WEST DRAYTON
 1424 HORTON ROAD, WEST DRAYTON



Client: Clearview Homes

Project: Horton Road, West Drayton

Building A Elevations

Scale: 1/8" = 1'-0"
 Date: May 13
 Drawing #: A2353 400 P2

Assael

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 1424 Horton Road
 West Drayton, VA 23091
 Tel: 440.992.1778 / 7744
 Fax: 440.992.1779 / 6577
 www.assaelva.com



SOUTH ELEVATION



NORTH ELEVATION



EAST ELEVATION



WEST ELEVATION

GENERAL NOTES

1. All exterior work shall be in accordance with the International Building Code (IBC) and the International Residential Code (IRC) unless otherwise noted.

2. All exterior work shall be in accordance with the manufacturer's instructions for the materials used.

3. All exterior work shall be in accordance with the applicable local, state, and federal codes.

4. All exterior work shall be in accordance with the applicable local, state, and federal codes.

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16. All exterior work shall be in accordance with the applicable local, state, and federal codes.

17. All exterior work shall be in accordance with the applicable local, state, and federal codes.

18. All exterior work shall be in accordance with the applicable local, state, and federal codes.

19. All exterior work shall be in accordance with the applicable local, state, and federal codes.

20. All exterior work shall be in accordance with the applicable local, state, and federal codes.

OWNER'S NOTES

1. All exterior work shall be in accordance with the applicable local, state, and federal codes.

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20. All exterior work shall be in accordance with the applicable local, state, and federal codes.



SOUTH ELEVATION



NORTH ELEVATION



EAST ELEVATION



WEST ELEVATION



Clearview Homes

PROJECT TITLE
Horton Road, West Drayton

DRAWING TITLE
Building C Elevations

SCALE 1/4" = 1'-0"

DATE May 13

DRAWN BY [Name]

CHECKED BY [Name]

PROJECT NO. A2353 402

DATE P2

Assael

Assael Architecture Limited
Suite 113
1440 St. Lawrence Street
West Drayton, BC
V4L 1A7
Tel: 604.552.7744
Fax: 604.552.7745
W: www.assael.ca

Parking Spaces

- 49 Standard Spaces 4800x2400mm
- 5 Accessible Spaces with additional 1200mm access zone to side and rear.
- 54 Total spaces



Proposed entrance curb
shown in drawing S47 SN05

Existing curb lines taken
from measured site
survey.

Refuse / Emergency
vehicle tracking by
consultants EAS
Transport Planning.

GENERAL NOTES:
1. All work shall be in accordance with the current editions of the British Standards listed below.
2. All work shall be in accordance with the current editions of the British Standards listed below.
3. All work shall be in accordance with the current editions of the British Standards listed below.
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9. All work shall be in accordance with the current editions of the British Standards listed below.
10. All work shall be in accordance with the current editions of the British Standards listed below.

DATE: 20/11/20
DRAWING NO: A2353 220
PROJECT: Cleerview Homes

DRAWING NOTES:


CLIENT: Cleerview Homes
PROJECT TITLE: Horton Road, West Drayton
DRAWING TITLE: Parking and Vehicle Tracking Plan
SCALE: 1:200
DATE: Nov '13
DRAWING NO: A2353 220
STATUS/VERSION: P1

Assael
Assael Architecture Limited
Studio 13
50 Grosvenor Road
London SW1W 0EX
T +44 (0)20 7798 7744
F +44 (0)20 7798 6677
W www.assael.co.uk
E info@assael.co.uk

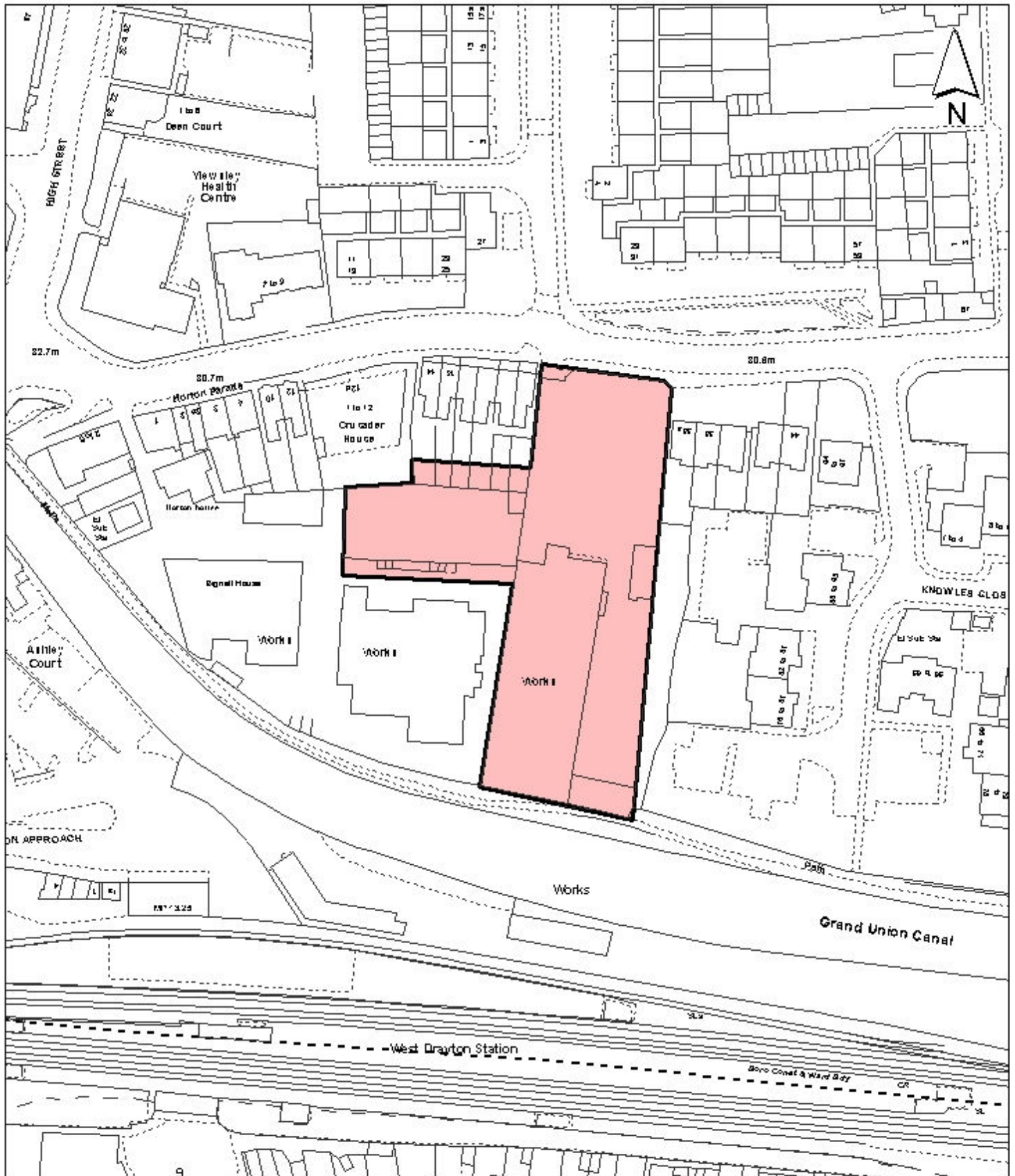
KEY:



-  PUBLIC FOOTWAY
-  POSSIBLE PRIVATE FOOTWAY
-  POSSIBLE SHARED SURFACE
-  POSSIBLE SHARED SURFACE WALKWAY
-  POSSIBLE DROPPED KERB
-  POSSIBLE FULL HEIGHT KERB



REV	DATE	BY	DESCRIPTION	CHK	APP
DRAWING STATUS: FOR DISCUSSION					
					
CLIENT: Unit 108, The Millings, Stensted Abbots, Hertfordshire, SG12 8HG Tel: 01920 871777 www.eastp.co.uk					
ARCHITECT: CLEARVIEW HOMES					
PROJECT: WEST DRAYTON HORTON ROAD					
TITLE: PROPOSED ACCESS ARRANGEMENT					
SCALE @ A3	1:500	DESIGN-DRAWN:	MD	DATE:	31.10.2013
PROJECT No:	347	DRAWING No:			SK05





<p>Notes</p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.</p> <p>© Crown copyright and database rights 2013 Ordnance Survey 100019283</p>	<p>Site Address</p> <p>26-36 Horton Road Yiewsley</p>		<p>LONDON BOROUGH OF HILLINGDON</p> <p>Residents Services</p> <p>Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p>3507/APP/2013/2327</p>	<p>Scale</p> <p>1:1,250</p>	 <p>HILLINGDON COUNCIL</p>
<p>Planning Committee</p> <p>Major Application</p>	<p>Date</p> <p>December 2013</p>		

Report of the Head of Planning, Sport and Green Spaces

Address OLD COAL DEPOT TAVISTOCK ROAD YIEWSLEY

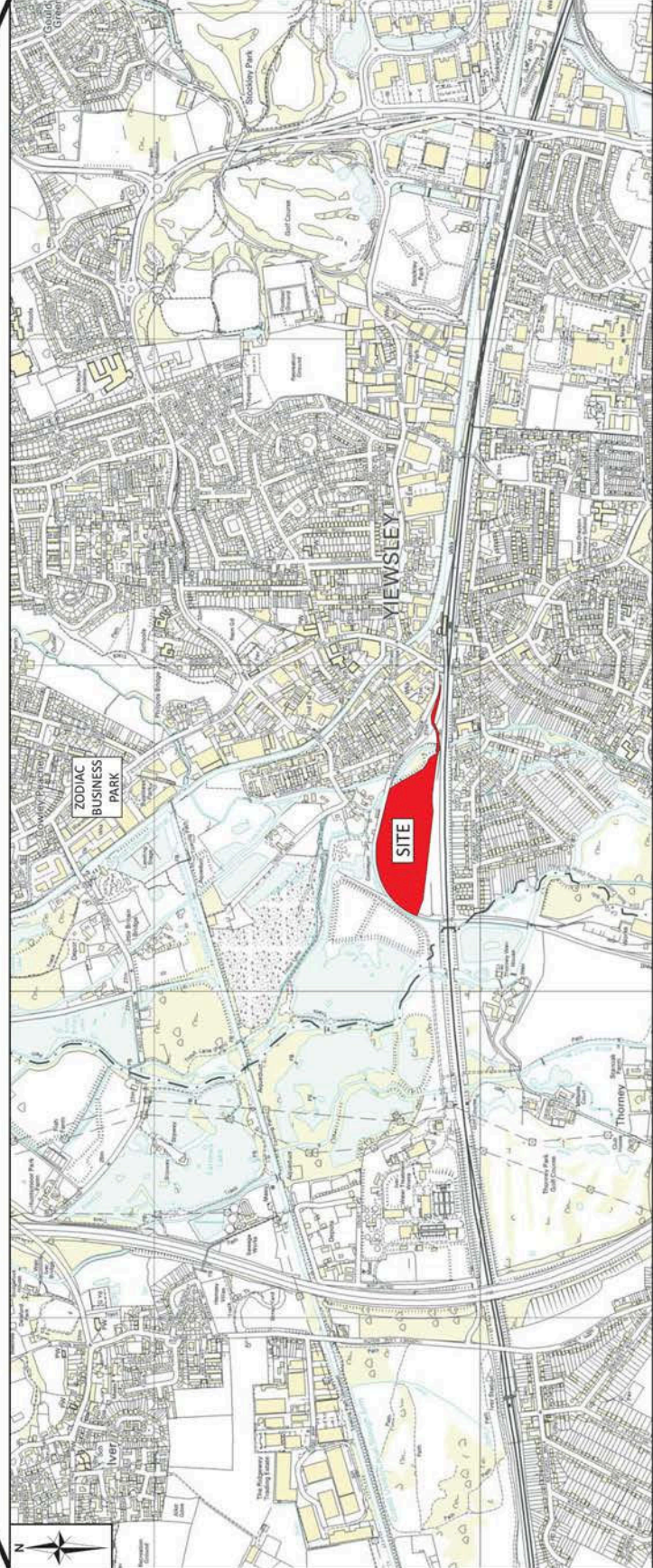
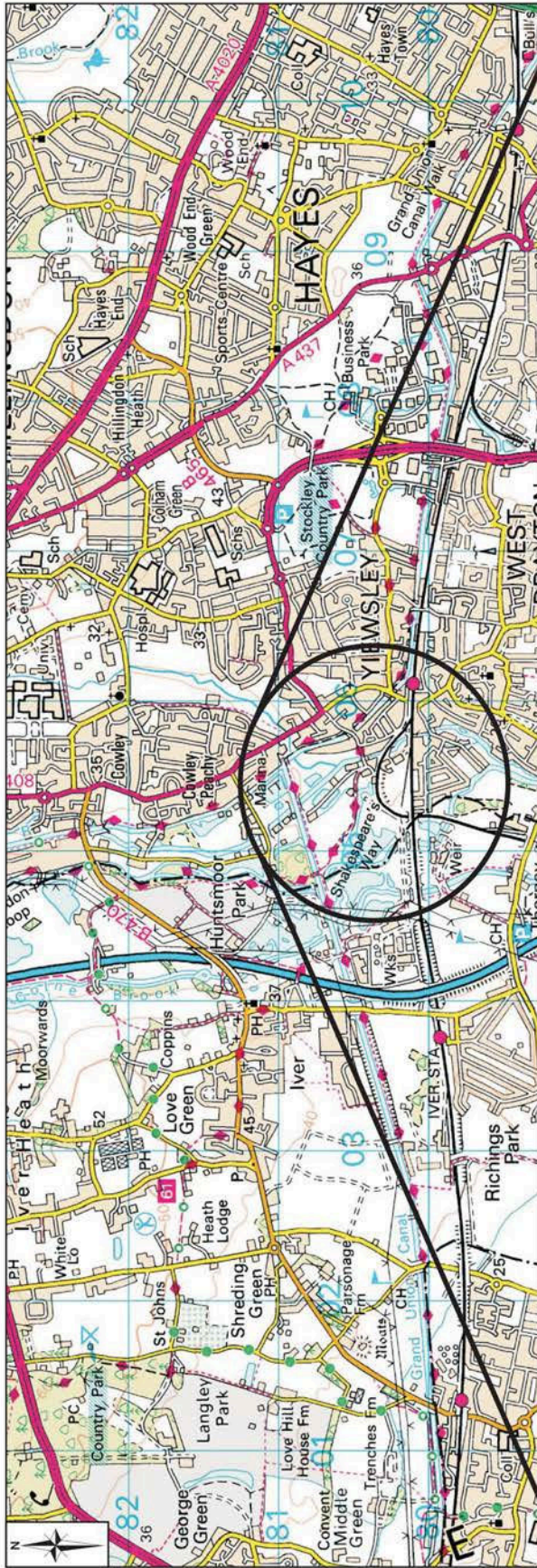
Development: Demolition of existing buildings and redevelopment of site to provide a materials recovery and recycling facility and Civic Amenity Site, incorporating : recovery and recycling building, storage bays, administration office/training building, external processing and storage area, two weighbridges, reuse and extension of railway sidings, and Civic Amenity Centre, together with associated car parking, landscaping, fencing and infrastructure (additional documents received 11/11/13).

LBH Ref Nos: 18736/APP/2013/1784

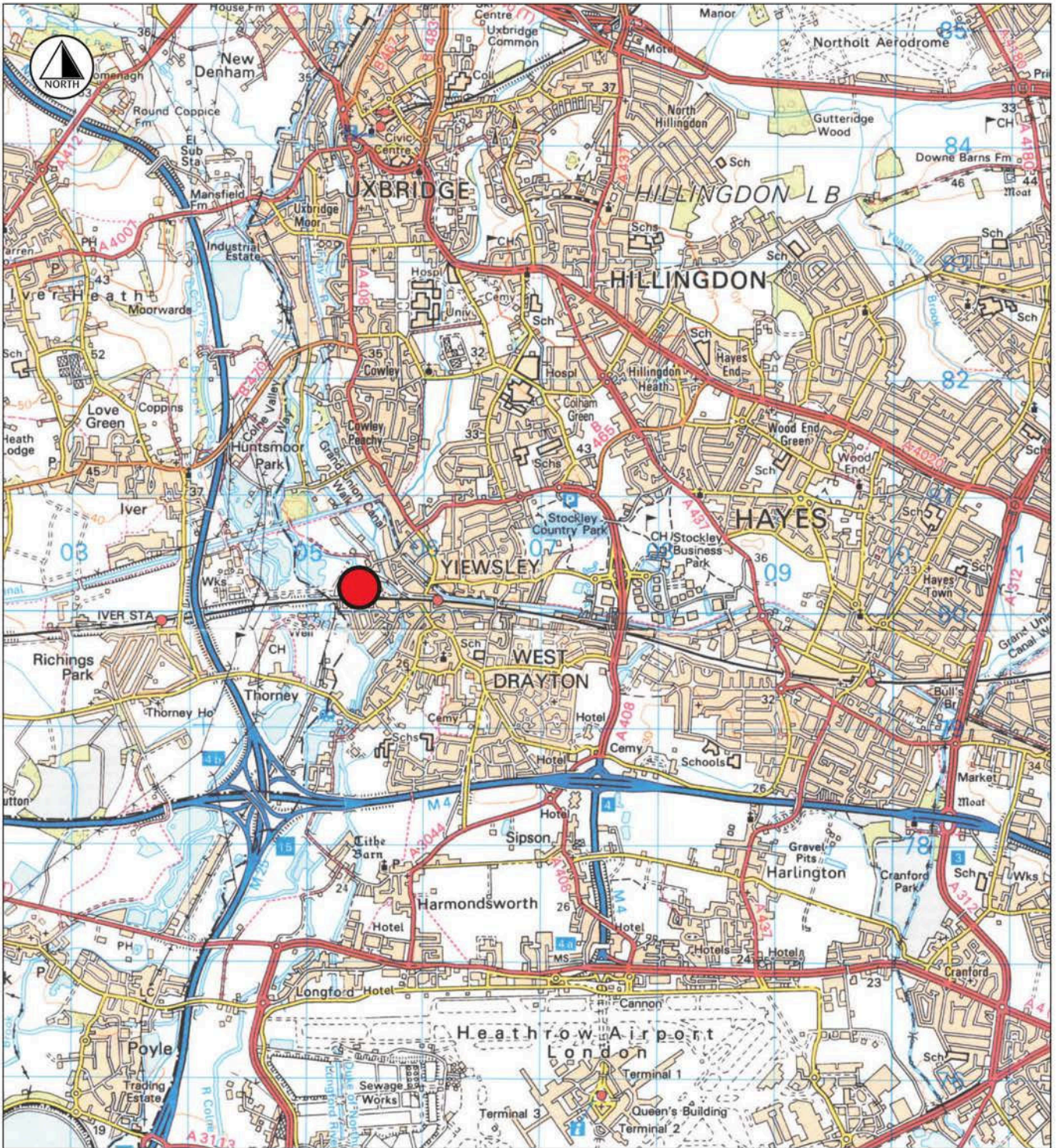
Date Plans Received: 27/06/2013

Date(s) of Amendment(s):

Date Application Valid: 27/06/2013



Scale: N.T.S.	Client: POWERDAY PLC	Project No: E461
Date: 18/03/2011	Client: TAVISTOCK ROAD, HILLINGDON, GREATER LONDON	Figure No: FIGURE 1
Drawn By: JA	Site Location Plan	<p>CANNON CONSULTING ENGINEERS Highways, Transport & Infrastructure Planning</p> <p>Cambridge House, Lanwades Business Park, Kentford, Newmarket, CB8 7PN Tel: 01638 555107 Fax: 01638 555106 Email: info@cannon.co.uk Web: www.cannon.co.uk</p> <p>Reproduced from Plans by permission of Ordnance Survey on behalf of The Controller of Her Majesty's Stationery Office. © Crown copyright 2011. All rights reserved. Licence number 100020448.</p>



Project
**MATERIALS RECOVERY AND RECYCLING
 FACILITY, TAVISTOCK ROAD**

Drawing Title
**FIGURE 1.1
 General Location Plan**

Date	Scale	Drawn by
24.08.11	1:50,000@A4	GS
Project No	Drawing No	Revision
17388	P25	-

Town Planners Architects Master Planners
 Landscape Architects Environmental Consultants
 Project Services

**75th BARTON
 WILLMORE**
 planning · design · 1936-2011

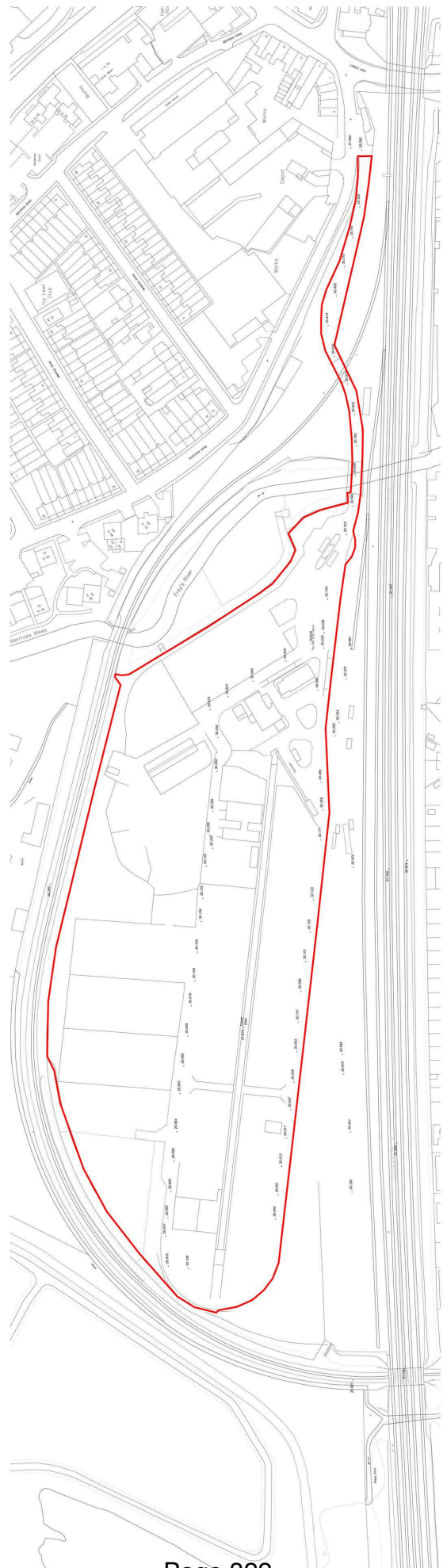
bartonwillmore.co.uk



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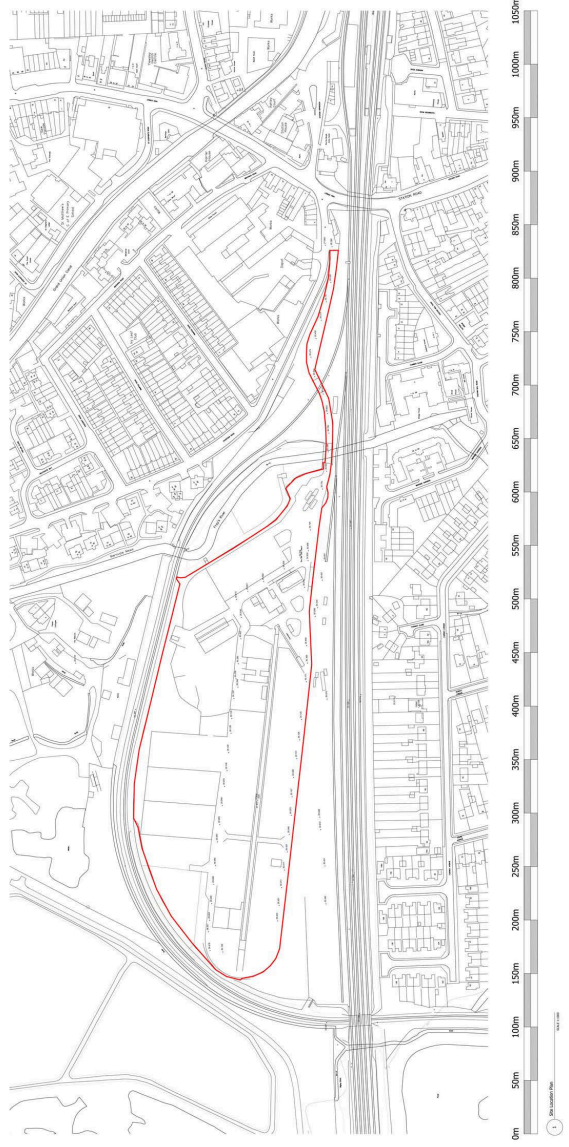
POWERDAY
PLANT REDESIGN
NUTRIENT RECOVERY AND RECYCLING
FACILITY, FORTHOOD ROAD
FORTHOOD, VA
SCALE: 1" = 100'
DATE: 10/20/2011
DRAWN BY: [Name]
CHECKED BY: [Name]
APPROVED BY: [Name]



100% Final Design
Preliminary
Final
Proposed
Existing

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POWERDAY
PLANNING & DESIGN
INFRASTRUCTURE RECOVERY AND REDEVELOPMENT
SPECIALTY ENGINEERING AND ARCHITECTURE
1111 16th Street, Suite 200
Denver, Colorado 80202
Phone: (303) 733-8000
www.powerday.com



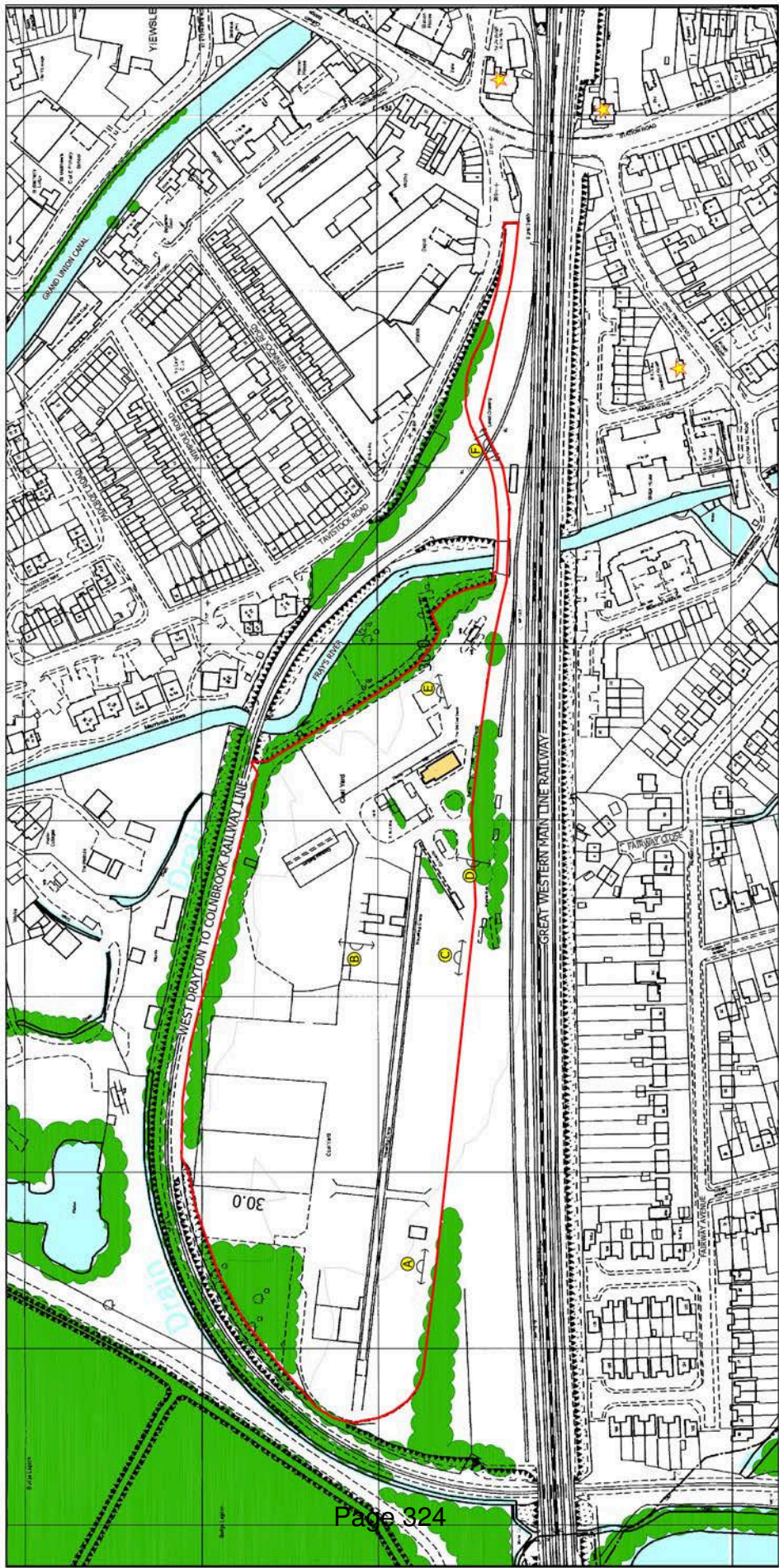
The scaling of this drawing cannot be assured
 Date: 13.04.2019
 Revision:



LEGEND

-  APPLICATION SITE BOUNDARY
-  EXISTING WOODLANDS, COPSES AND TREE BELTS
-  EXISTING TRIMMED HEDGEROWS
-  EXISTING WATER COURSES
-  CONTOURS/SPOT HEIGHTS (METRES ADD)
-  EXISTING BUILDINGS WITH THE APPLICATION SITE
-  LISTED BUILDING*
-  LOCATION OF PHOTOGRAPHIC VIEWPOINTS

NOTES:
 *Source: English Heritage National Monument Record (ENR) Data Set



PROJECT: TAVISTOCK ROAD

SITE APPRAISAL

Drawing Title: SITE APPRAISAL
 Date: 13.04.2019
 Project No: 17388
 Scale: 1:1250 (A3)
 Drawing No: 12
 Drawn by: RL
 Checked by: RL
 Revision:

BARTON WILLMORE
 Planning • Master Planning • Urban Design
 Environmental & Sustainability Assessment • Landscape Design
 BARTONWILLMORE.CO.UK
 Offices: 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000

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FEATURE PLANTING (Planted as shown on the plan)

SPECIES	COMMON NAME	HEIGHT (m)	POT SIZE	ROOT TYPE	DENSITY
Cornifera australis	Prickly Pear	10-150	3L	Container	4 per m ²
Persea formosa	Prickly Pear	-	3L	Container	4 per m ²

ORNAMENTAL SHRUB PLANTING / GROUND COVER

SPECIES	COMMON NAME	HEIGHT (m)	ROOT TYPE	POT SIZE	DENSITY
Ceanothus lucidus	Liquidambar	30-40	Container	3L	4 per m ²
Aspidistra	Aspidistra	60-80	Container	3L	4 per m ²
Coronilla varia	Coronilla	40-50	Container	3L	4 per m ²
Prunella vulgaris	Prunella	40-50	Container	3L	5 per m ²
Viola	Viola	30-40	Container	3L	4 per m ²
Viola	Viola	30-40	Container	3L	4 per m ²
Viola	Viola	30-40	Container	3L	4 per m ²

HEDGE (planted at double staggered row @ 0.5m centres)

SPECIES	COMMON NAME	HEIGHT (m)	POT SIZE	ROOT TYPE
Eurotia horrida	Spine Tree	20-30	3L	Container
Crataegus monogyna	Hawthorn	40-50	3L	Container
Lonicera xylosteum	Honey Suckle	30-40	3L	Container

TREES PLANTING (Planted at 10 metre centres)

SPECIES	COMMON NAME	FORM	X TAMPAL	GRTN (m)	HEIGHT (m)	DIAM. STEM (m)	ROOT TYPE
Alnus cordata	Almond	Upright	2m	12-14	200-425	175-200	Aerial
Quercus robur	Common Oak	Upright	2m	14-16	425-600	175-200	Aerial

WOODLAND TREE PLANTING (Planted at 5 metre centres)

SPECIES	COMMON NAME	FORM	X TAMPAL	HEIGHT (m)	ROOT TYPE
Prunella vulgaris	Prickly Pear	Upright	2m	200-250	Berried
Populus alba	White Poplar	Upright	2m	175-200	Berried
Quercus robur	Common Oak	Upright	2m	150-175	Aerial

UNDERSTOREY PLANTING (Planted at 1 per metre and in random groups of 3/4 of any one species)

SPECIES	COMMON NAME	FORM	TREES TIMES	HEIGHT (m)	ROOT TYPE	% OF PK
Galium aparine	Wormwood	Upright	1:1	40-50	Berried	20
Origanum onites	Wild Marjoram	Upright	1:1	40-50	Berried	15
Origanum onites	Wild Marjoram	Upright	1:1	40-50	Berried	25
Rosa gallica	Wild Rose	Upright	1:1	40-50	Berried	20
Sida alba	White Flower	Upright	1:1	150-175	Berried	10

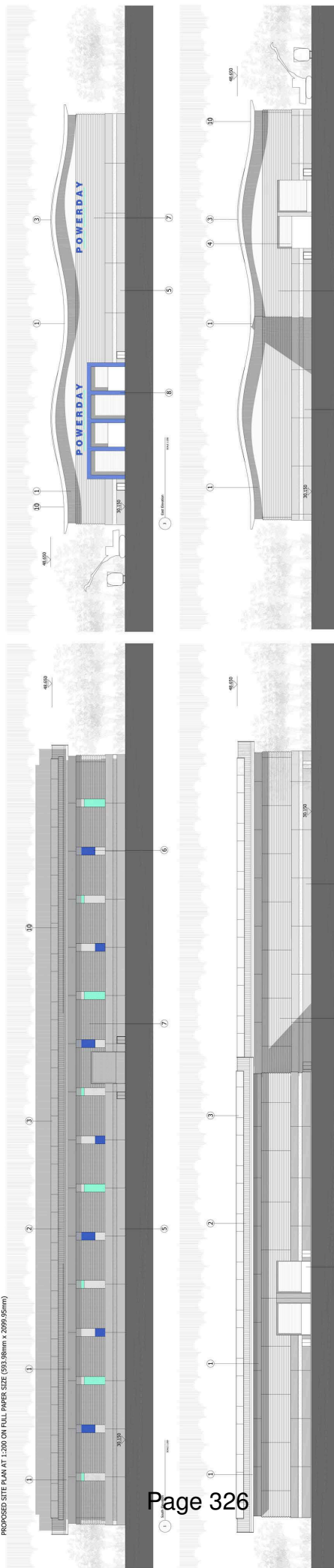
STRUCTURAL SHRUB PLANTING (Planted at 1 per metre)

SPECIES	COMMON NAME	HEIGHT (m)	POT SIZE	ROOT TYPE
Crataegus monogyna	Hawthorn	40-50	3L	Container

LEGEND

- Proposed Aesthetic Green
- Proposed Boundary Tree Planting
- Proposed Tree Planting
- Proposed Boundary Tree Planting
- Proposed Woodland and Understorey Planting
- Proposed Understorey Planting
- Proposed Structural Shrub Planting
- Proposed Feature Planting
- Proposed Feature Planting
- Proposed Ornamental Shrub Planting / Ground Cover
- Proposed Hedge

PROPOSED SITE PLAN AT 1:200 ON FULL PAPER SIZE (593.96mm x 2099.95mm)



CENTRAL NOTES

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE NATIONAL BUILDING REGULATIONS 2011 AND THE NATIONAL FIRE BRANCH REGULATIONS 2012.

2. ALL WORK SHALL BE IN ACCORDANCE WITH THE NATIONAL BUILDING REGULATIONS 2011 AND THE NATIONAL FIRE BRANCH REGULATIONS 2012.

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POWERDAY

PLANNING & DESIGN

INTERNAL RECOVERY AND RECYCLING FACILITY - FOSTON ROAD

PROJECT NO. 10/10/10

DATE: 10/10/10

SCALE: 1:200

PROJECT LOCATION: FOSTON ROAD, FOSTON, VIC 3103

CLIENT: POWERDAY

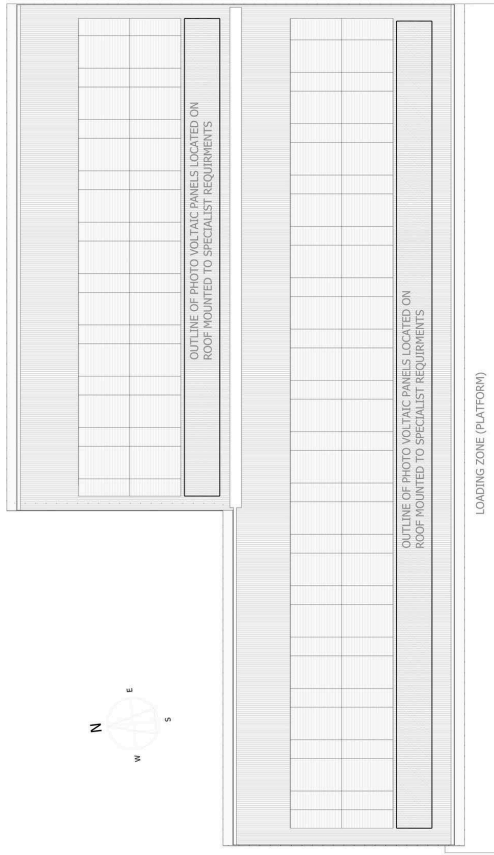
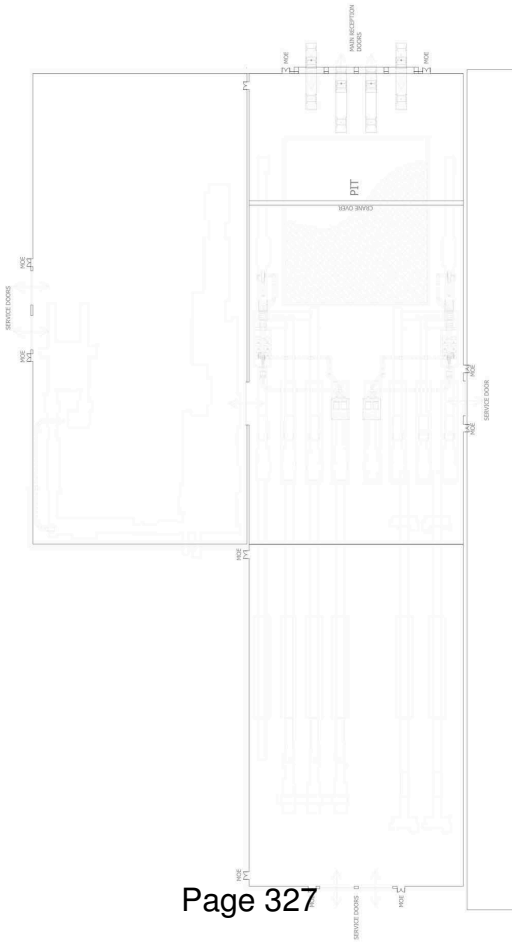
DESIGNER: WILLBROE

WILLBROE

10/10/10

10/10/10

- INTERNALITY**
1. All work shall be in accordance with the National Building Regulations 2011 and the National Fire Branch Regulations 2012.
 2. All work shall be in accordance with the National Building Regulations 2011 and the National Fire Branch Regulations 2012.
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 7. All work shall be in accordance with the National Building Regulations 2011 and the National Fire Branch Regulations 2012.



Scale: 1:250
 Drawing No: 2024-01-01
 Date: 2024-01-01

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 INTERIOR DESIGN & REPAIRS
 FACILITY MANAGEMENT
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 PROJECT MANAGEMENT

WILLOWBROOK
 100 WILLOWBROOK AVENUE
 WILLOWBROOK, ILLINOIS 60091
 TEL: 708.570.1234
 WWW.POWERDAY.COM

PROPOSED SITE PLAN AT 1:500 ON FULL PAPER SIZE (593.98mm x 2099.95mm)



VIEWSLI

PROJECT INFORMATION
PROJECT NO. 2024-001
DATE: 15/08/2024
DRAWN BY: J. SMITH
CHECKED BY: M. JONES

- 1. Proposed Building Footprint
- 2. Proposed Parking
- 3. Proposed Landscaping
- 4. Proposed Paths
- 5. Proposed Roads
- 6. Proposed Fencing
- 7. Proposed Utilities
- 8. Proposed Site Boundary
- 9. Proposed Access Points
- 10. Proposed Stormwater Management
- 11. Proposed Security Features
- 12. Proposed Amenities
- 13. Proposed Site Services
- 14. Proposed Site Orientation
- 15. Proposed Site Context

CENTRAL NOTES
1. THE PROPOSED DEVELOPMENT IS SUBJECT TO THE APPROVAL OF THE LOCAL AUTHORITY AND THE RELEVANT REGULATORY BODIES.
2. THE PROPOSED DEVELOPMENT IS SUBJECT TO THE APPROVAL OF THE LOCAL AUTHORITY AND THE RELEVANT REGULATORY BODIES.
3. THE PROPOSED DEVELOPMENT IS SUBJECT TO THE APPROVAL OF THE LOCAL AUTHORITY AND THE RELEVANT REGULATORY BODIES.
4. THE PROPOSED DEVELOPMENT IS SUBJECT TO THE APPROVAL OF THE LOCAL AUTHORITY AND THE RELEVANT REGULATORY BODIES.
5. THE PROPOSED DEVELOPMENT IS SUBJECT TO THE APPROVAL OF THE LOCAL AUTHORITY AND THE RELEVANT REGULATORY BODIES.
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7. THE PROPOSED DEVELOPMENT IS SUBJECT TO THE APPROVAL OF THE LOCAL AUTHORITY AND THE RELEVANT REGULATORY BODIES.
8. THE PROPOSED DEVELOPMENT IS SUBJECT TO THE APPROVAL OF THE LOCAL AUTHORITY AND THE RELEVANT REGULATORY BODIES.
9. THE PROPOSED DEVELOPMENT IS SUBJECT TO THE APPROVAL OF THE LOCAL AUTHORITY AND THE RELEVANT REGULATORY BODIES.
10. THE PROPOSED DEVELOPMENT IS SUBJECT TO THE APPROVAL OF THE LOCAL AUTHORITY AND THE RELEVANT REGULATORY BODIES.
11. THE PROPOSED DEVELOPMENT IS SUBJECT TO THE APPROVAL OF THE LOCAL AUTHORITY AND THE RELEVANT REGULATORY BODIES.
12. THE PROPOSED DEVELOPMENT IS SUBJECT TO THE APPROVAL OF THE LOCAL AUTHORITY AND THE RELEVANT REGULATORY BODIES.
13. THE PROPOSED DEVELOPMENT IS SUBJECT TO THE APPROVAL OF THE LOCAL AUTHORITY AND THE RELEVANT REGULATORY BODIES.
14. THE PROPOSED DEVELOPMENT IS SUBJECT TO THE APPROVAL OF THE LOCAL AUTHORITY AND THE RELEVANT REGULATORY BODIES.
15. THE PROPOSED DEVELOPMENT IS SUBJECT TO THE APPROVAL OF THE LOCAL AUTHORITY AND THE RELEVANT REGULATORY BODIES.

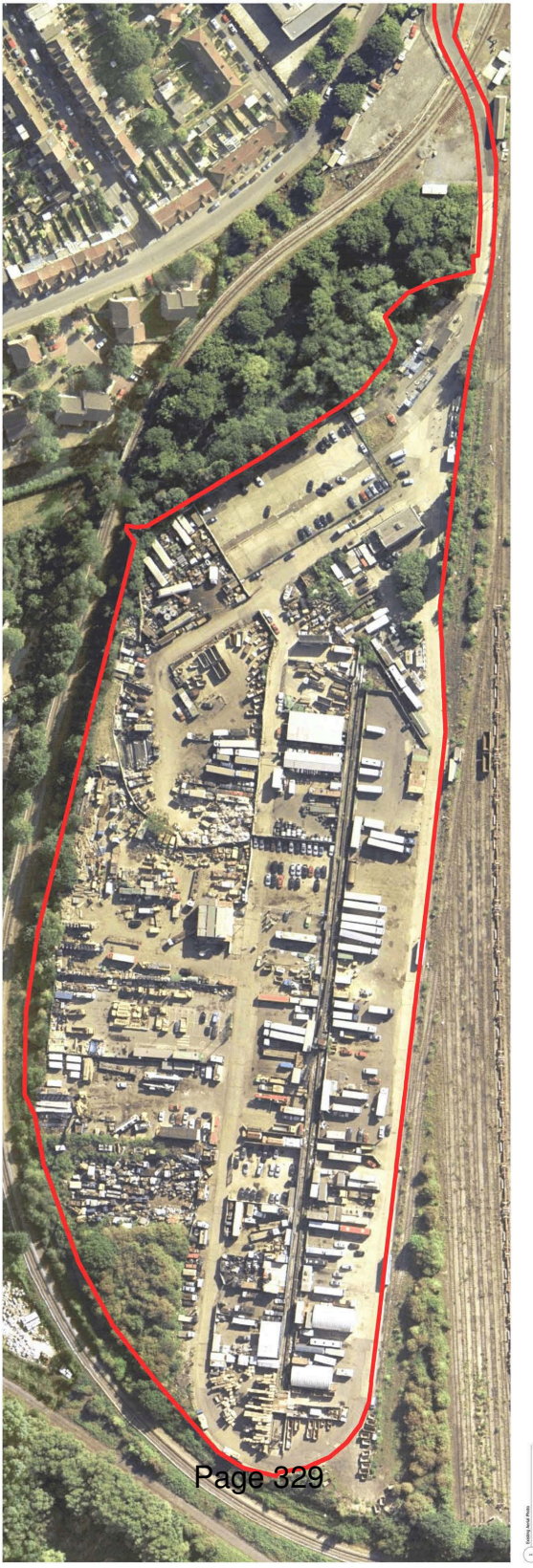
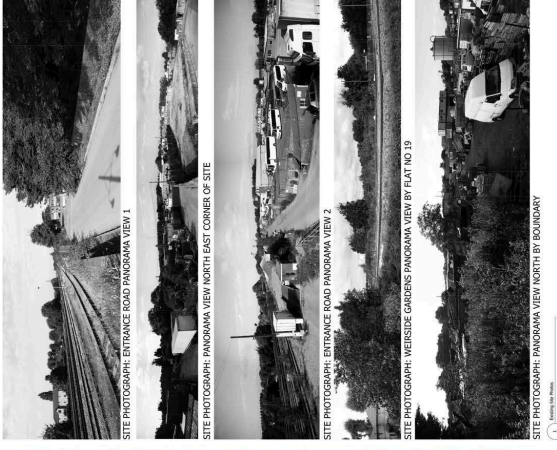


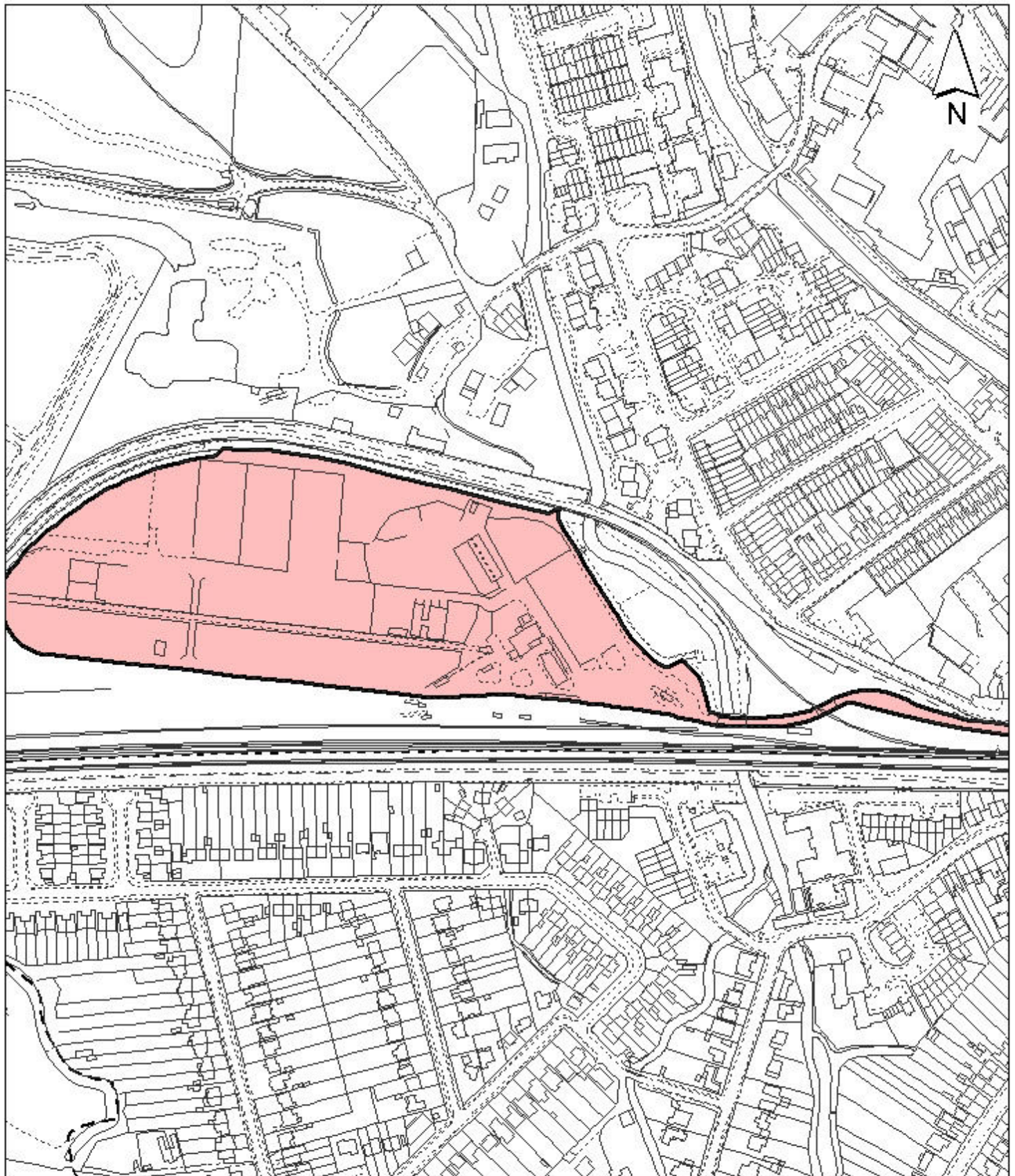
POWERDAY
PLANNING & DESIGN
ARCHITECTURAL SERVICES
LANDSCAPE ARCHITECTURE
ENVIRONMENTAL SERVICES
CONSTRUCTION MANAGEMENT

15/08/2024
J. SMITH
M. JONES
15/08/2024


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 10000 WILLOW CREEK ROAD
 SUITE 100
 DENVER, CO 80231
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Notes

 Site boundary

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Site Address

**Old Coal Depot
Tavistock Road**

**LONDON BOROUGH
OF HILLINGDON
Residents Services**

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

Planning Application Ref:

18736/APP/2013/1784

Scale

1:3,500

Planning Committee

Major Application

Date

**December
2013**



HILLINGDON
COUNCIL

Report of the Head of Planning, Sport and Green Spaces

Address 272-276 BATH ROAD HEATHROW

Development: Change of use of existing building from office (Use Class B1(a)) to Hotel (Use Class C1), including 4-storey side extension (to rear of adjacent petrol station) and 4-storey rear extensions, and associated amendments to landscaping and car parking.

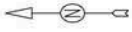
LBH Ref Nos: 464/APP/2013/2115

Date Plans Received: 25/07/2013

Date(s) of Amendment(s):

Date Application Valid: 17/09/2013

NOTE:- THESE DRAWINGS ARE FOR PLANNING PURPOSES ONLY AND SHOULD NOT BE USED FOR CONSTRUCTION



SITE

272-276 BATH ROAD
HEATHROW UB3 5BX

DRAWING TITLE

BLOCK PLAN

Scale	1:500	Job		Dwg No.		Rev	
Date	JUL 2013	Drawn		1243			21

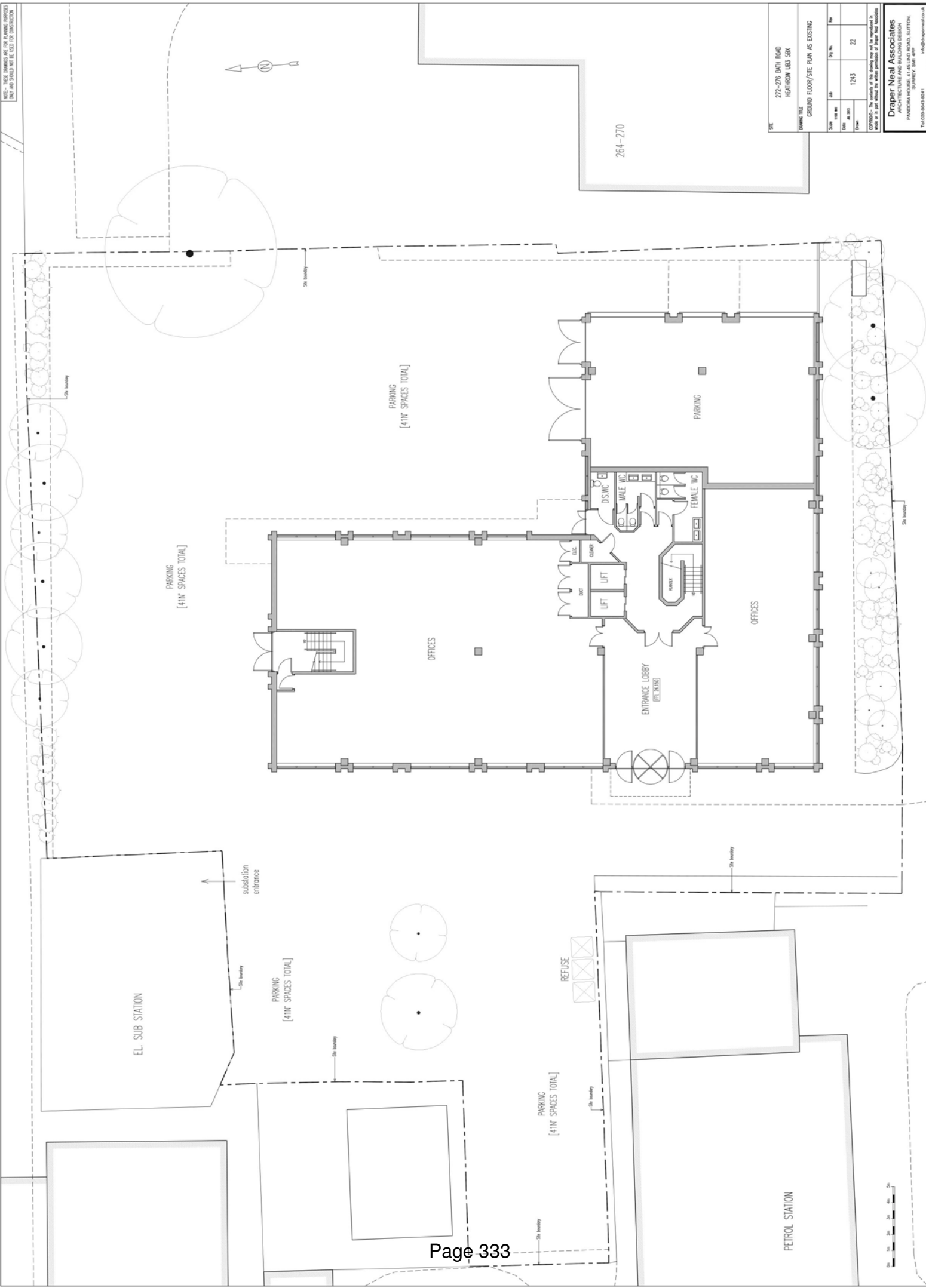
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 PANDORA HOUSE, 41-45 LIND ROAD, SUTTON,
 SURREY, SM1 4PP
 Tel:020-8643-8241 Fax:020-8643-8766

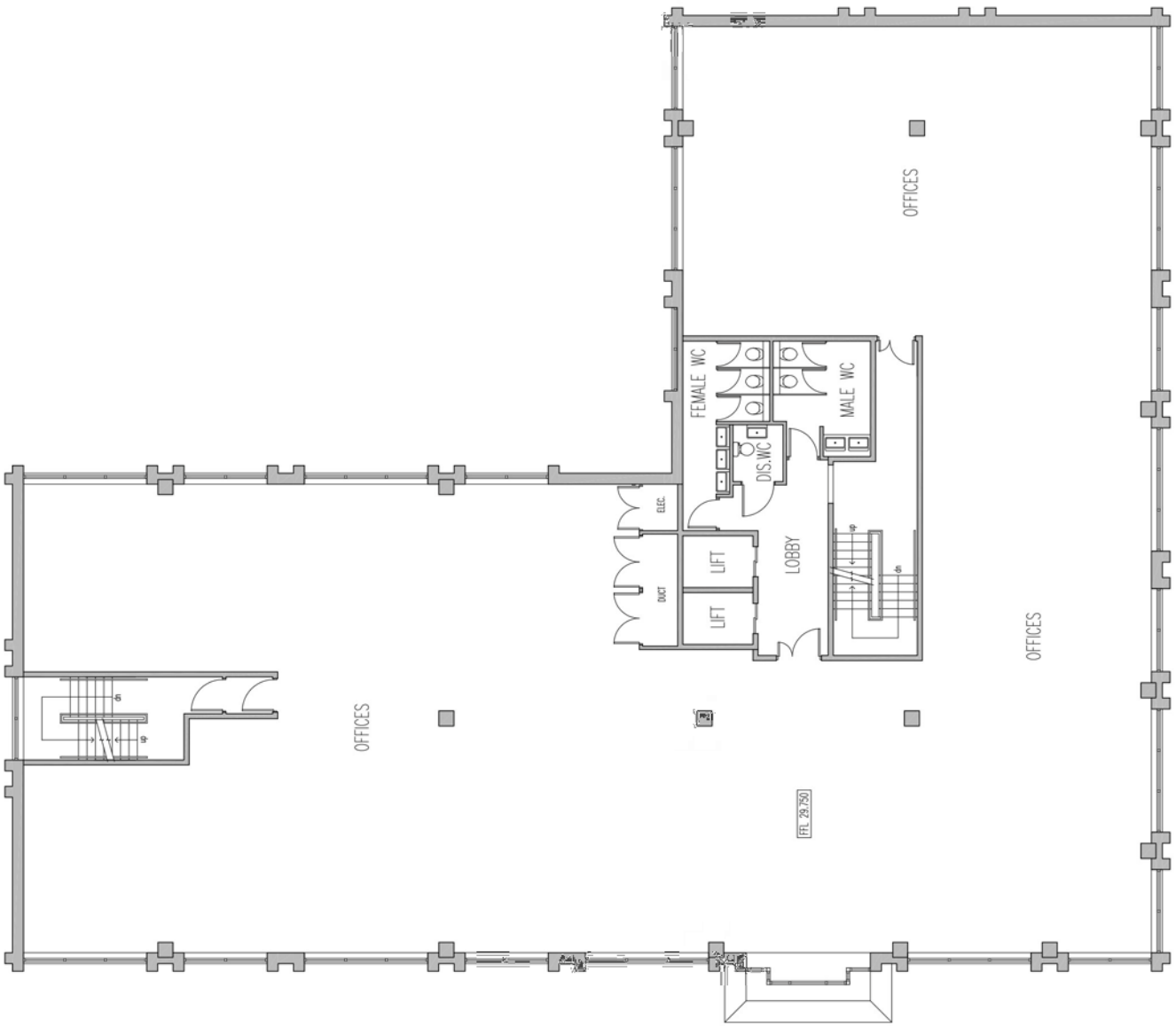
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SITE		272-276 BATH ROAD HEATHROW URB. 50K	
DRAWING TITLE			
GROUND FLOOR/SITE PLAN AS EXISTING			
Scale	1:100	Drawn	22
Date	12/13	Checked	
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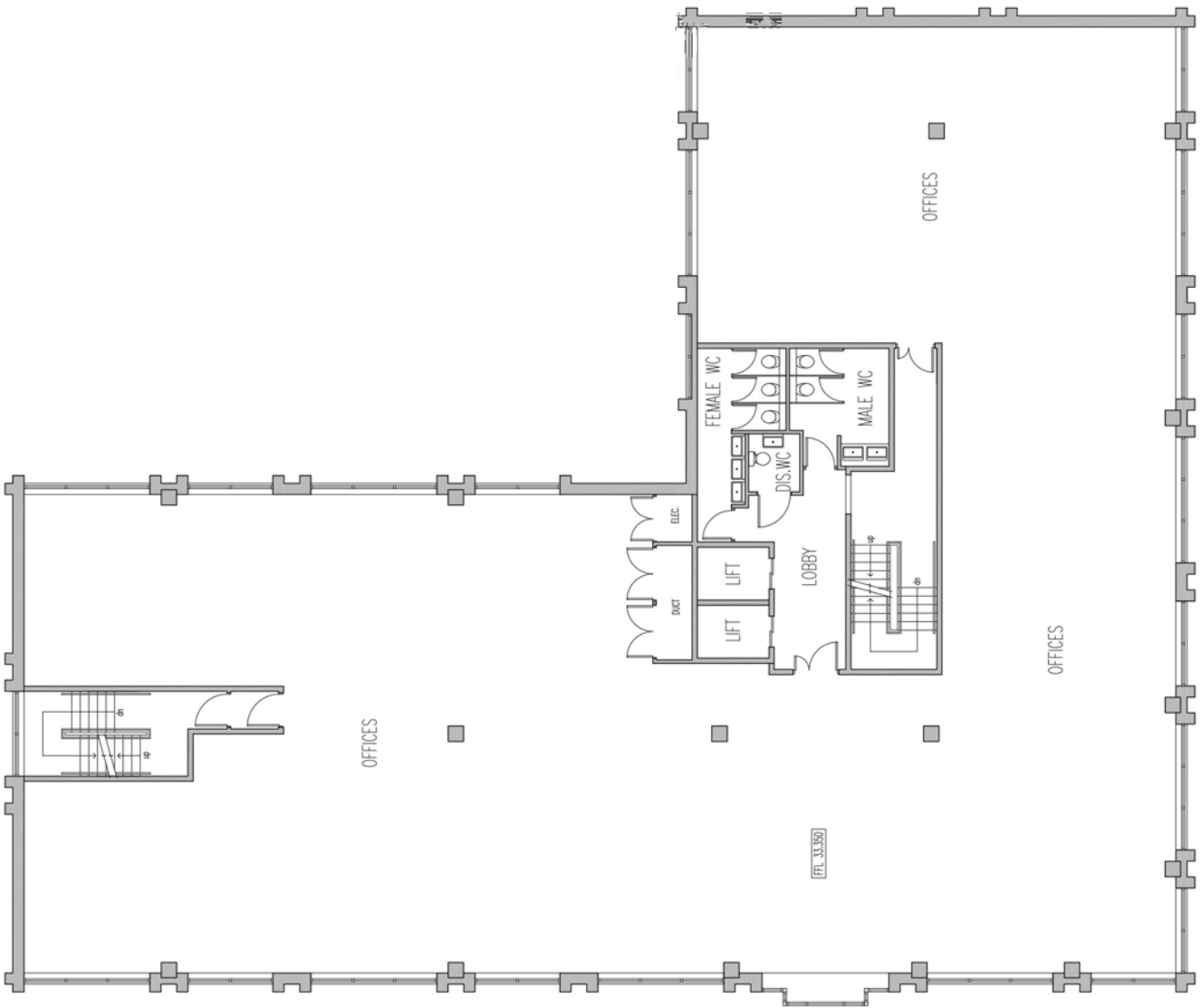


SITE		272-276 BATH ROAD HEATHROW UB3 5BX	
DRAWING TITLE			
FIRST FLOOR PLAN AS EXISTING			
Scale	1:100 A3	Job No.	Rev
Date	Jul 2013	1243	23
Drawn			

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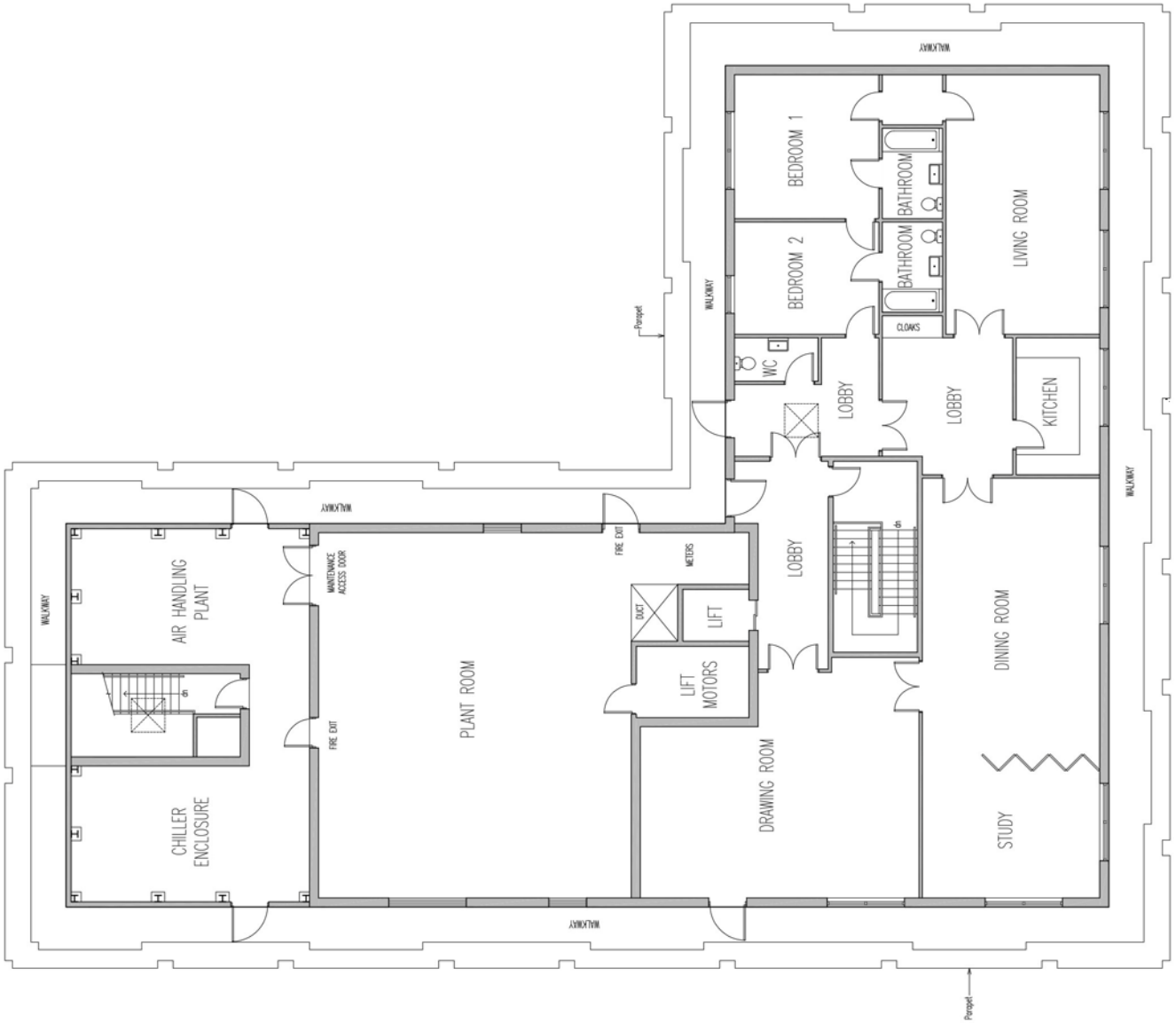


SITE		272-276 BATH ROAD HEATHROW UB3 5BX	
DRAWING TITLE		SECOND FLOOR PLAN AS EXISTING	
Scale	1:100 A3	Job No.	Rev
Date	24.03.2013	1243	24
Drawn			

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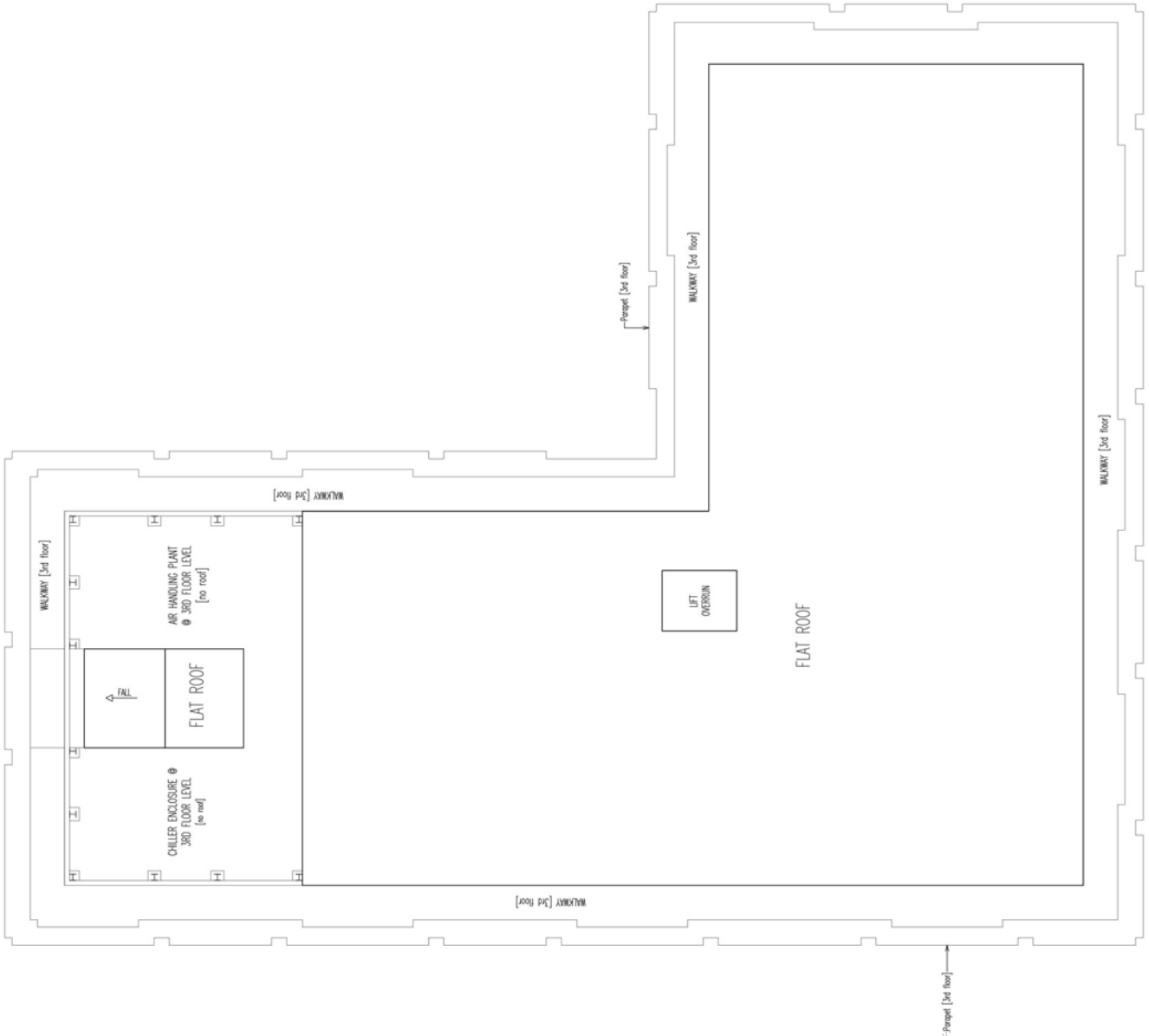
SITE		272-276 BATH ROAD HEATHROW UB3 5BX	
DRAWING TITLE			
THIRD FLOOR PLAN AS EXISTING			
Scale	1:100 A3	Job No.	Rev
Date	21.03.2013	1243	25
Drawn			

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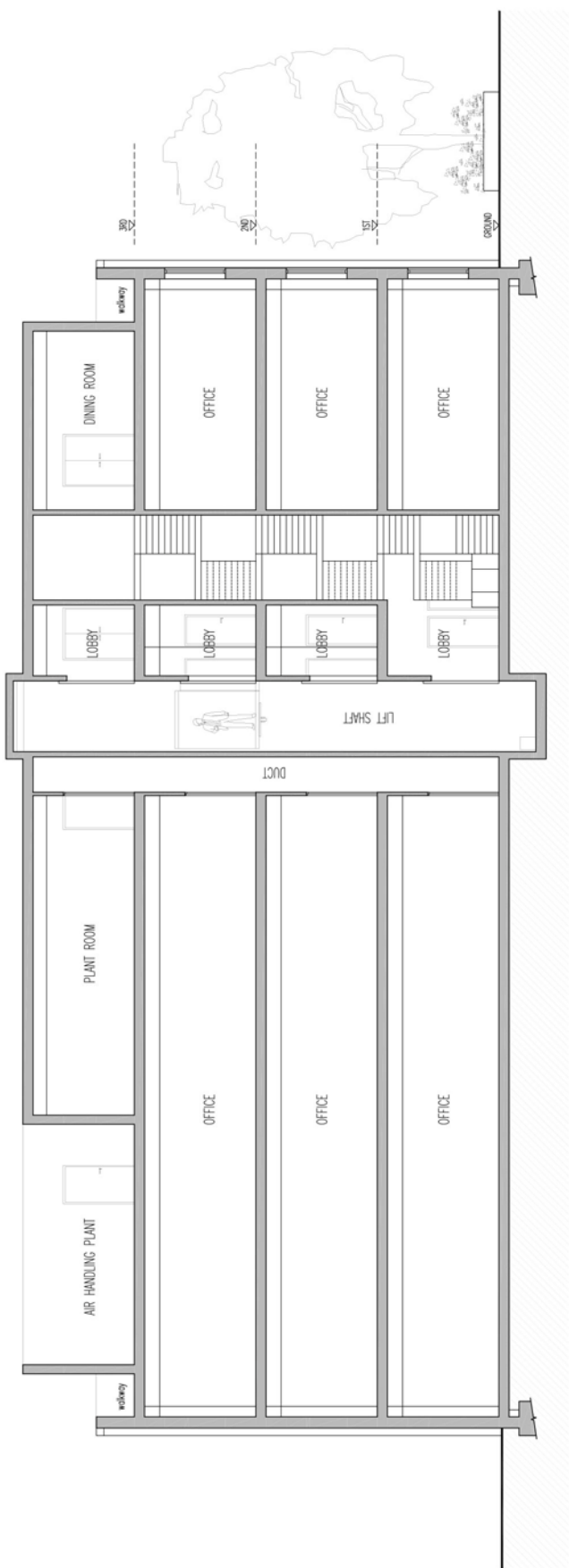
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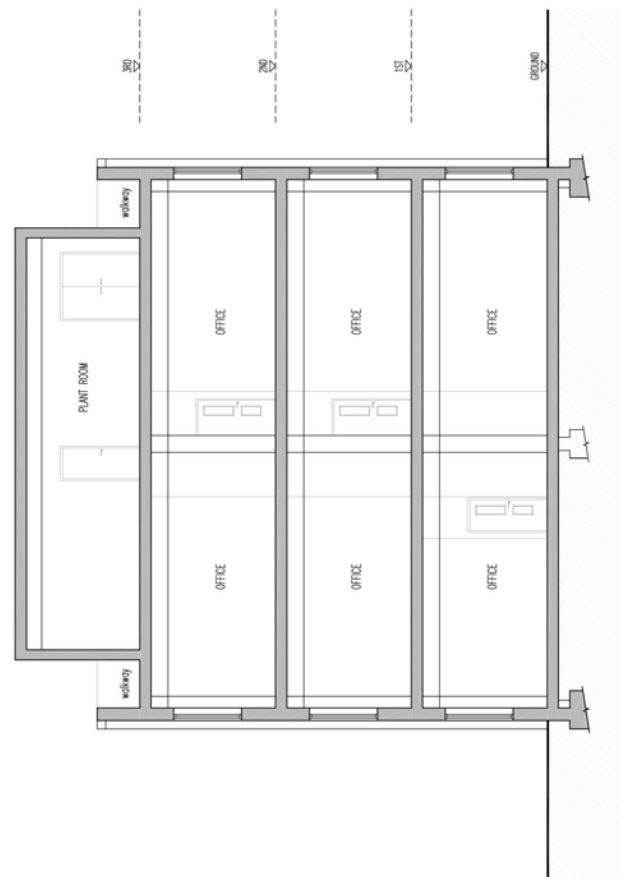
SITE		272-276 BATH ROAD HEATHROW UB3 5BX	
DRAWING TITLE			
ROOF PLAN AS EXISTING			
Scale	1:100 A2	Draw No.	1243
Date	24.03.2013	Drawn	26
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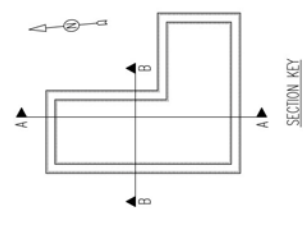
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INDICATIVE SECTION A-A AS EXISTING



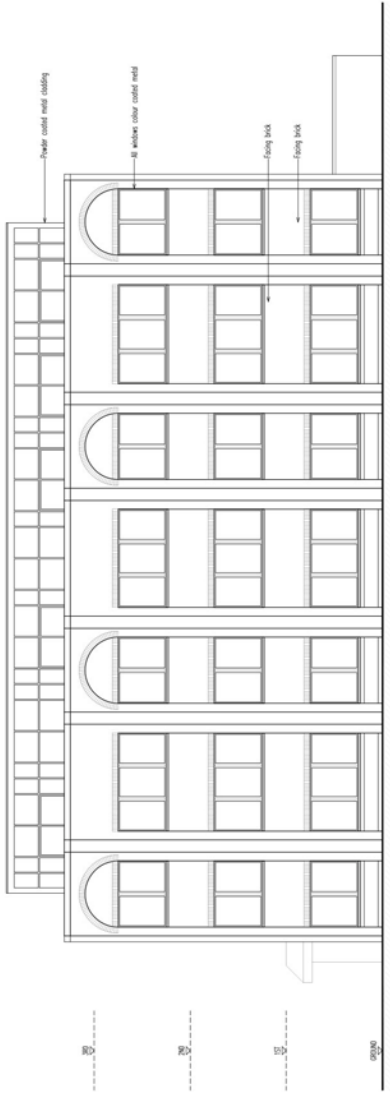
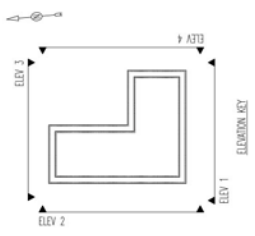
INDICATIVE SECTION B-B AS EXISTING



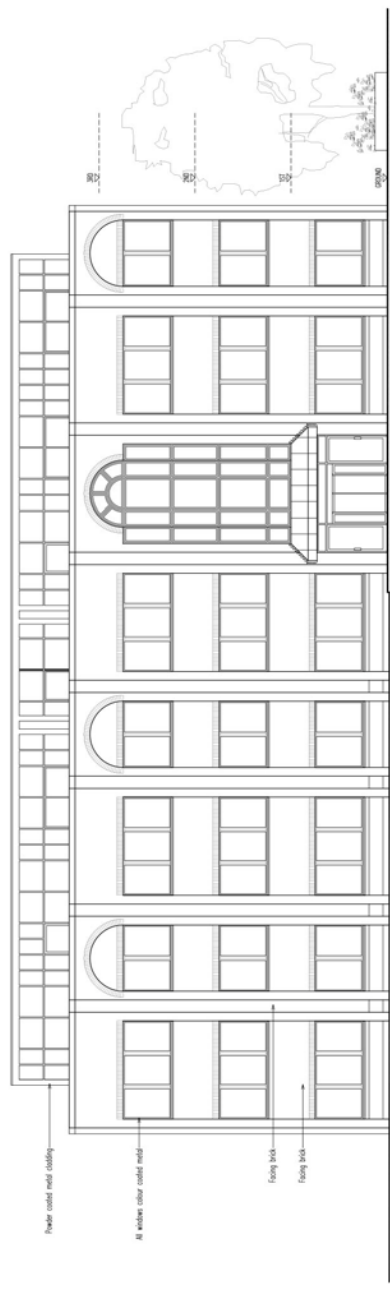
SITE		272-276 BATH ROAD HEATHROW UB3 5BX	
DRAWING TITLE			
INDICATIVE SECTIONS AS EXISTING			
Scale	1:100 as	Job	1243
Date	29.03.2013	Drawn	29
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ELEVATION 1 AS EXISTING



ELEVATION 2 AS EXISTING

SITE: 772-776 BATH ROAD, HEATHROW URB. 50K

DRAWING TITLE: ELEVATIONS 1 & 2 AS EXISTING

Scale	Date	Drawn	Checked
1:100	12/13		

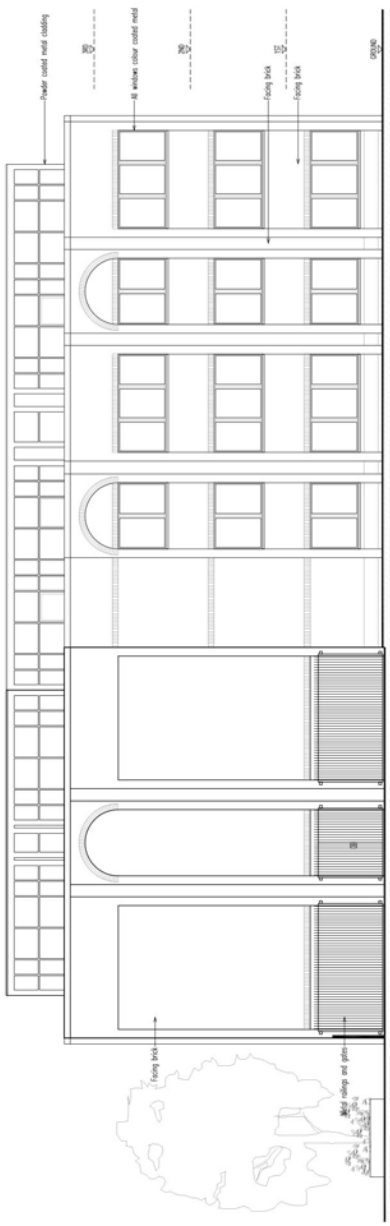
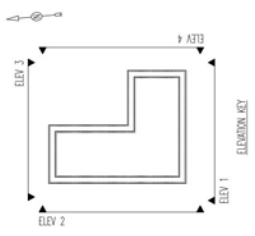
DATE: 27

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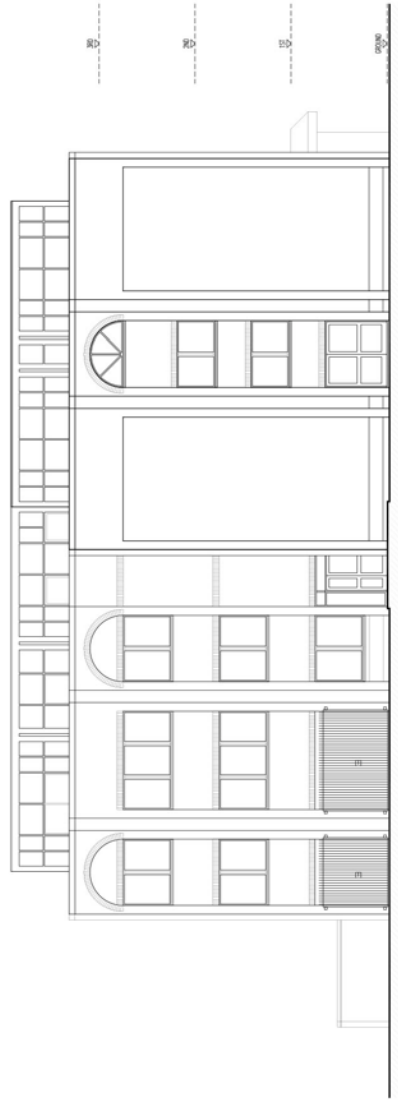
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ELEVATION 4 AS EXISTING



ELEVATION 3 AS EXISTING

SITE: 272-278 BATH ROAD
HEATHROW UES 50K

DRAWING TITLE: ELEVATIONS 3 & 4 AS EXISTING

Scale	Date	Drawn	Checked
1:200	12/13	28	

DATE: 12/13
DRAWN: 28

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EGERTON WAY



refuse in/out

After entrance turned left (Spoke Way)

COACH PARKING

one way for coach/cars

Office of proposed refuse area

Office of proposed parking area

EL. SUB STATION

substation entrance

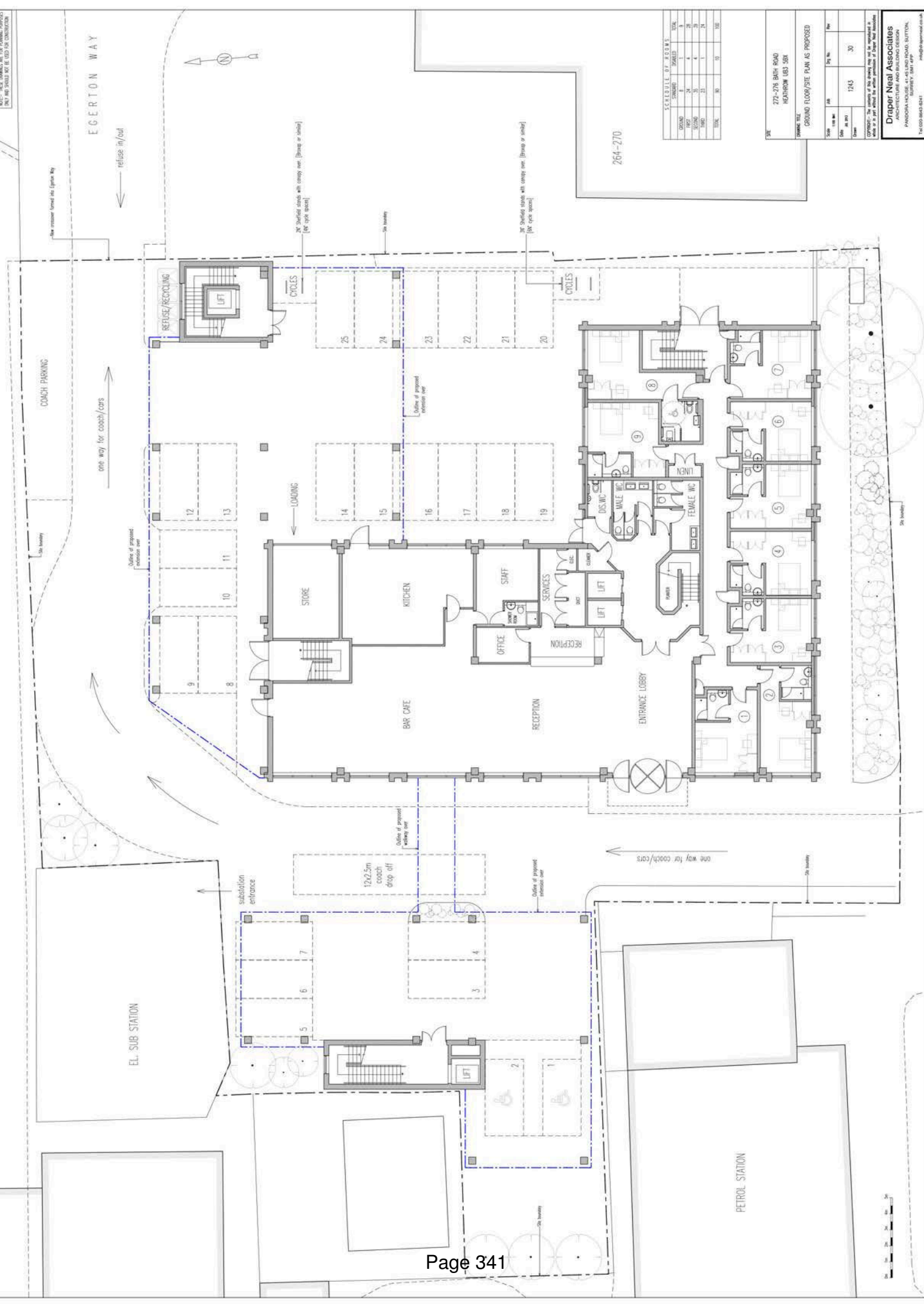
12x2.5m coach drop off

Office of proposed entrance area

one way for coach/cars

PETROL STATION

264-270



SCHEDULE OF ROOMS

ROOM	AREA	NO.	TOTAL
OFFICE	24	1	24
RECE	19	4	76
STORE	10	4	40
KITCHEN	14	1	14
BAR	15	1	14
RECE	20	1	20
TOTAL	90	12	102

SITE

272-276 BATH ROAD
HEATHROW UES 50X

DRAWING TITLE

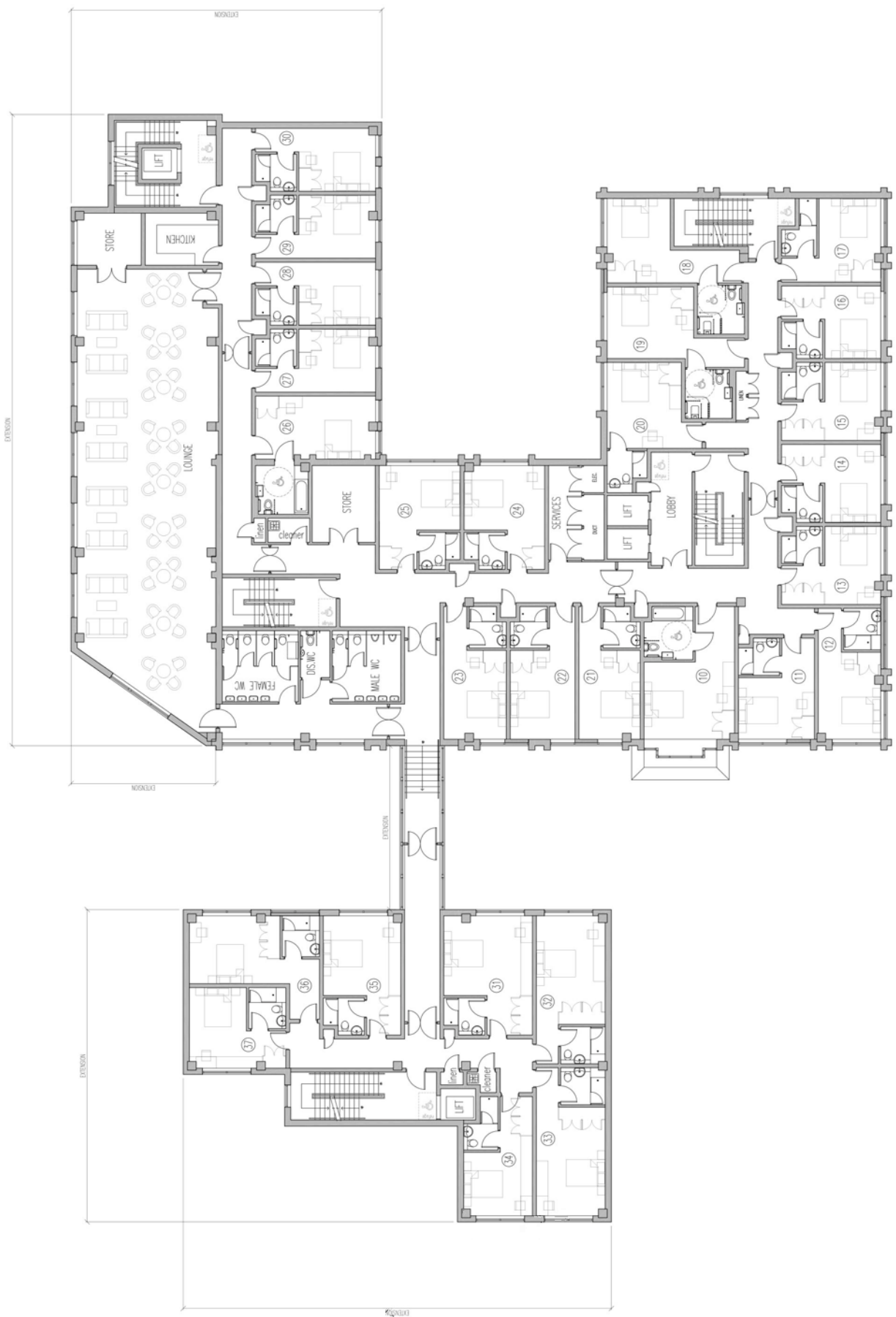
GROUND FLOOR/SITE PLAN AS PROPOSED

NO.	DATE	BY	CHK	REV
1	12/13			30

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01889 888333

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SCHEDULE OF ROOMS		
NO.	DESCRIPTION	TOTAL AREA
1	OFFICE	1243
2	OFFICE	1243
3	OFFICE	1243
4	OFFICE	1243
5	OFFICE	1243
6	OFFICE	1243
7	OFFICE	1243
8	OFFICE	1243
9	OFFICE	1243
10	OFFICE	1243
11	OFFICE	1243
12	OFFICE	1243
13	OFFICE	1243
14	OFFICE	1243
15	OFFICE	1243
16	OFFICE	1243
17	OFFICE	1243
18	OFFICE	1243
19	OFFICE	1243
20	OFFICE	1243
21	OFFICE	1243
22	OFFICE	1243
23	OFFICE	1243
24	OFFICE	1243
25	OFFICE	1243
26	OFFICE	1243
27	OFFICE	1243
28	OFFICE	1243
29	OFFICE	1243
30	OFFICE	1243
31	OFFICE	1243
32	OFFICE	1243
33	OFFICE	1243
34	OFFICE	1243
35	OFFICE	1243
TOTAL		100

SITE: 272-278 BATH ROAD, HEATHROW UB8 5BX
 DRAWING TITLE: FIRST FLOOR PLAN AS PROPOSED
 Scale: 1:500
 Date: 12/13
 Drawn: [Name]
 Checked: [Name]
 Approved: [Name]

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SCHEDULE OF ROOMS			
NO.	DESCRIPTION	AREA (SQ M)	TOTAL
1	STAIR	24	24
2	STAIR	4	4
3	STAIR	4	4
4	STAIR	23	23
5	STAIR	1	1
6	STAIR	24	24
7	STAIR	1	1
8	STAIR	1	1
9	STAIR	1	1
10	STAIR	1	1
11	STAIR	1	1
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13	STAIR	1	1
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99	STAIR	1	1
100	STAIR	1	1

SITE: 272-276 BATH ROAD, HEATHROW UB8 5BX

SECOND FLOOR PLAN AS PROPOSED

DATE: 12/13

SCALE: 1:500

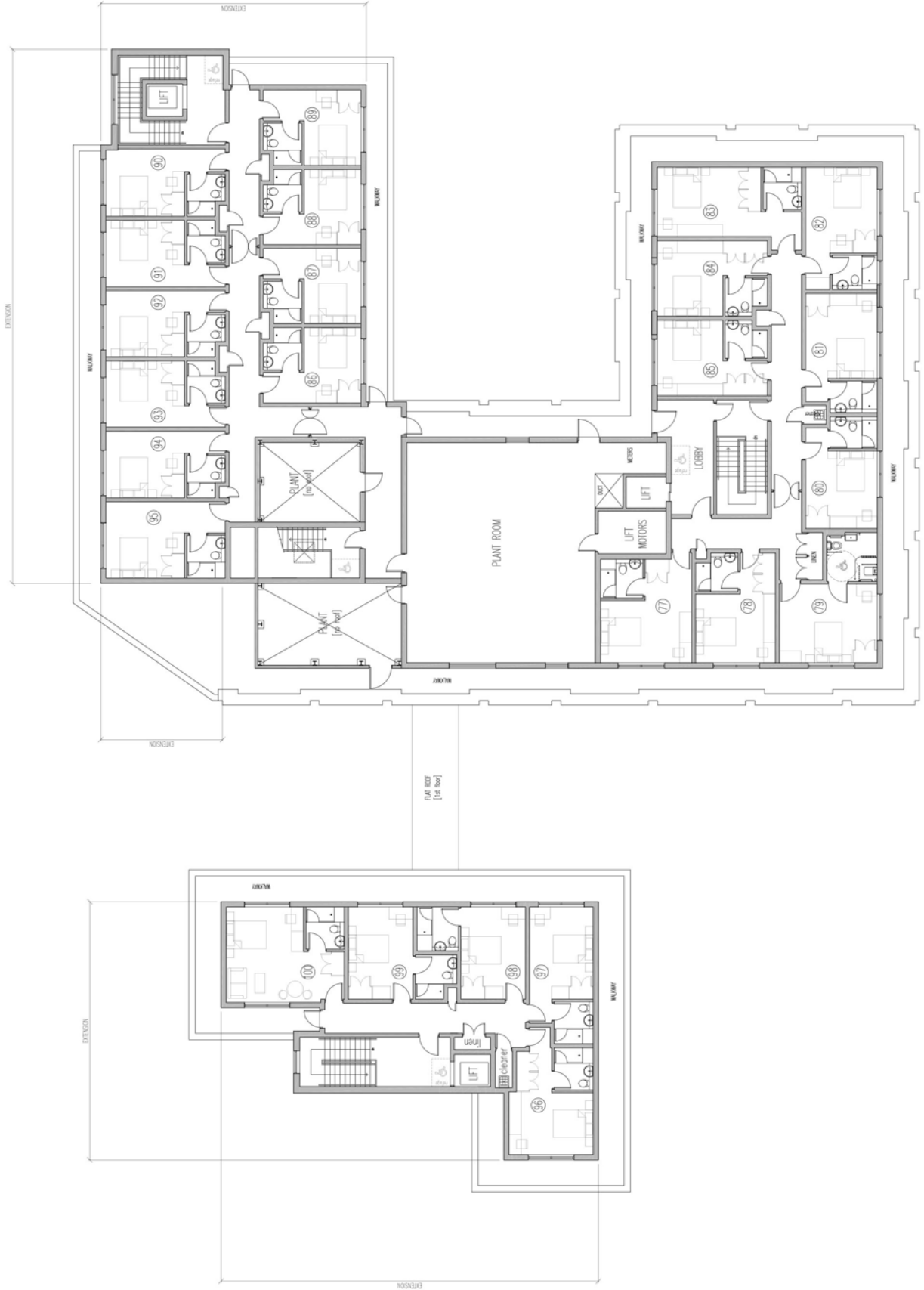
PROJECT: DRAPER NEAL ASSOCIATES ARCHITECTURE AND INTERIOR DESIGN

CLIENT: PANOSKIA HOUSE, 41-45 LIND ROAD, BUTTON, SURREY GU1 4PP

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SCHEDULE OF ROOMS			
ROOMS	STANDARD	ROOFED	TOTAL
FLOOR	1	4	28
FLOOR	24	1	28
SECOND	25	4	35
THIRD	23	1	24
TOTAL	90	10	100

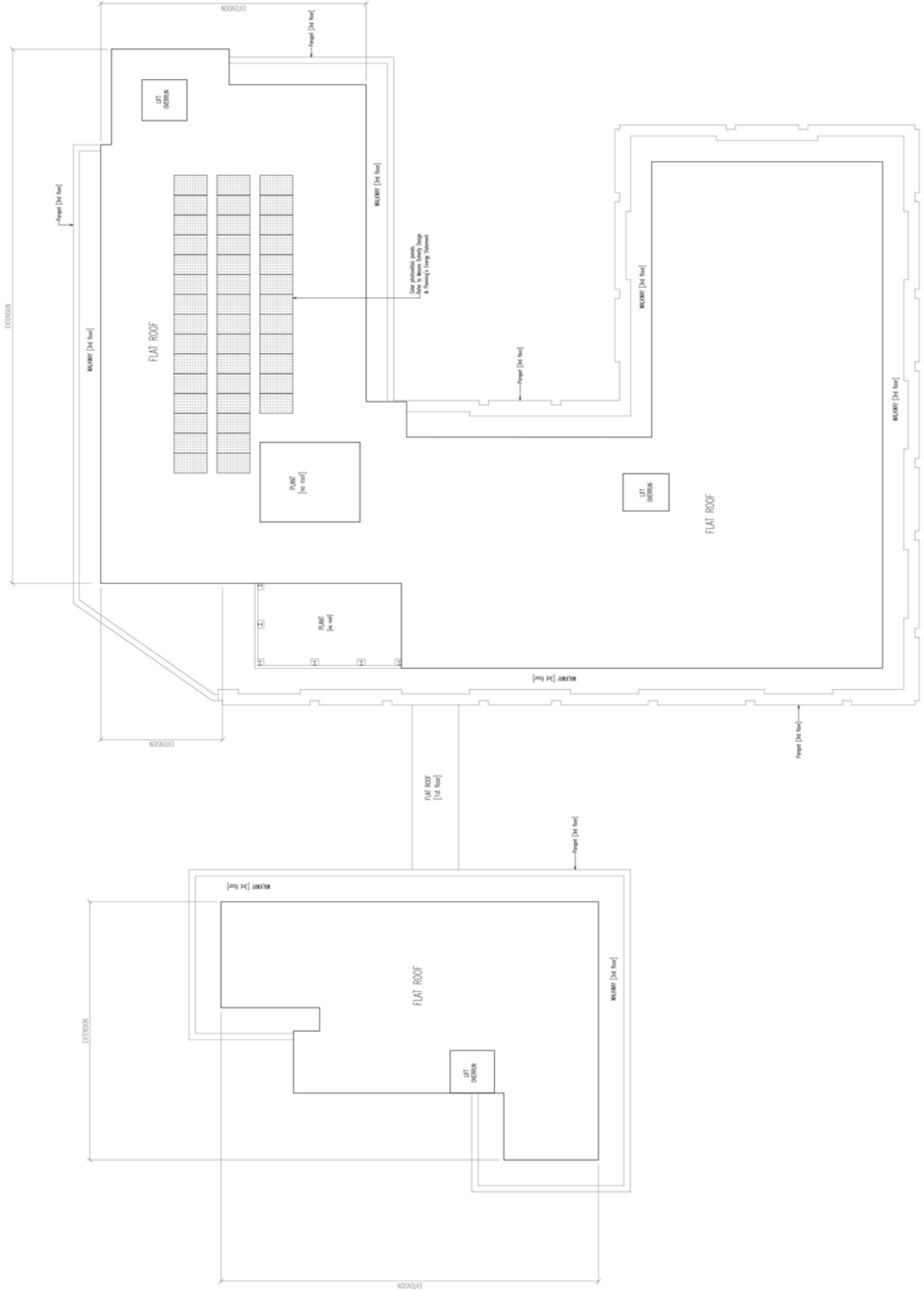
SITE
272-274 BATH ROAD
HEATHROW UES, SX8

DRAWING TITLE
THIRD FLOOR PLAN AS PROPOSED

Scale	Date	Drawn	Checked	Rev
1:100	12/13			33

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ARCHITECTURE AND BUILDING DESIGN
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SITE: 272-274 BATH ROAD
HEATHROW UES, SX8

DRAWING TITLE: ROOF PLAN AS PROPOSED

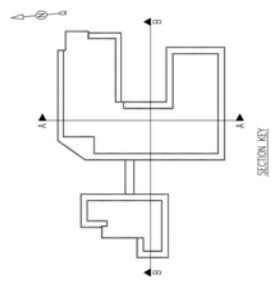
Scale	Date	Drawn	Checked
1:100	12/13	JA	JA

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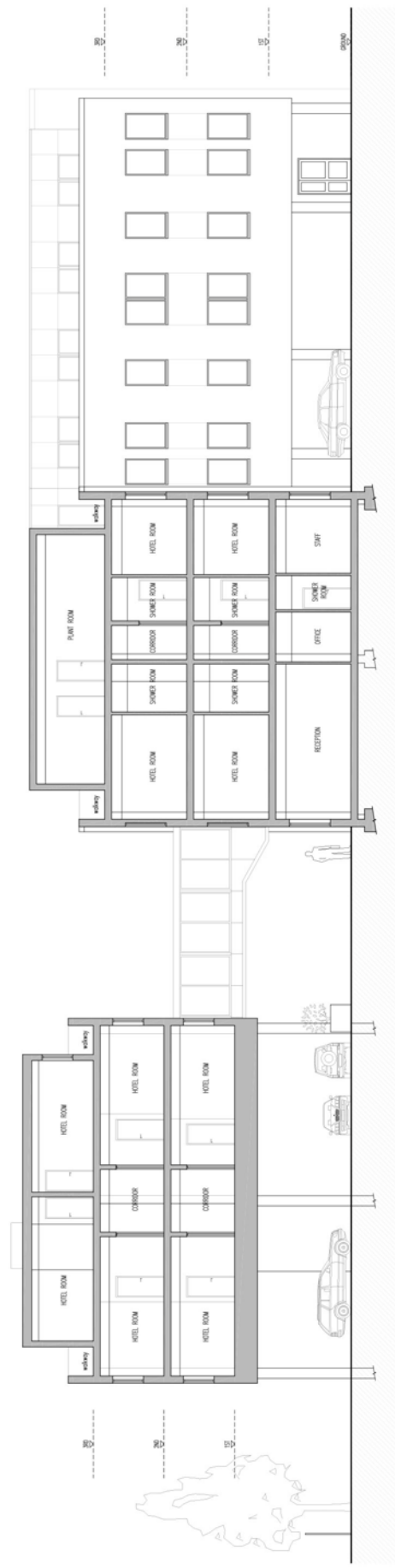
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INDICATIVE SECTION A-A AS PROPOSED



INDICATIVE SECTION B-B AS PROPOSED

SITE: 772-774 BATH ROAD
HEATHROW URB. 50K

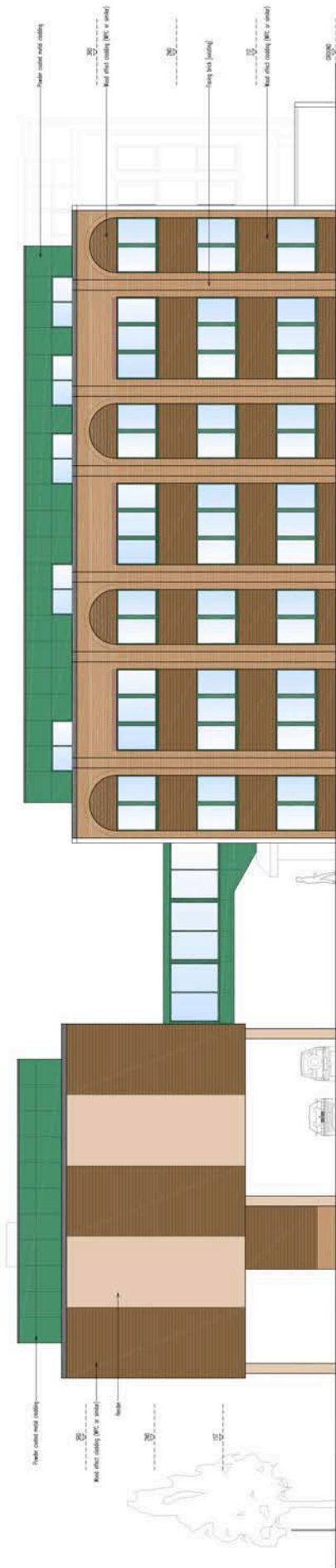
DRAWING TITLE: INDICATIVE SECTIONS AS PROPOSED

Scale	Date	Drawn	Checked	Job No.	Rev.
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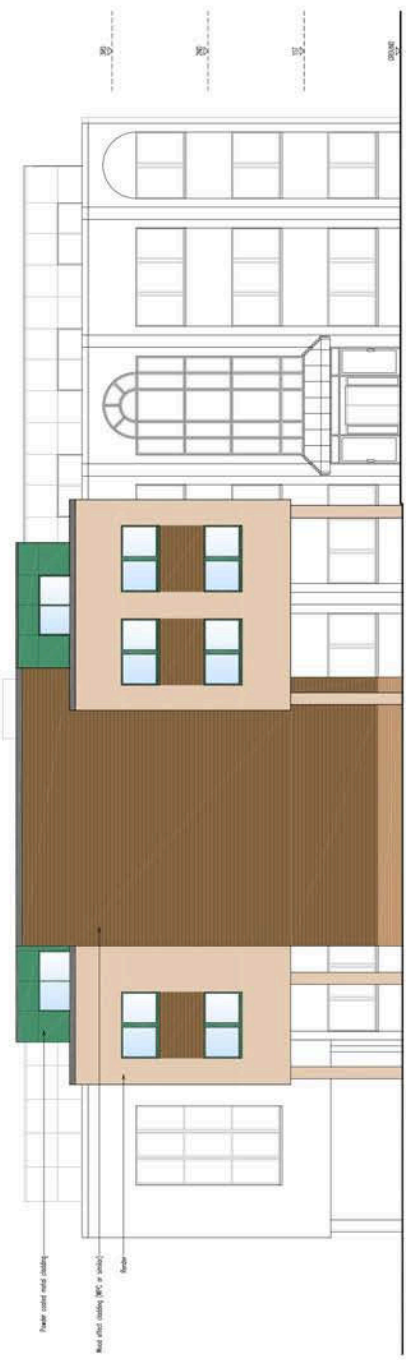
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SURREY GU1 4PP
TEL: 01252 863511

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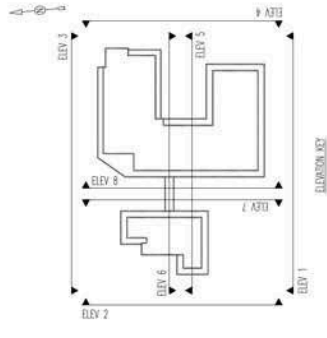
NOTE: THESE ELEVATIONS ARE FOR PERMITS PURPOSES ONLY AND SHOULD NOT BE USED FOR CONSTRUCTION.



ELEVATION 1 AS PROPOSED



ELEVATION 2 AS PROPOSED

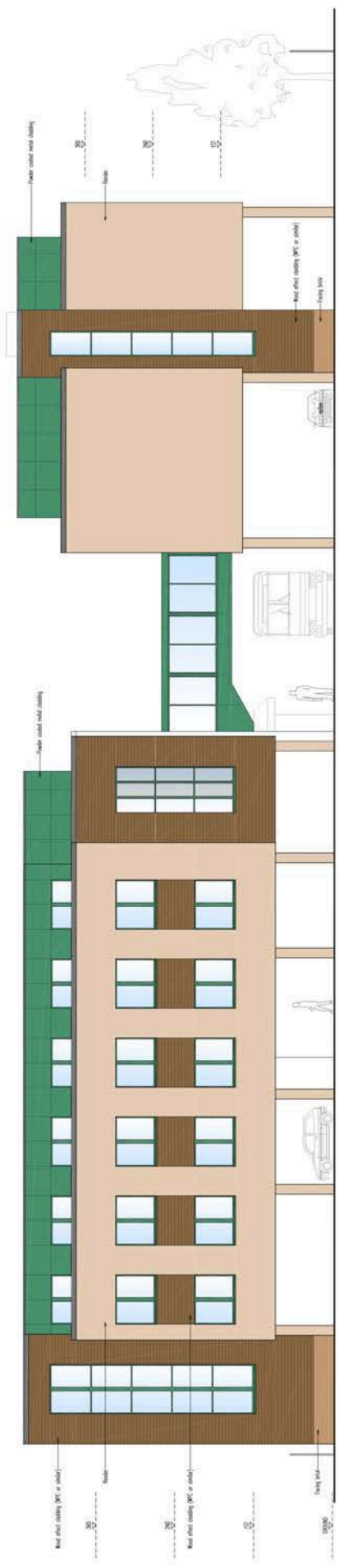


SITE		272/276 BATH ROAD HEATHROW URB. 50X	
DRAWING TITLE		ELEVATIONS 1 & 2 AS PROPOSED	
Scale	As Shown	Page No.	001
Date	12/13	Sheet No.	35
Drawn			

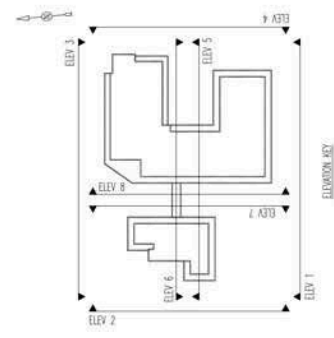
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Draper Neal Associates
 ARCHITECTURE AND INTERIOR DESIGN
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 SUDBURY, SUFF. IP8 3PP
 TEL: 01206 884316 FAX: 01206 884311
 www.draperneal.co.uk



NOTE: THESE DRAWINGS ARE FOR PERMITS PURPOSES ONLY AND SHOULD NOT BE USED FOR CONSTRUCTION.



ELEVATION 3 AS PROPOSED



ELEVATION 4 AS PROPOSED

SHEET: 272/276 BATH ROAD
 HATHORN 103.50X

DRAWING TITLE: ELEVATIONS 3 & 4 AS PROPOSED

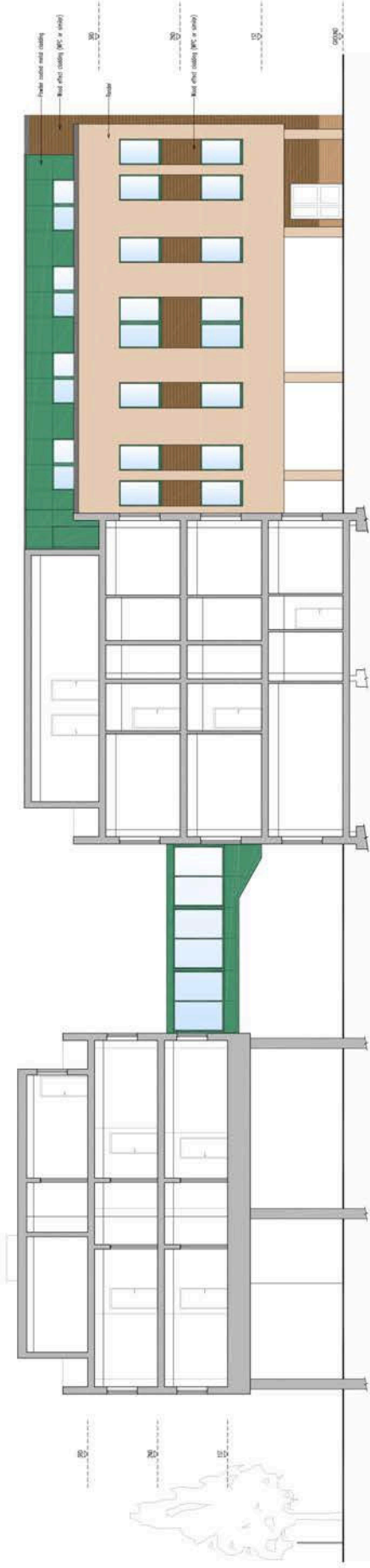
Scale	Date	Drawn	Checked
1/8" = 1'-0"	12/13		

DATE: 12/13/2011

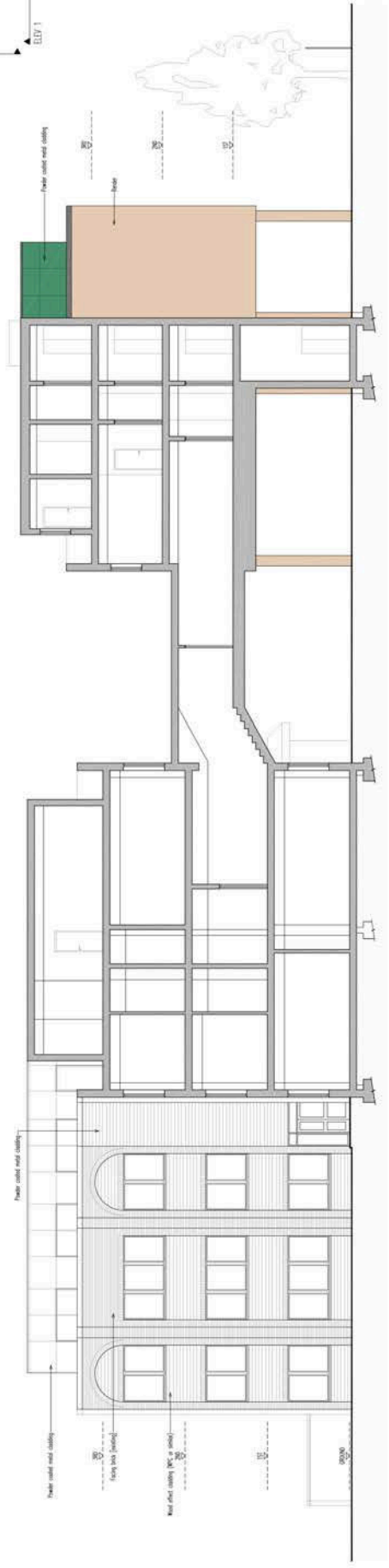
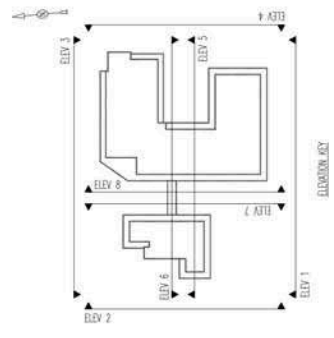
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 SUITE 7, 5841 11P
 TEL: 503.865.5511
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ELEVATION 5 AS PROPOSED



ELEVATION 6 AS PROPOSED

SITE: 272/276 BATH ROAD
HEATHROW UB8 5BX

DRAWING TITLE: ELEVATIONS 5 & 6 AS PROPOSED

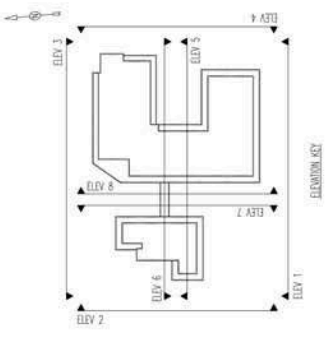
Scale	Date	Drawn	Checked	Proj. No.	Rev.
1:50	12/13				

DATE: 12/13

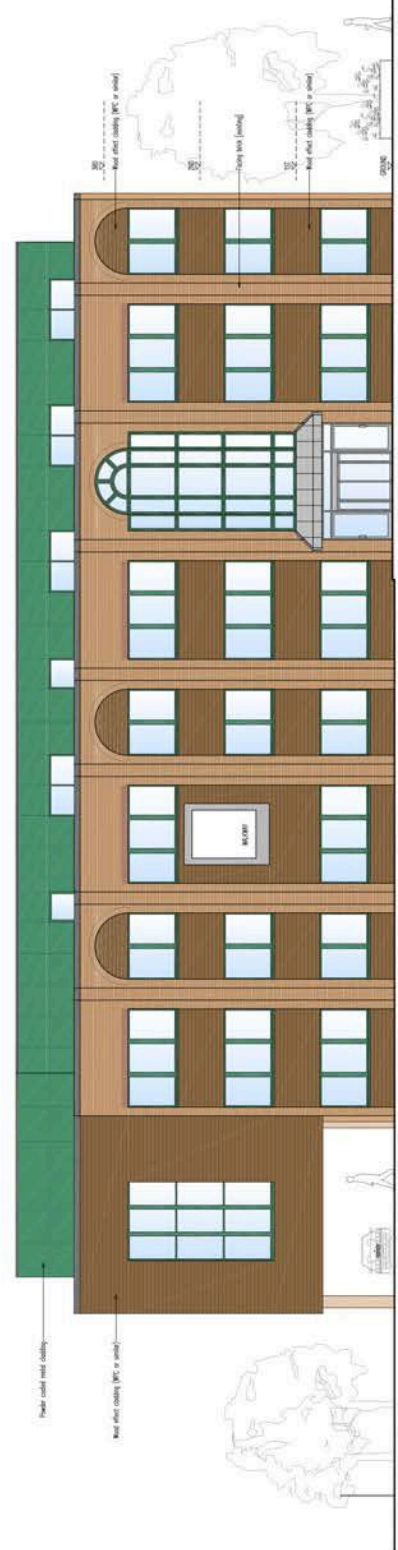
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ARCHITECTURE AND PLANNING DESIGN
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ELEVATION 7 AS PROPOSED



ELEVATION 8 AS PROPOSED

SITE		272/276 BATH ROAD HEATHROW URB 50K	
DRAWING TITLE		ELEVATIONS 7 & 8 AS PROPOSED	
Scale	Area No.	Proj No.	Rev.
Date	12/13		08
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Draper Neal Associates ARCHITECTURE AND BUILDING DESIGN PANORAMA HOUSE, 41-45 LIND ROAD, BUTTON, SUDBURY, SM1 5PP TEL: 01305 846316 EXT 1			

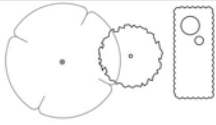


KEY

Existing Trees Retained

Proposed Trees

Shrubs



SPECIFICATION

Plant Material and Workmanship to be in accordance with MCA Landscape Specification and the following British Standards;
a) All trees, shrubs and hedge plants supplied shall comply with the requirements of British Standard BS309, Specification for Nursery Stock.
b) All site clearing, site preparation, planting and post-planting maintenance works shall be carried out in accordance with the requirements of British Standard BS4286(1989) Code of Practice for General Landscape Operations (excluding hard surfaces).
c) The use of chemicals (herbicides, insecticides, fungicides and slug pellets etc) is discouraged and all used shall be biodegradable and non-residual.

MCA

Chartered Landscape Architects
138 The Moors Kington Oxford OX5 2AG
Tel: (01893) 811888 Fax: (01893) 811508

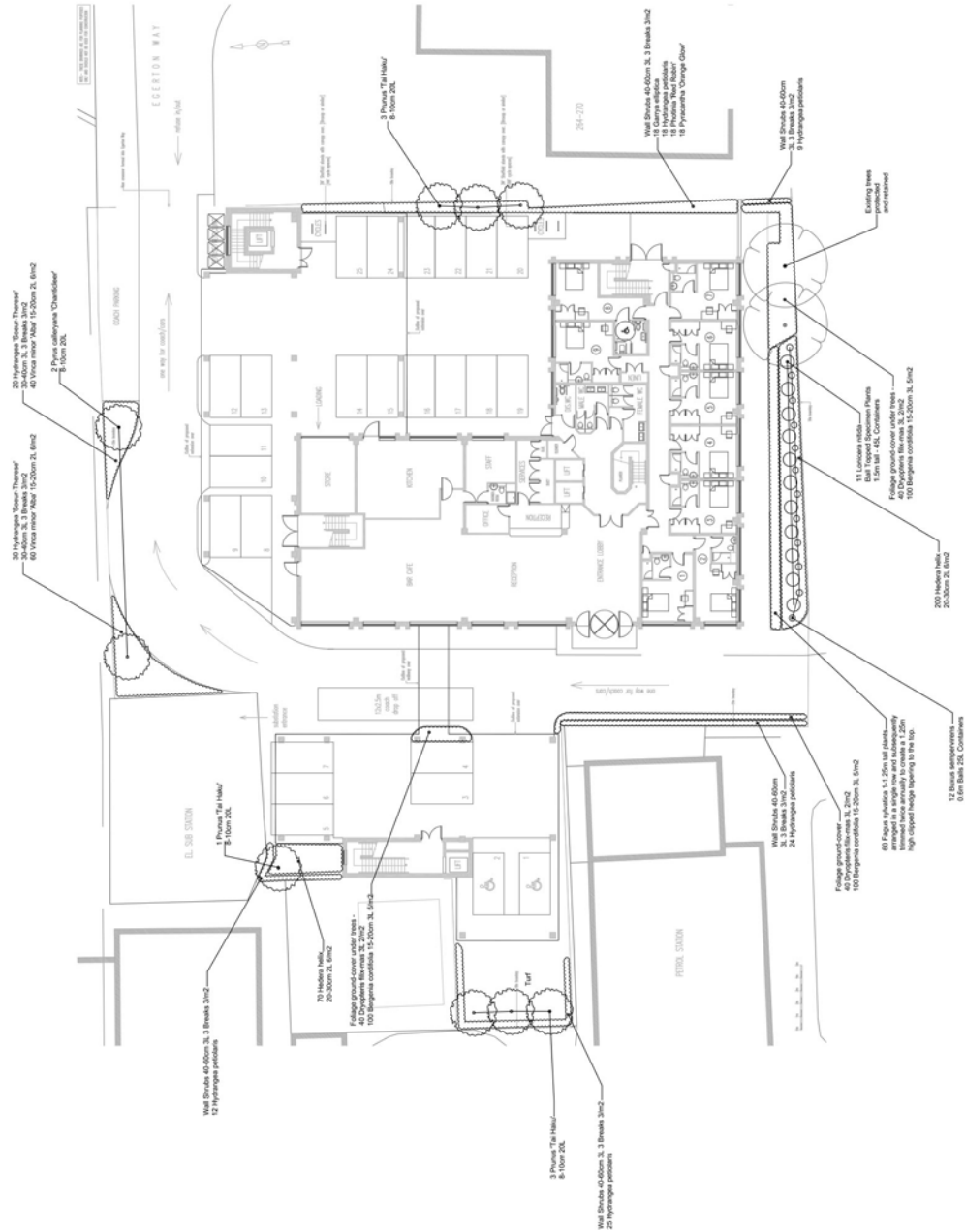
PROJECT
272-276 BATH ROAD
HEATHROW UB3 5BX

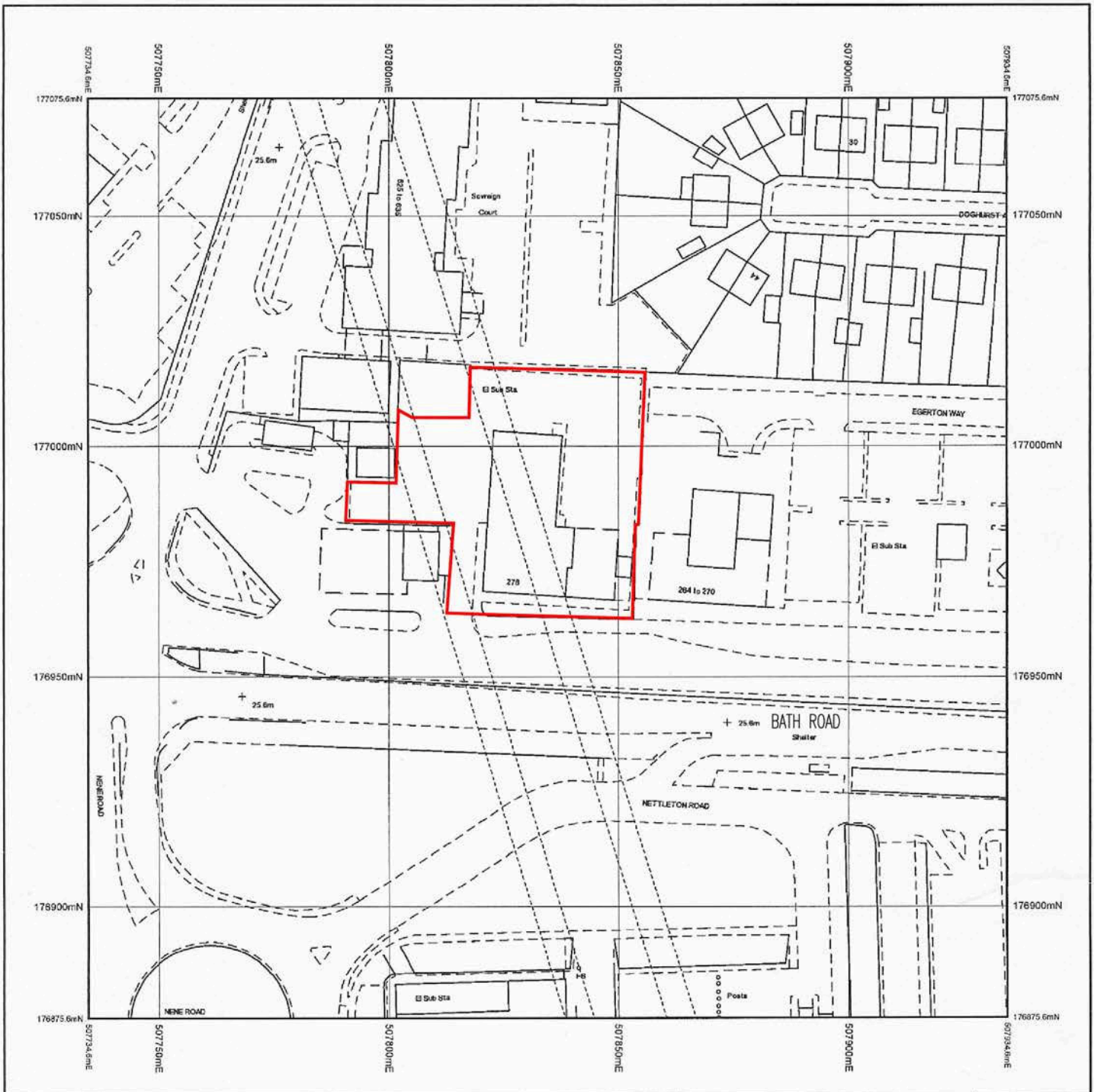
DRAWING TITLE
LANDSCAPE DETAILS

Scale 1:200
Date 09/09/13
Drawn MC

Drawing No. MCA 1513/01

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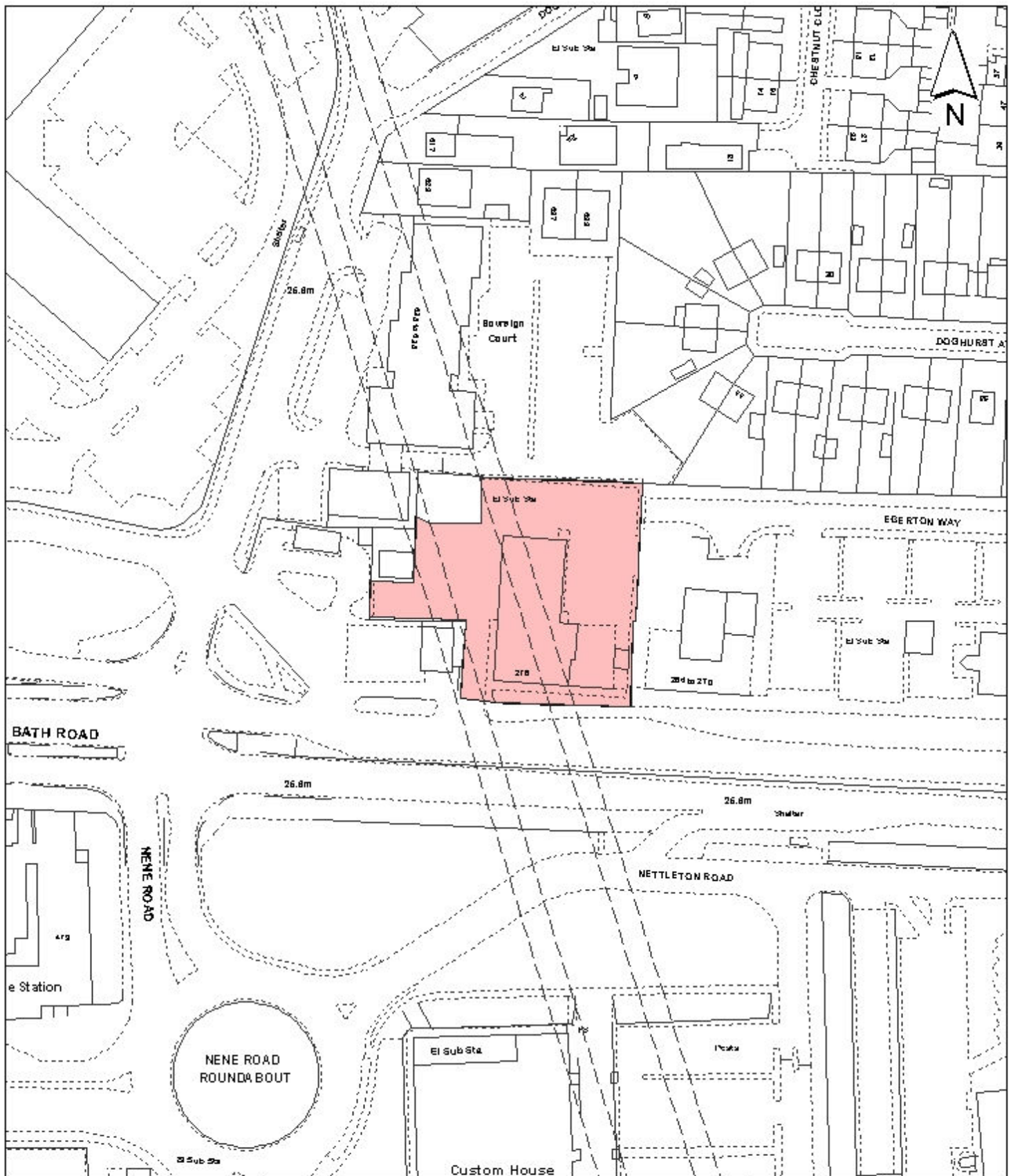


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Serial Number: 19535
Centre Coordinates: 507834.6, 176975.6
Production Date: 21 Nov 2012 11:57

276 BATH ROAD
HEATHROW UB3 5BX

LOCATION PLAN - DRAWING N° 1243/20
1:1250 SCALE @A4



Notes

 Site boundary

For identification purposes only.

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Site Address

**272-276 Bath Road
Heathrow**

**LONDON BOROUGH
OF HILLINGDON
Residents Services**

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

Planning Application Ref:
464/APP/2013/2115

Scale
1:1,250

Planning Committee
Major Application

Date
**December
2013**



HILLINGDON
LONDON

Report of the Head of Planning, Sport and Green Spaces

Address FORMER RAF UXBRIDGE HILLINGDON ROAD UXBRIDGE

Development: Reserved matters (appearance, layout, scale and landscaping) in compliance with conditions 2 and 3 for Phase 3, First Application (Western Side of District Park) of planning permission ref: 585/APP/2009/2752 dated 18/01/2012 for the proposed mixed-use redevelopment of St Andrews Park (Former RAF Uxbridge site).

LBH Ref Nos: 585/APP/2013/2719

Date Plans Received: 18/09/2013

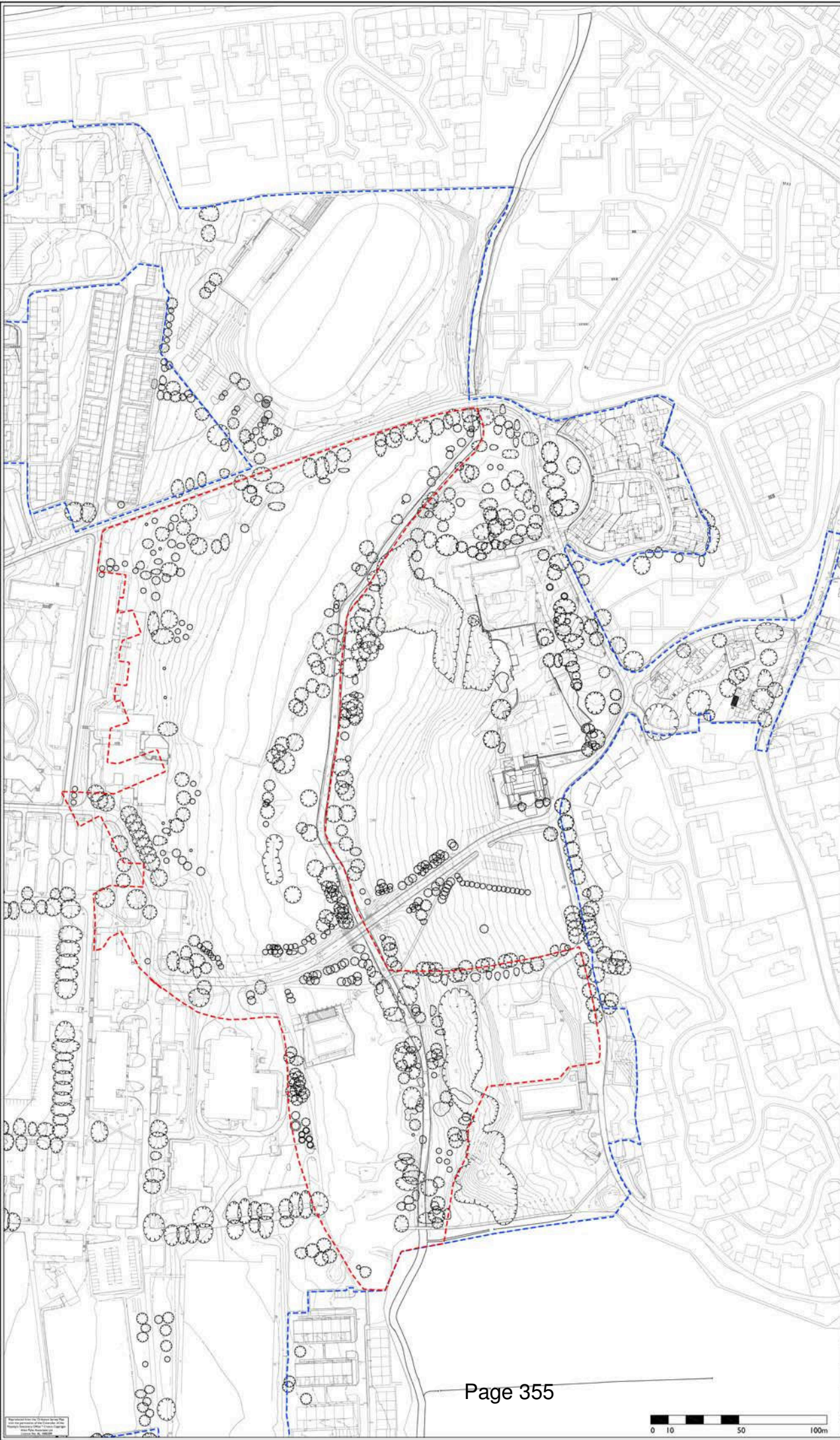
Date(s) of Amendment(s):

Date Application Valid: 18/09/2013



LEGEND

-  Outline application boundary
-  Western District Park (Phase 3) boundary



Rev	Description	Date	Drawn	Checked

PLANNING

Allen Pyke Associates

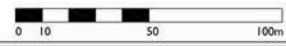
Landscaping architecture • Urban design • Environmental planning
The Factory, 2 Acre Road,
Kingston upon Thames,
Surrey KT2 8EF

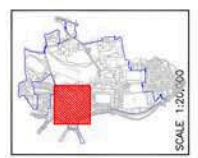
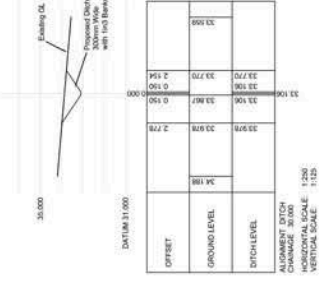
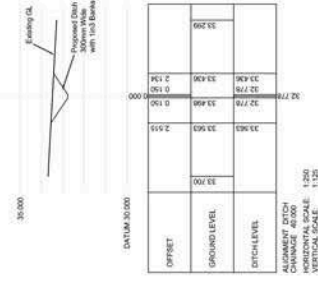
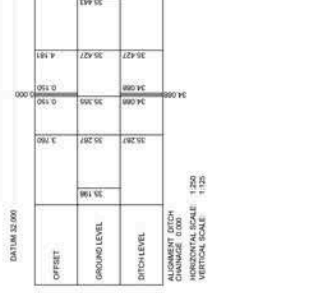
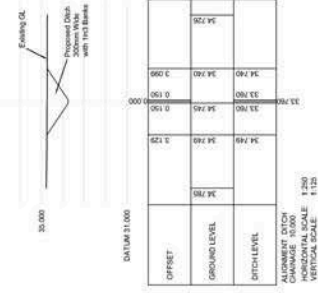
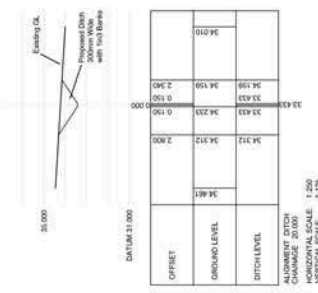
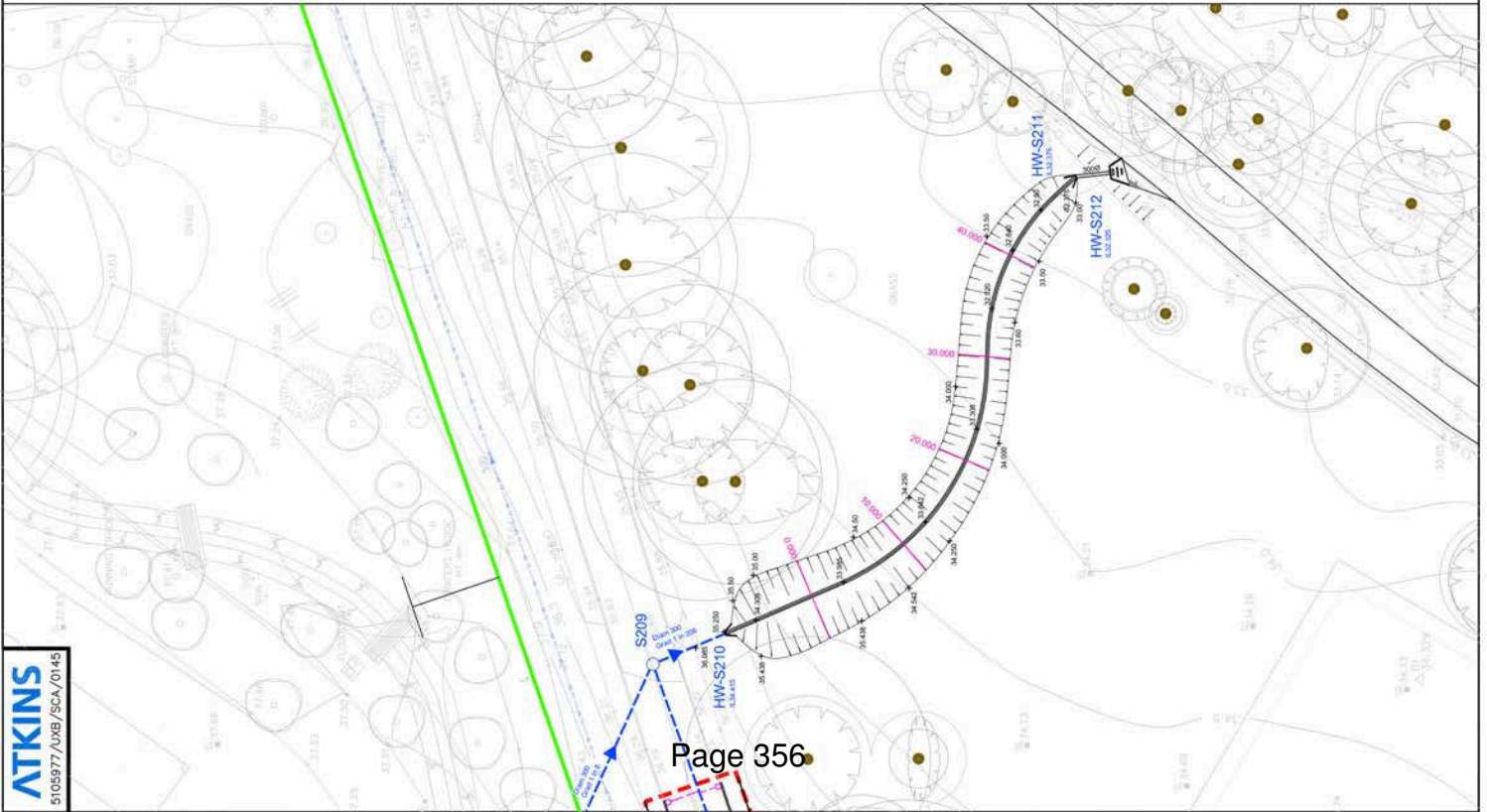
T 020 8549 3434 F 020 8547 1075
www.allenpyke.co.uk
KINGSTON UPON THAMES • CAMBRIDGE

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Client	VSM (UXBRIDGE) LTD	Scale	1:1250@A1
Project	RAF UXBRIDGE DISTRICT PARK	Rev/No	BB/VR
Drawing Title	WESTERN RMA LOCATION PLAN	Date	26/03/13

Drawing Number	2152-DP-LA-09	Revision	
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- NOTES**
1. DO NOT SCALE FROM THIS DRAWING.
 2. ALL DIMENSIONS IN METRES.
 3. THE PROPOSED SCHOOL LAYOUT IS TAKEN FROM DRAWING NUMBER 211095/P/03 REV B.
 4. THE PROPOSED MASTERPLAN IS TAKEN FROM MASTERPLAN DRAWING NUMBER 3300-10-101 REV 0.
 5. TOPOGRAPHICAL SURVEY TAKEN FROM DRAWING NUMBER HAL125_207_Rev_049 'RAF UXBRIDGE, MIDDLESEX UB10 0RZ - TOPOGRAPHICAL SURVEY 20" BY MET SURVEYS LTD.
 6. FOR TREATMENT TO EXISTING TREES REFER TO DRAWINGS BY ALAN PYKE ASSOCIATES (LANDSCAPE ARCHITECT)
 7. ALL WORKS WITHIN 8M OF THE RIVER FINN SHALL BE SUBJECT TO ENVIRONMENT AGENCY APPROVAL.
 8. ALL DITCHES AND SWALES TO BE GRASSED

NO.	REVISIONS	Drawn By	Checked By	Date

FOR INFORMATION
PURPOSE OF ISSUE
MR. 26/11/13
Date

Atkins Ltd
Consulting Engineers
The Old Mill
Birmingham West Midlands B11 1TF
Tel: 0121 483 5000
Fax: 0121 483 5002

THIS DRAWING IS NOT TO BE SCALED

CLIENT
VSM ESTATES LIMITED

PROJECT
UXBRIDGE

DRAWING TITLE
SCHOOL ACCESS
PROPOSED DITCH AND CROSS SECTIONS
PLAN

NO.	DATE	BY	CHKD	REV
1	25/11/13	TL	TL	1
2	25/11/13	TL	TL	2
3	25/11/13	TL	TL	3

DRAWING NO 5105977/UXB/SCA/0145

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NOTES
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 Based on drawing by:
 Drawing number: 2152-DP-LA-07

KEY PLAN
 2152-DP-LA-07

NOTE
 Recently planted trees (not surveyed) within areas of ground remediation for detention basins and drainage paths are to be removed and relocated within the park if possible prior to commencement of works.
 Full details of all signage, including any safety signs, to be installed in the park, will be provided when discharging Condition 46.

INDICATIVE AQUATIC PLANTING PALETTE FOR DETENTION BASINS:
 Carex acutiformis
 Carex pendulocarpa
 Carex rostrata
 Typha minima
 Iris pseudacorus

INDICATIVE MARGINAL PLANTING PALETTE FOR DETENTION BASINS:
 Anemone pulsatilla
 Asperula vulgaris
 Bienehaue vulgaris
 Blechnum spicatum
 Daphne genkwa
 Dryas octopetala
 Geum rivale
 Galium aparine
 Galium saxatile
 Geranium robertianum
 Lonicera sylvatica
 Lysichiton ciliatum
 Petasites hybridus
 Polygodium vulgare

LEGEND

District Park boundary
 Western Park RPA boundary
 Trees to be retained - indicate range agreed (refer to report 2152-RE-04 for tree schedule and drawing 2152-DP-15-02)
 Recently planted trees (not yet surveyed)
 Trees to be removed - indicate range agreed (refer to report 2152-RE-04 for tree schedule and drawing 2152-DP-15-02)
 Recently planted trees (not yet surveyed) to be removed and relocated
 River Pine
 Indicative extent of foreshpan
 Bin Environment Agency buffer zone
 Existing contours
 Proposed contours
 Rough grass and woodland edge
 Indicative extent of understorey to be retained
 Indicative area to be kept clear of understorey and ground cover for retention views toward Hillingdon House.
 (Exact scope and content of works to be confirmed in final design)
 S&P landscape elements (to be retained)
 Avenue grass areas - OUE Triakum Pin Major
 27 Economy PILES or similar approved - to be retained post construction
 Areas of hard standing to be removed, made permeable and replaced with permeable paving
 Proposed tree planting
 Proposed aquatic planting to deepest level of detention basins
 Proposed marginal planting to sides of basins
 Ecological elements
 (exact location to be confirmed onsite with ecologist)
 Smaller bird boxes
 B1
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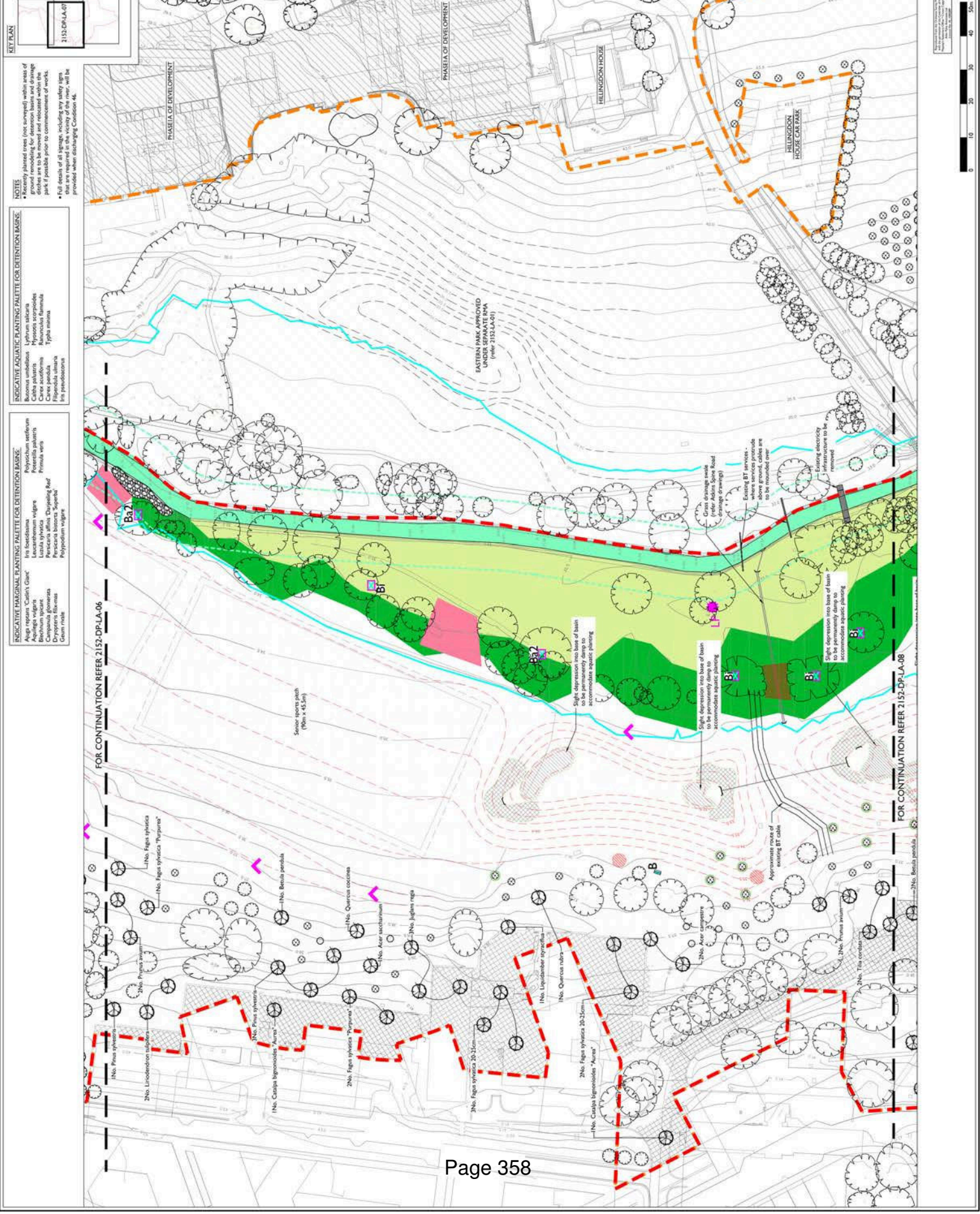
PLANNING

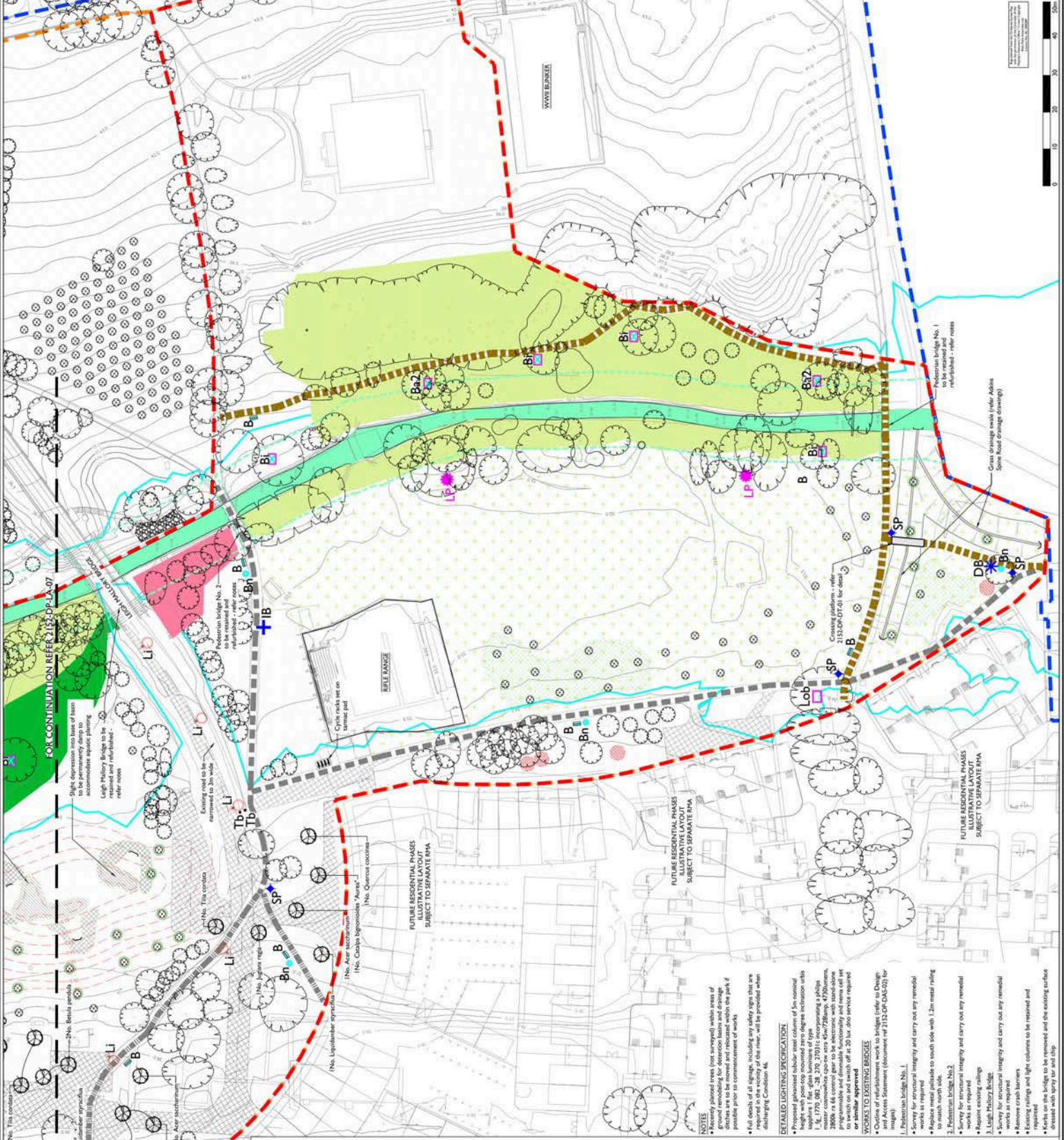
Allen Pyke Associates
 Landscape Architect - Urban Design - Environmental Planning
 The Factory, 2 Acre Road,
 Kingston upon Thames,
 Surrey KT16 8ET
 T: 020 8540 3434 F: 020 8547 1076
 www.allenpyke.co.uk

Client: WESTMINSTER DISTRICT PARK
 Project: MASSICOMPTON POND
 Drawing Number: 2152-DP-LA-07

Date: 15/08/24
 Scale: B6/B7
 Date: 16/09/13
 Scale: A

Approved by:
 Date:
 Designated Officer:
 Date:





LEGEND

- Outline application boundary
- District Park boundary
- Western Park RPA boundary
- Trees to be retained - indicate canopy spread (refer to report 2152-RE-04 tree list for tree schedule and drawing 2152-DP-15-02)
- Recently planted trees (not yet surveyed)
- Trees/plantations to be removed to facilitate construction (drainage)
- Recently planted trees (not surveyed) within area of ground remediation to be removed and relocated
- River Pin
- Environment Agency buffer zone
- Indicative extent of floodplain
- Existing contours
- Proposed contours
- Proposed grass and woodland edge
- Indicative extent of understorey to be retained
- Proposed terrace path to be refurbished
- Proposed terrace path
- Proposed carriage path
- Proposed path with timber edging
- Indicative trees to be kept clear of substation and tree canopy raised as necessary to maintain views toward Hillingdon House.
- Existing scope and extent of works to be retained (refer to drawing 2152-DP-15-01)
- S&L landscape elements
- Asymmetry grass areas - OUT (Triathlon Path Phase 2) Ecology of RLUS or similar approved - to be retained post construction
- Areas of hard standing to be removed, made permeable
- Proposed tree planting
- Proposed aquatic planting to deepest level of detention basin
- Proposed marginal planting to sides of basins
- Areas seeded with native grass mix
- Areas of recent wild planting
- Ecological elements
- Reed location to be confirmed onsite with ecologist
- Smaller bird boxes
- RL2 - Indicate location for grouping of two bat boxes on one tree
- Log pile using timber from felled trees
- Local owl nest box
- Indicative location of proposed bat house - refer drawing 2152-DP-DT-04 for details
- Hard landscape elements
- Li - Litter bin - Brown 120L, Diverly Standard Steel, colour black
- CB - Dog bin - Brown 500L or similar approved
- IP - Freespace sign
- Park signification board
- Refer to drawing 2152-DP-DT-04 for details
- Woodland Type 2 or similar wood specification
- Proposed lighting column - refer to tree specification
- Telescope bollard - Brown manual telescopic post (ref B003 336/AN), colour: Black or similar
- Indicative location of proposed light and optics to detection basins

NOTES

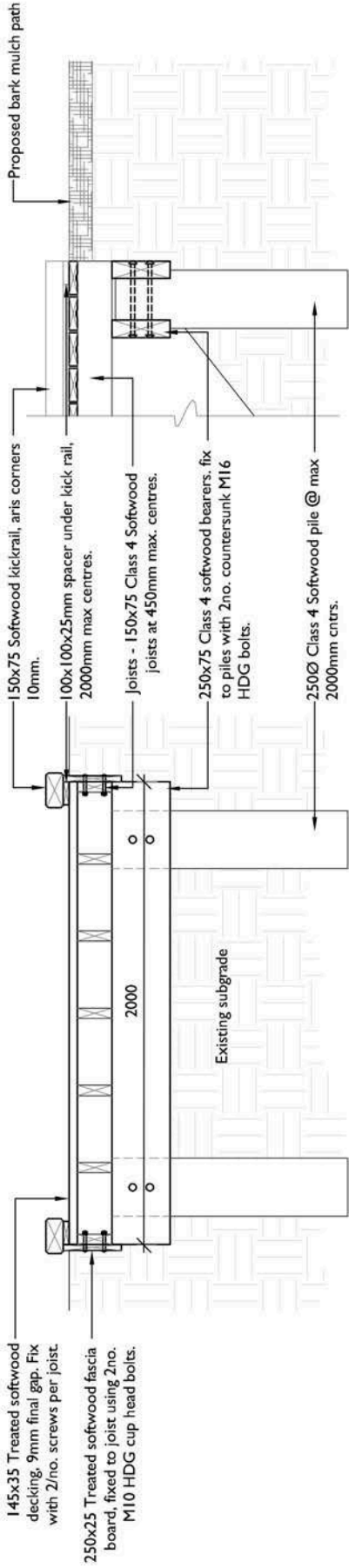
- Recently planted trees (not surveyed) within areas of ground remediation to be removed and relocated
- Areas of hard standing to be removed, made permeable prior to commencement of works
- Full details of all signage, including any safety signs that are required in the vicinity of the river, will be provided when discharging Condition 4d.

DETAILED LIGHTING SPECIFICATION

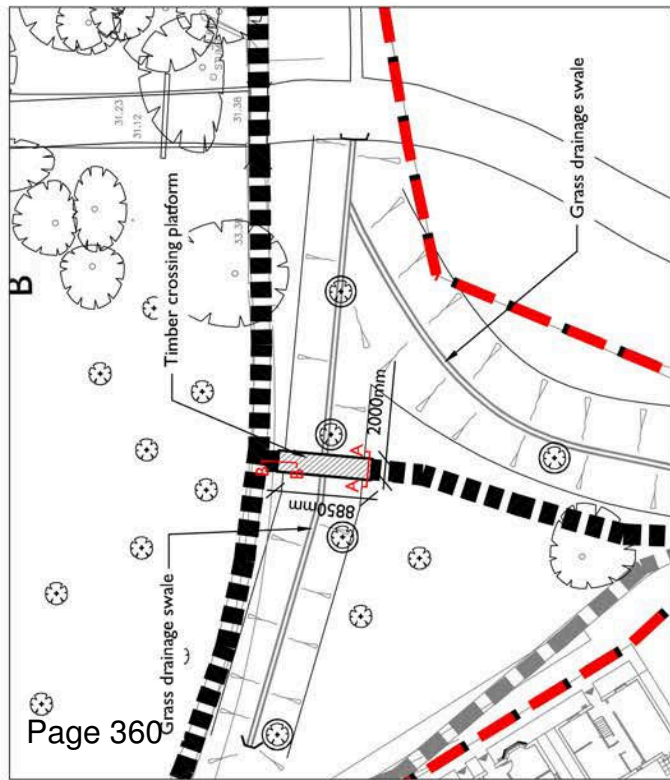
- Proposed galvanneal tubular street columns of 5m nominal height with post-top mounted zero degree inclination up to 1.8m in height of 1.8m diameter of type
- Proposed luminaire to be a 150W, 1200lm, 3000K or 60 control gear to be electronic with stand-alone ballast and any arms will set to 1500lm on each of at 30 to 40 degree request or similar approved

WORKS TO EXISTING BRIDGES

- Outline of refurbishment work to bridges (refer to Design and Access Statement (document ref 2152-DAS-02) for details)
- 1. Pedestrian bridge No. 1
 - Survey for structural integrity and carry out any remedial works as required
 - Replace metal plate side to south side with 1.2m metal railing to match north side.
 - 2. Pedestrian bridge No. 2
 - Survey for structural integrity and carry out any remedial works as required
 - Repair existing bridge
 - 3. Leigh Military Bridge
 - Survey for structural integrity and carry out any remedial works as required
 - Remove crash barriers
 - Existing ramps and light columns to be retained and dressed with spray tar and dip
 - Kerbs on the bridge to be removed and the existing surface dressed with spray tar and dip



TIMBER CROSSING ELEVATION SECTION AA
Scale 1:20@A3



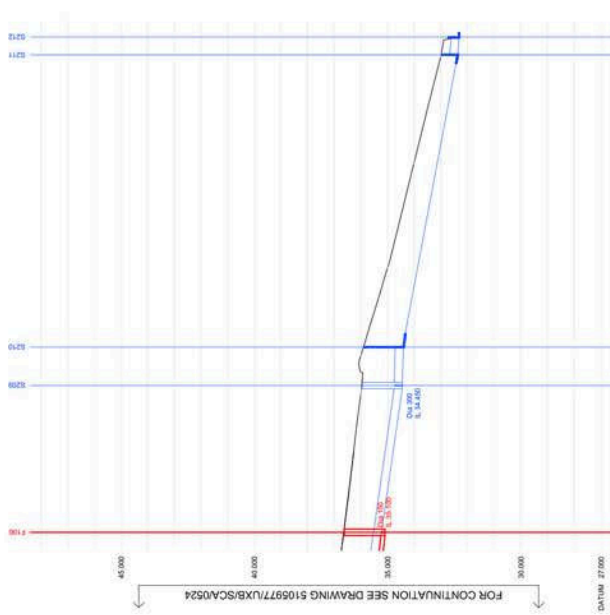
TIMBER CROSSING PLATFORM SECTION BB
Scale 1:20@A3

KEY PLAN
1:500@A3

Rev.	Step removed	Description	Date	By	Check
A			13/09/13	BB	LB

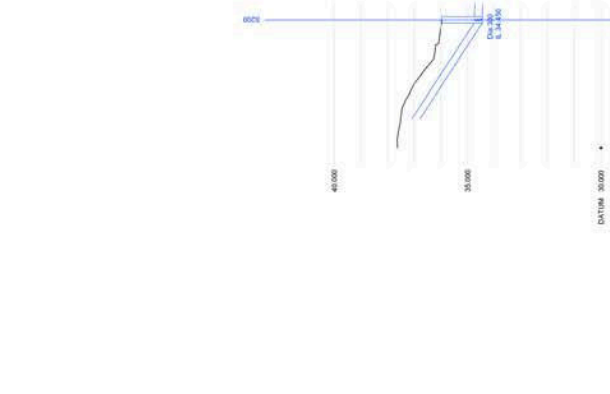
PLANNING
Allen Pyke Associates
 Landscape architecture • Urban design • Environmental planning
 The Factory, 2 Acre Road,
 Kingston upon Thames,
 Surrey KT2 6EP
 T 020 8648 3434 F 020 8647 1075
 www.allenpyke.co.uk
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A registered provider of the Landscape Institute
 Client: **VSM (Uxbridge) LTD** Scale: **AS SHOWN**
 Project: **Play Area's Park (Formerly RAF Uxbridge)** R/L/C: **BB/LB**
 Drawing Title: **District Park West Timber-Crossing Platform Detail** Date: **13/09/13**
 Drawing Number: **2152-DP-DT-01** Revision: **A**



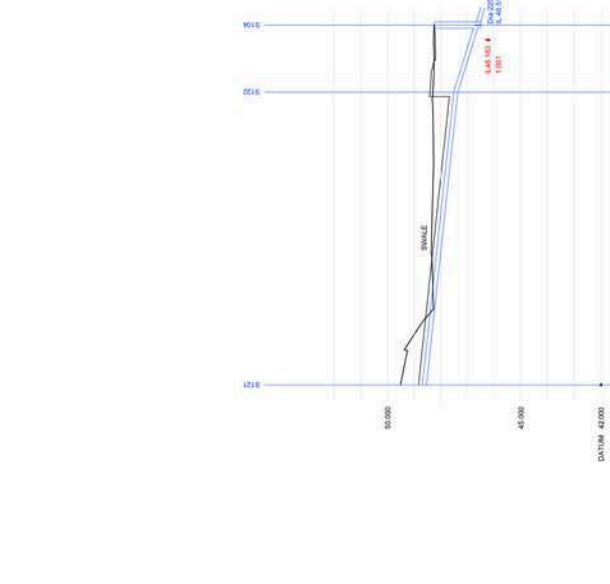
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STORMWATER COVER LEVEL															
STORMWATER INVERT															
STORMWATER DETAILS															
STORMWATER LENGTHS															
FOULWATER COVER LEVEL															
FOULWATER INVERT															
FOULWATER DETAILS															
FOULWATER LENGTHS															

HORIZONTAL SCALE: 1:500
VERTICAL SCALE: 1:100



GROUND LEVEL	37.43	37.48	37.50	37.53	37.55	37.58	37.60	37.65	37.70	37.75	37.80	37.85	37.90	37.95	38.00
STORMWATER COVER LEVEL															
STORMWATER INVERT															
STORMWATER DETAILS															
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FOULWATER INVERT															
FOULWATER DETAILS															
FOULWATER LENGTHS															

HORIZONTAL SCALE: 1:500
VERTICAL SCALE: 1:100



GROUND LEVEL	48.44	48.49	48.50	48.55	48.60	48.65	48.70	48.75	48.80	48.85	48.90	48.95	49.00	49.05	49.10	49.15	49.20	49.25	49.30	
STORMWATER COVER LEVEL																				
STORMWATER INVERT																				
STORMWATER DETAILS																				
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FOULWATER COVER LEVEL																				
FOULWATER INVERT																				
FOULWATER DETAILS																				
FOULWATER LENGTHS																				

HORIZONTAL SCALE: 1:500
VERTICAL SCALE: 1:100

REVISIONS		Date
Drawn By	Checked By	Date

FOR INFORMATION FOR TECHNICAL APPROVAL		Date
Rev.	Authorised for Issue	Date
AD1	MR	26.11.13
	MR	16.09.13

Atkins Ltd
Consulting Engineers
The Old Bank Buildings
Birmingham West Midlands B1 1TF
Tel: 0121 453 5000
Fax: 0121 453 5252

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VSM ESTATES LIMITED
PROJECT
UXBRIDGE

DRAWING TITLE		DRAWING NO	
SC09-5212 ACCESS SURFACE & FOUL WATER LONG SECTIONS	5105977/UXB/SCA/0525	REV	A01
SHEET 5 OF 5			
Rev	Date	Rev	Date
AS SHOWN	28/08/13	A1	26/11/13
RJM			
TL			
CONC'D			
TL			
KMR			
TL			
CONC'D			
TL			
KMR			
TL			

Notes
This drawing is subject to copyright.
Do not scale from this drawing.

Based on drawing by: TerraQua Ecological Services Ltd
Drawing ref.: Bat house design August 2013

Rev	Description	Date	Drawn	Checked

PLANNING

Allen Pyke Associates
Landscape architecture urban design Environmental planning

The Factory, 2 Acre Road,
Kingston upon Thames,
Surrey KT12 6EF

T 020 8548 3434 F 020 8547 1075
www.allenpyke.co.uk
KINGSTON UPON THAMES CAMBRIDGE

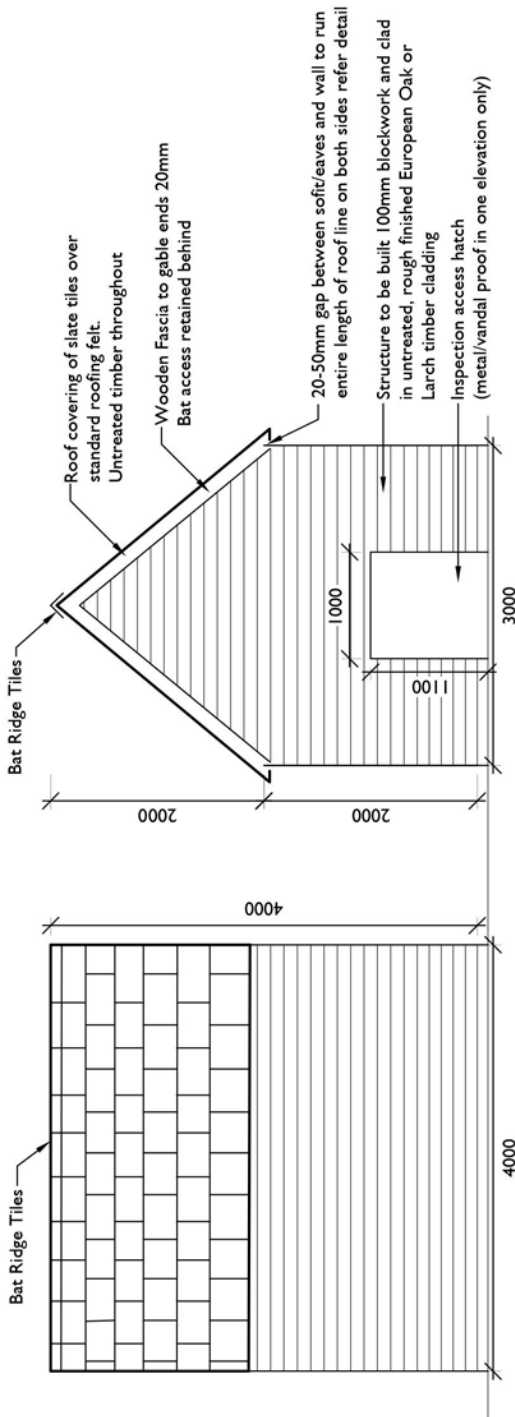


Client: VSM (UXBRIDGE) Ltd
Scale: AS SHOWN

Location: ST ANDREW'S PARK DISTRICT PARK
Drawing Title: WESTERN PARK BAT HOUSE DETAIL

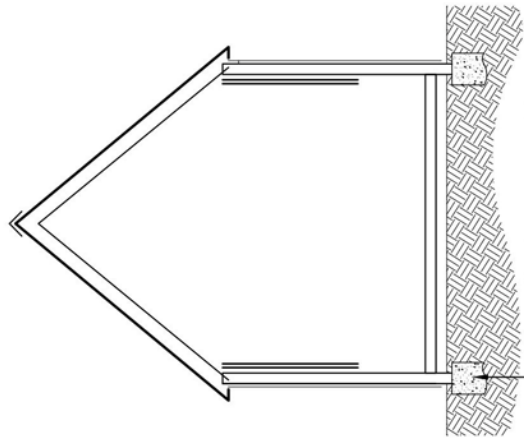
Date: 12/09/13

Drawing Number: 2152-DP-DT-04
Revision: -

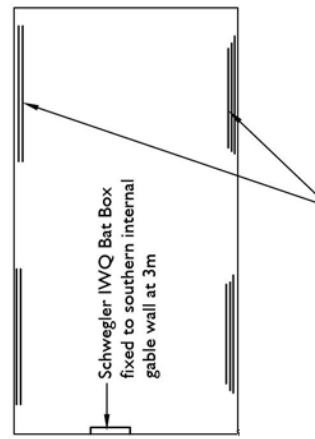


Side elevation - Scale 1:50 @A3

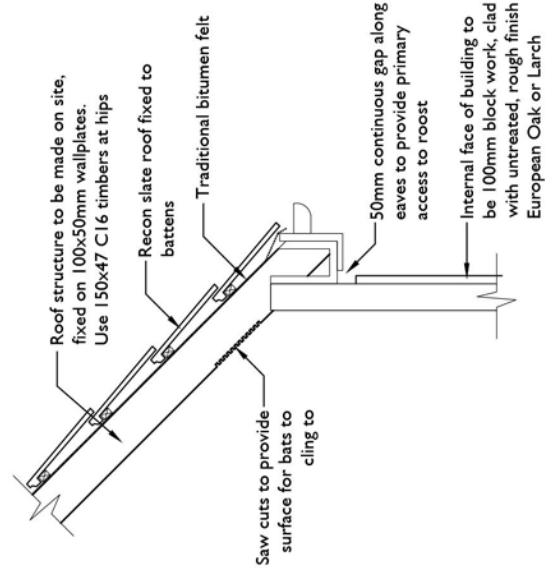
End elevation - Scale 1:50 @A3



Indicative section - Scale 1:50 @A3



Plan view - Scale 1:50 @A3



Bat access to eaves detail - Scale 1:20 @A3

SCALE REFERENCE

KEY PLAN

2152-DP-TS-07

Notes:
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 Do not scale from this drawing.
 Based on drawing by
 Drawing number

Landmark Trees

Category A
 Category B
 Category C
 Category U

Tree Protection Zone
 Tree Preservation Order
 Tree Preservation Order (in England only)

Tree Contribution to Habitat

Site Usage

Showing Tree Contribution Plan

Category A
 Category B
 Category C
 Category U

Tree Protection Zone
 Tree Preservation Order
 Tree Preservation Order (in England only)

Tree Contribution to Habitat

Note:
 For tree schedule please refer to report 2152-TR-04

PLANNING

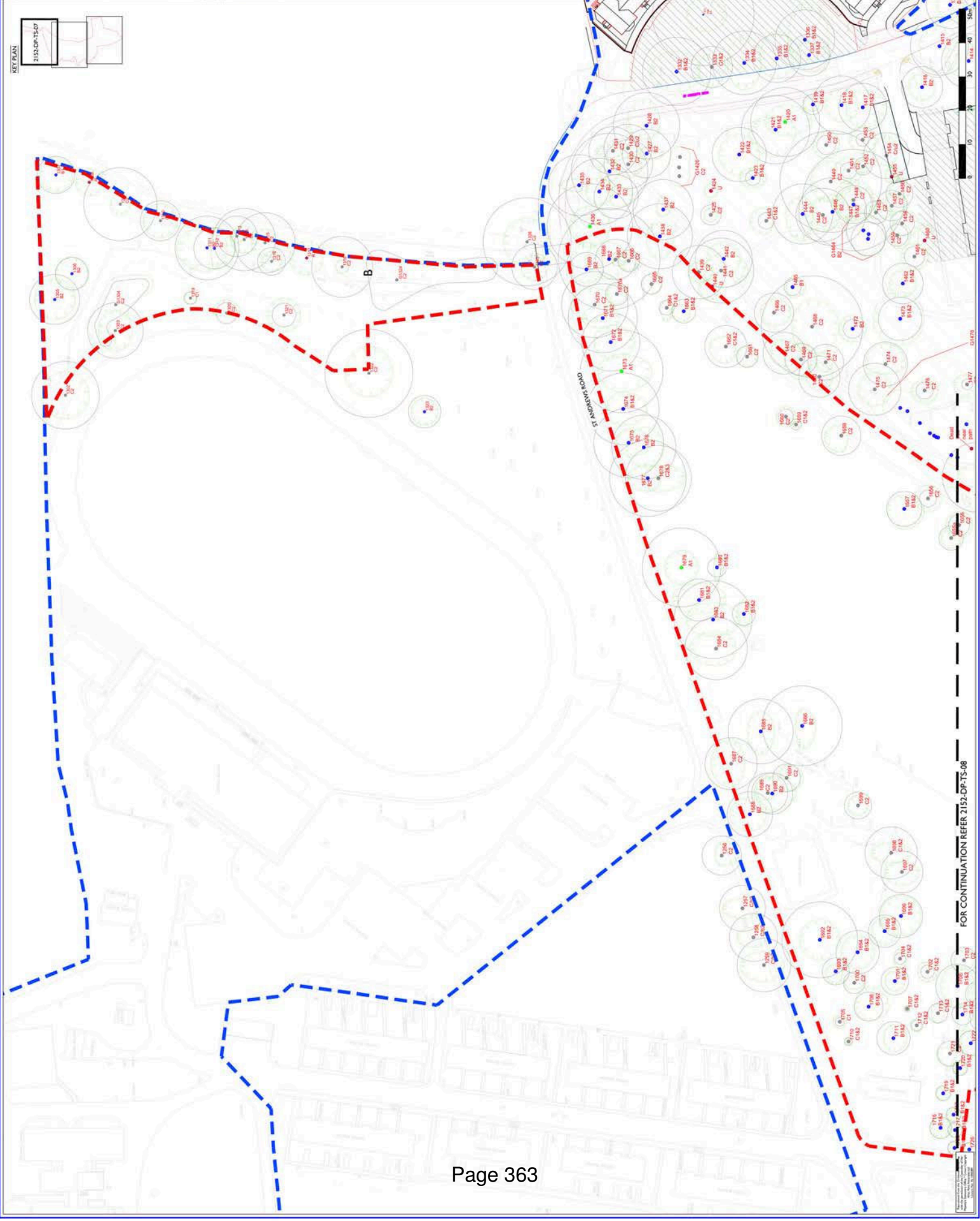
Allen Pyke Associates
 Landscape Architect Urban Design Environmental Planning
 The Factory, 2 Acre Road,
 Kingston upon Thames,
 Surrey KT1 8EJ
 T 020 8540 3434 F 020 8547 1079
 www.allenpyke.co.uk

Client: VORN ESTATES (UXBRIDGE) LTD
 Scale: 1:5000(A1)

Project: VORN ESTATES (UXBRIDGE) LTD
 BBLB

Drawing Title: VORN ESTATES (UXBRIDGE) LTD
 TREE SCHEDULE (PHASE 3)
 I OF 3

Date: 12/09/13
 Drawing Number: 2152-DP-TS-07



FOR CONTINUATION REFER 2152-DP-TS-08

SCALE REFERENCE

Notes:
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 Do not scale from this drawing.
 Based on drawing by
 Drawing number

North

Landmark Trees

Category:
 A
 B
 C
 D
 E
 F
 G
 H
 I
 J
 K
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 M
 N
 O
 P
 Q
 R
 S
 T
 U
 V
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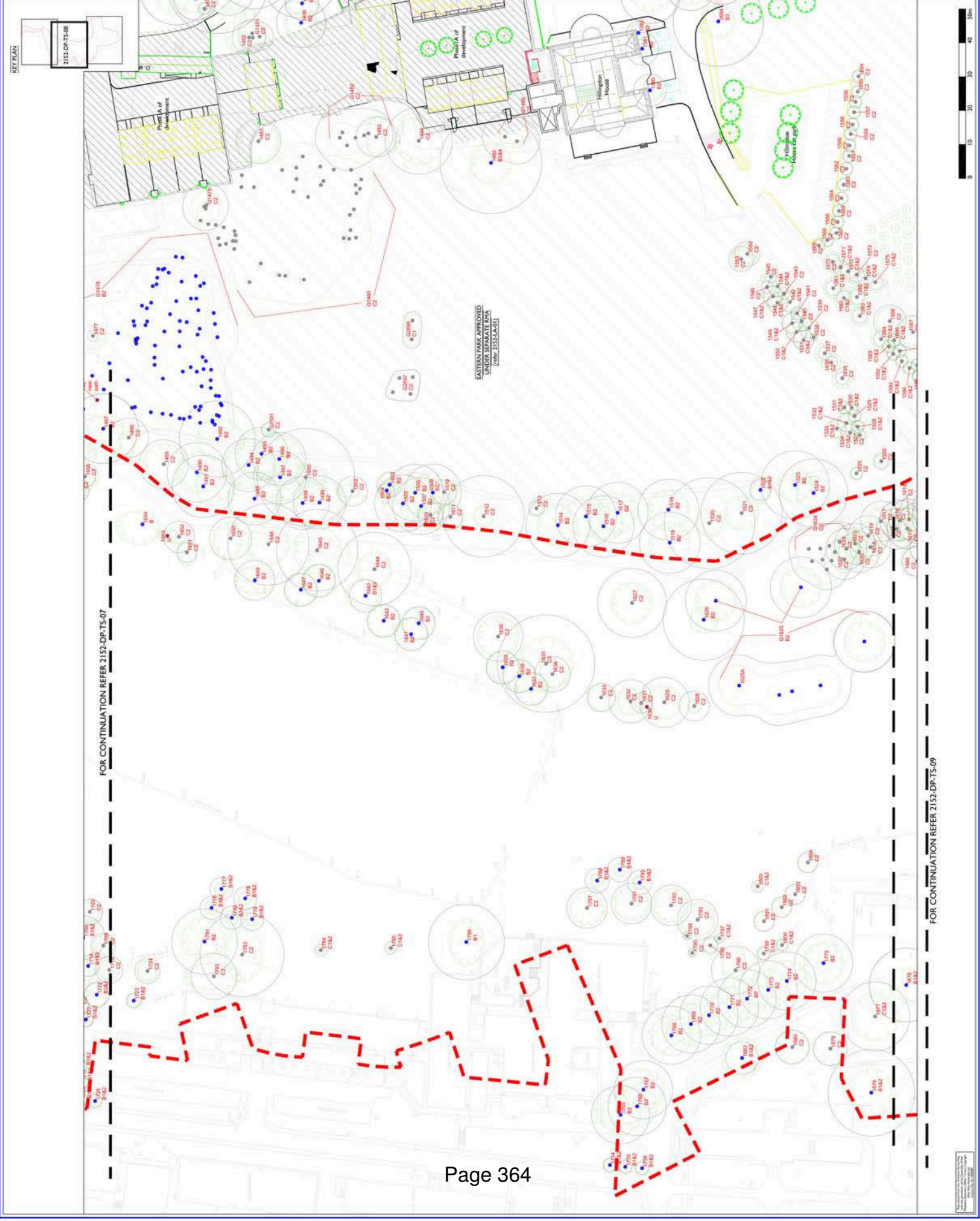
Color Legend:
 Green: Category A
 Yellow: Category B
 Orange: Category C
 Red: Category D
 Purple: Category E
 Blue: Category F
 Grey: Category G
 Brown: Category H
 Pink: Category I
 Light Blue: Category J
 Light Green: Category K
 Light Yellow: Category L
 Light Orange: Category M
 Light Red: Category N
 Light Purple: Category O
 Light Blue-Grey: Category P
 Light Green-Grey: Category Q
 Light Yellow-Grey: Category R
 Light Orange-Grey: Category S
 Light Red-Grey: Category T
 Light Purple-Grey: Category U
 Light Blue-Grey: Category V
 Light Green-Grey: Category W
 Light Yellow-Grey: Category X
 Light Orange-Grey: Category Y
 Light Red-Grey: Category Z

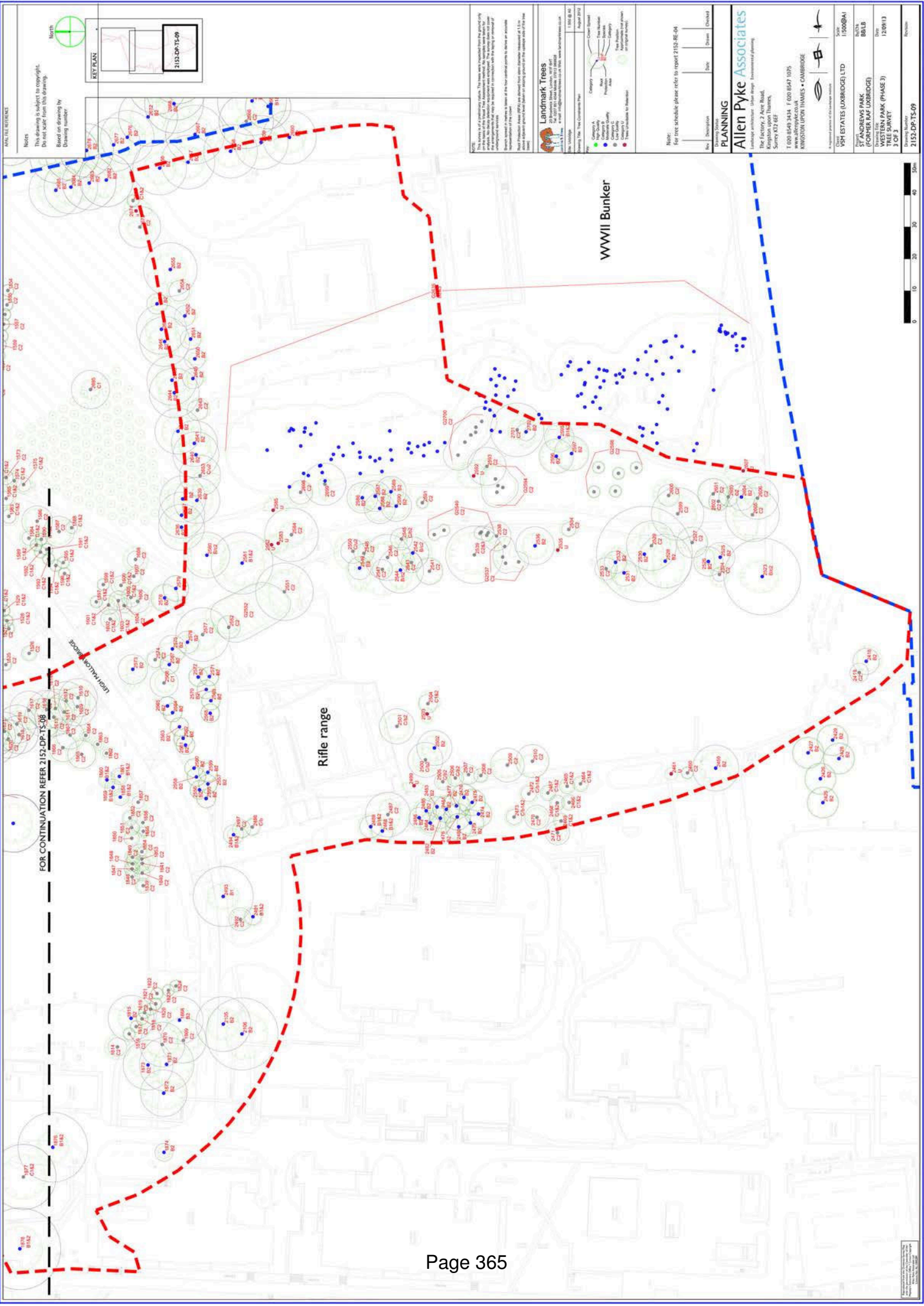
Notes:
 For tree schedule please refer to report 2152-DE-04

PLANNING

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 Landscape Architect Urban Design Environmental Planning
 The Factory, 2 Acton Road,
 Kingston upon Thames,
 Surrey KT1 6BT
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 www.allenpyke.com

Client: V&P ESTATES (UXBRIDGE) LTD
 Site: 15500041
 Project: WYNDHAM PARK (FORMER RAF UXBRIDGE)
 Drawing Title: WYNDHAM PARK (PHASE 1) TREE SURVEY 2 OF 3
 Date: 12/09/13
 Drawing Number: 2152-DP-TS-08





APPLICABLE REFERENCE

Notes

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Based on drawing by Drawing number

3152-DP-TS-09

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Based on drawing by Drawing number

3152-DP-TS-09

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Based on drawing by Drawing number

3152-DP-TS-09

Landmark Trees

1500 B.C. August 2012

Category A Green Circle
 Category B Yellow Circle
 Category C Red Circle
 Category D Blue Circle
 Category E Purple Circle
 Category F Orange Circle
 Category G Light Blue Circle
 Category H Light Green Circle
 Category I Light Yellow Circle
 Category J Light Purple Circle
 Category K Light Orange Circle
 Category L Light Pink Circle
 Category M Light Cyan Circle
 Category N Light Magenta Circle
 Category O Light Grey Circle
 Category P Light Brown Circle
 Category Q Light Blue Circle
 Category R Light Green Circle
 Category S Light Yellow Circle
 Category T Light Purple Circle
 Category U Light Orange Circle
 Category V Light Pink Circle
 Category W Light Cyan Circle
 Category X Light Magenta Circle
 Category Y Light Grey Circle
 Category Z Light Brown Circle

NOTE: For tree schedule please refer to report 2152-BE-04

Drawn: []
 Date: []
 Drawn: []
 Checked: []

PLANNING

Allen Pyke Associates

Landscape Architect Urban Design Environmental Planning

The Factory, 2 Acre Road,
 Kingston upon Thames,
 Surrey KT16 8ET

T 020 8540 3434 F 020 8547 1076

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Client: VSI ESTATES (UXBRIDGE) LTD
 Scale: 1:5000000

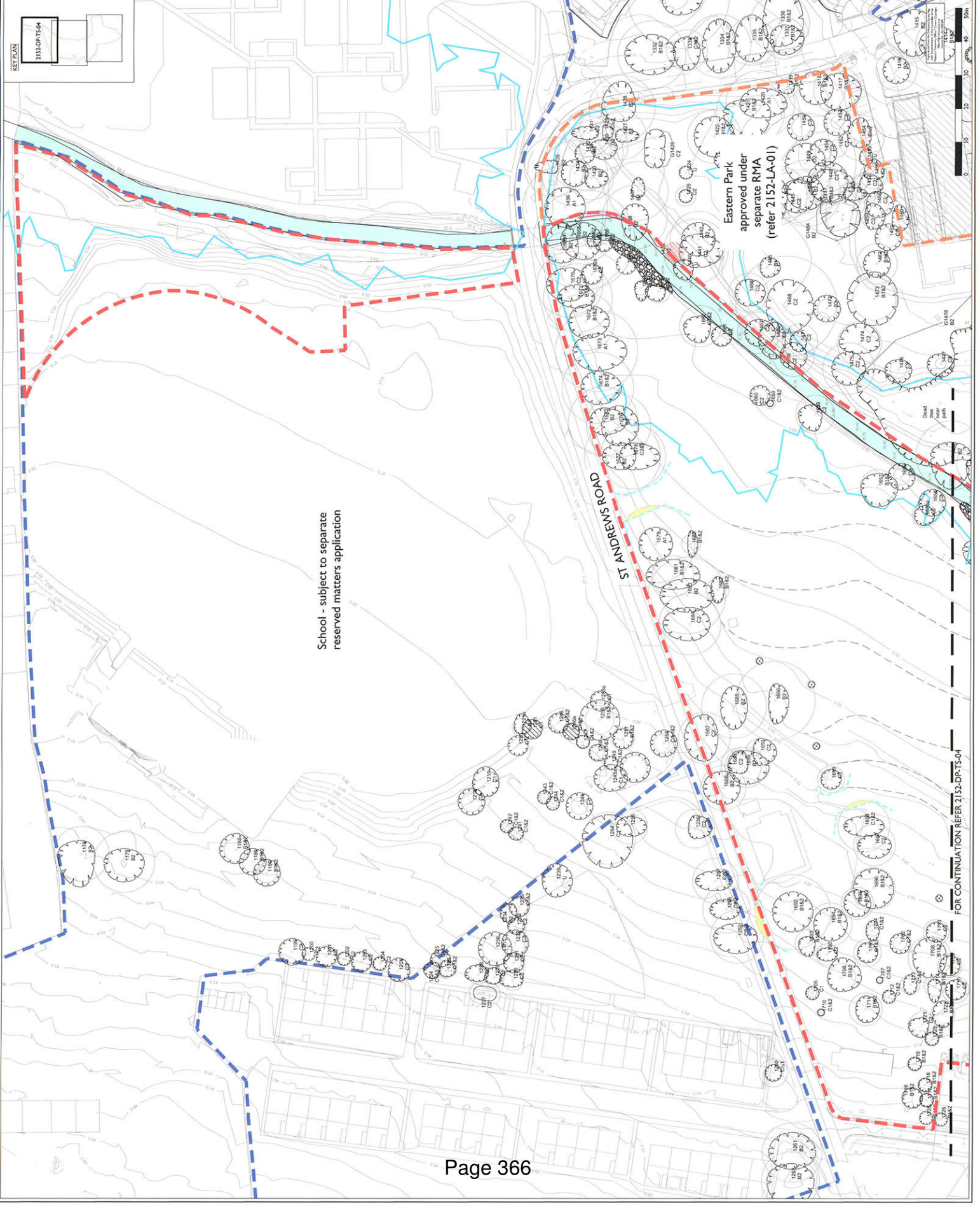
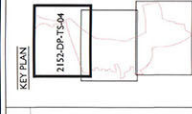
Project: WESTON PARK (FORMER RAF UXBRIDGE)
 Drawing Title: WESTON PARK (PHASE 3) TREE SURVEY
 Date: 12/09/13
 3 OF 3

Drawing Number: 2152-DP-TS-09

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LEGEND

- Outline application boundary
- District Park boundary
- Western Park RMA boundary
- Tree to be retained - indicative canopy spread (refer to report 2152-RE-04 rev B for tree retention and pruning 2152-DR-15-04)
- Recently planted trees (one year surveys)
- Recently planted trees (not surveyed) within area of ground remediation to be moved and relocated
- Tree removed to facilitate construction
- River Pin
- Indicate extent of floodplain
- Existing contours
- Proposed contours
- Indicate location of temporary provisions (including temporary access) during construction
- Indicate area of canopy or RPA within area of construction operations. Meaning construction movement of equipment etc. where canopies covering roadway and area of construction.



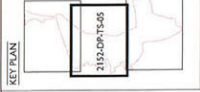
PLANNING

Allen Pyke Associates
 Landscape architects • Urban design • Environmental planning
 The Factory, 2 Arce Road, Kingston upon Thames, Surrey KT2 4EF
 T: 020 840 9343, F: 020 8647 1075
www.allenpyke.co.uk
 KINGSION UPON THAMES • CAMBRIDGE

Author: [Name], Date: [Date], Drawn: [Name], Checked: [Name]

Ref: 1500804
Client: VSI (UXBRIDGE) Ltd
Site: ST ANDREW'S PARK DISTRICT PARK
Block: WESTERN PARK TREE PROTECTION
Sheet: 16/09/13
Scale: 1:500
Revision: [Number]

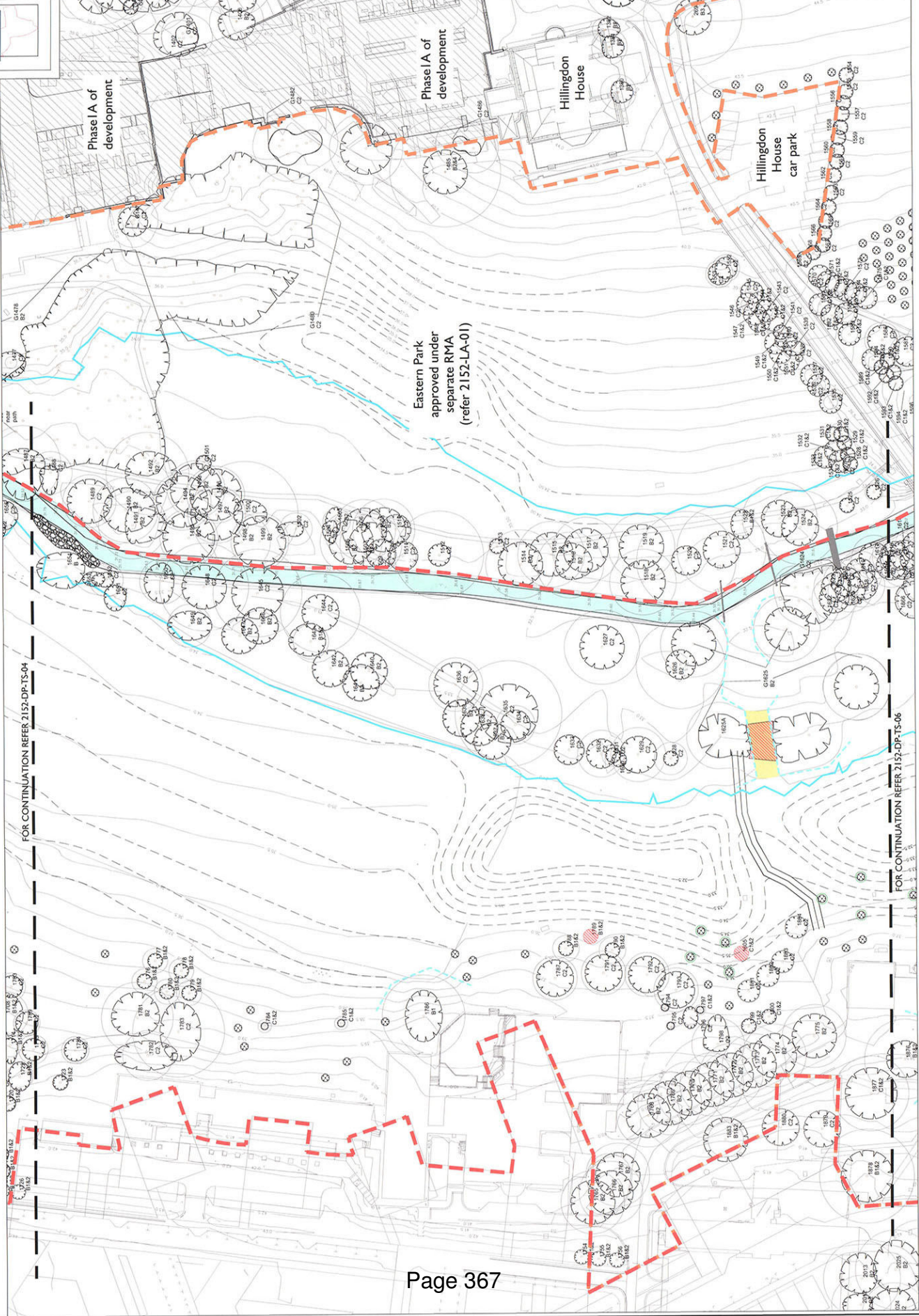
FOR CONTINUATION REFER 2152-DP-TS-04



North
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Based on drawings by
Drawing number
2152-DP-TS-05

LEGEND

- Outline application boundary
- District Park boundary
- Western Park RMA boundary
(Trees to be retained - indicate canopy spread (refer to report 2152-RE-A4 for tree schedule and drawing 2152-DP-TS-02))
- Recently planted trees (not yet surveyed)
- Recently planted trees (not surveyed) with area agreed (indicating to be removed and replaced)
- Trees removed to facilitate construction
- River Pin
- Indicate extent of floodplain
- Existing contours
- Proposed contours
- Indicate location of temporary protective drainage construction facing installed prior to construction
- Indicate area of canopy or RMA within area of construction operations. No-logging construction methods in accordance with BS5817:2012 in the event of equipment use where canopy overhanging roadways and area of construction.



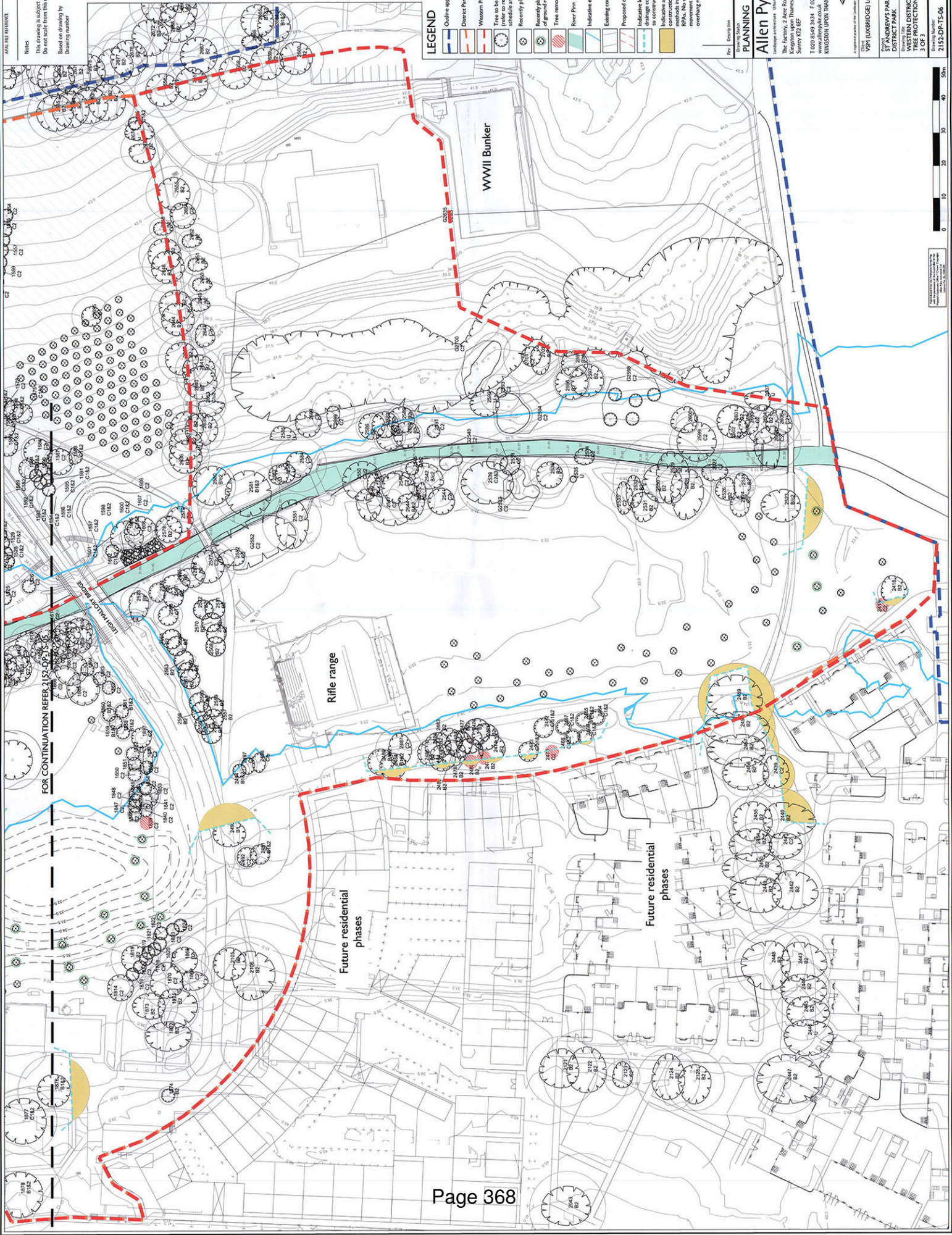
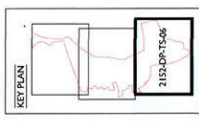
PLANNING

Allen Pyke Associates
 Environmental Planning
 The Falcon, 2 Arce Road,
 Kingston upon Thames,
 Surrey KT2 6EF
 T 020 8449 2434 F 020 8547 1035
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Client: V&M LUXURIDEL Ltd
 Project: ST ANDREWS PARK DISTRICT PARK
 Title: WESTERN DISTRICT PARK TREE PROTECTION 2-DP-3
 Drawing: 2152-DP-TS-05

Scale: 1:500@A1
 Block: BB/LB
 Date: 16/09/13
 Revision: -

Notes
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Based on drawing by
Drawing number



- LEGEND**
- Outline application boundary
 - District Park boundary
 - Western Park RMA boundary
 - Trees to be retained - indicative canopy spread (refer to report 2152-RE-04 row 8 for tree schedule and drawing 2152-DP-15-02)
 - Recently planted trees (see tree surveys)
 - Recently planted trees (see survey) within areas of ground remaining to be retained and reduced
 - Trees removed to facilitate construction
 - Tree Pin
 - Indicative extent of floodplain
 - Existing contours
 - Proposed contours
 - Indicative location of temporary protective drainage construction fencing installed prior to construction
 - Proposed area of RPA within area of construction operations. No-logging construction methods in accordance with BS3837:2012 in RPA. No damage to be caused to crops by overlying roadways and area of construction.

Drawing Status: _____ Date: _____ Drawn: _____ Directed: _____

PLANNING

Allen Pyke Associates
Landscape architecture Urban design Environmental planning

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Kingsmead, Ipswich, Suffolk, IP1 3DF

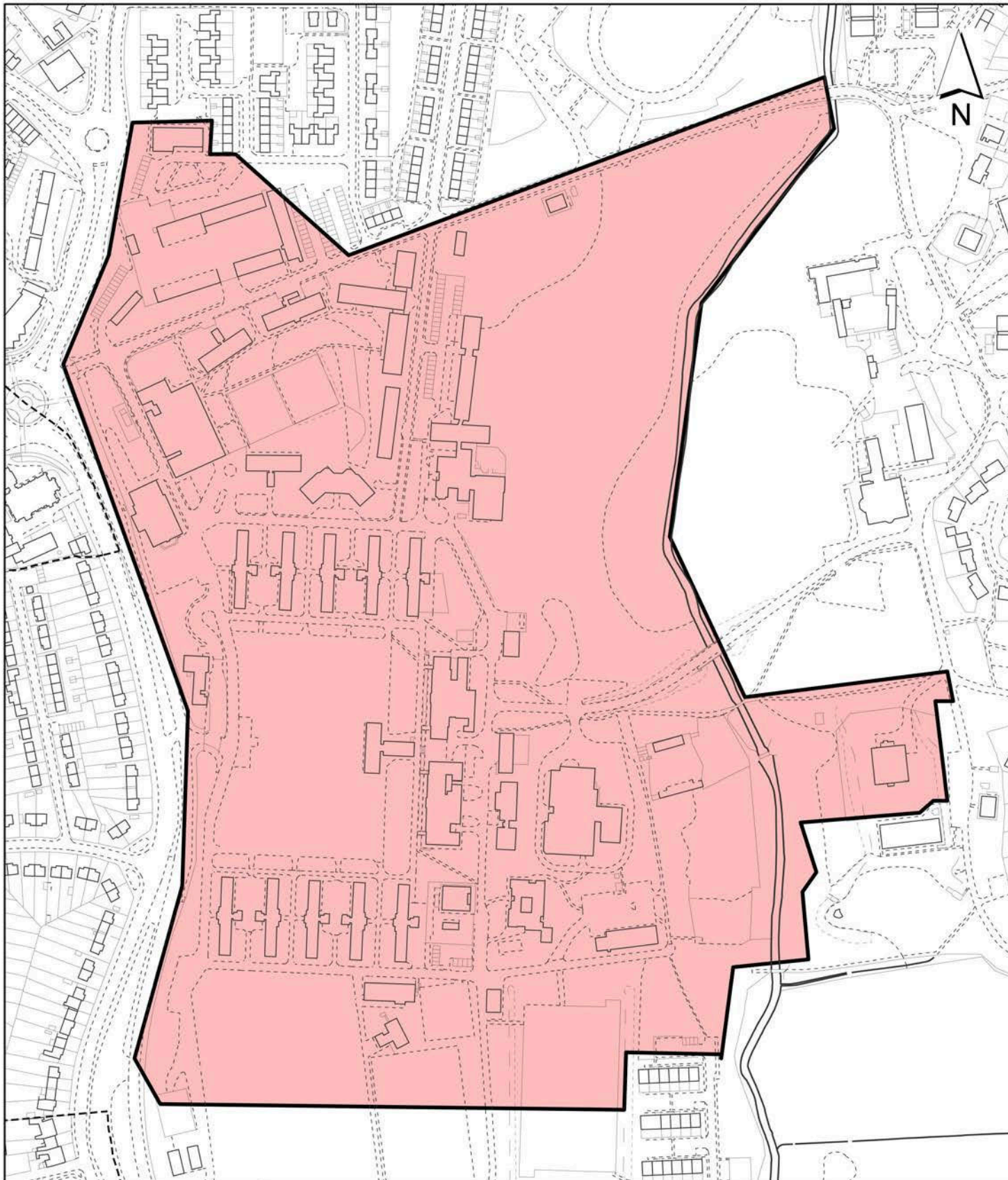
T 020 8549 3834 F 020 8549 1075

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Client: LUXBRIDGE Ltd
Scale: 1:500 @ A1
Site: WINDSOR'S PARK
DISTRICT PARK
Drawing title: WINDSOR'S PARK DISTRICT PARK TREE PROTECTION
3 OF 3

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Notes

 Site boundary

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Site Address

Former RAF Uxbridge

LONDON BOROUGH OF HILLINGDON
Residents Services

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

Planning Application Ref:

585/APP/2013/2719

Scale

1:3,500

Planning Committee

Major Application

Date

December 2013



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address UXBRIDGE TECHNICAL COLLEGE PARK ROAD UXBRIDGE

Development: Amendment to appearance and layout of the south block previously approved under planning permission 1127/APP/2009/443 dated 14-05-10 (Section 73 application to vary condition 28 of the original planning permission)

LBH Ref Nos: 1127/APP/2013/2739

Date Plans Received: 20/09/2013 **Date(s) of Amendment(s):**

Date Application Valid: 26/09/2013

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- NOTES:**
- Existing College Buildings
 - Phase A Buildings (completed August 2010)
 - Phase B Buildings (completed August 2011)
 - Phase C1 Buildings
 - Phase C2 Buildings
 - Phase C3 Buildings



Scale 1:500



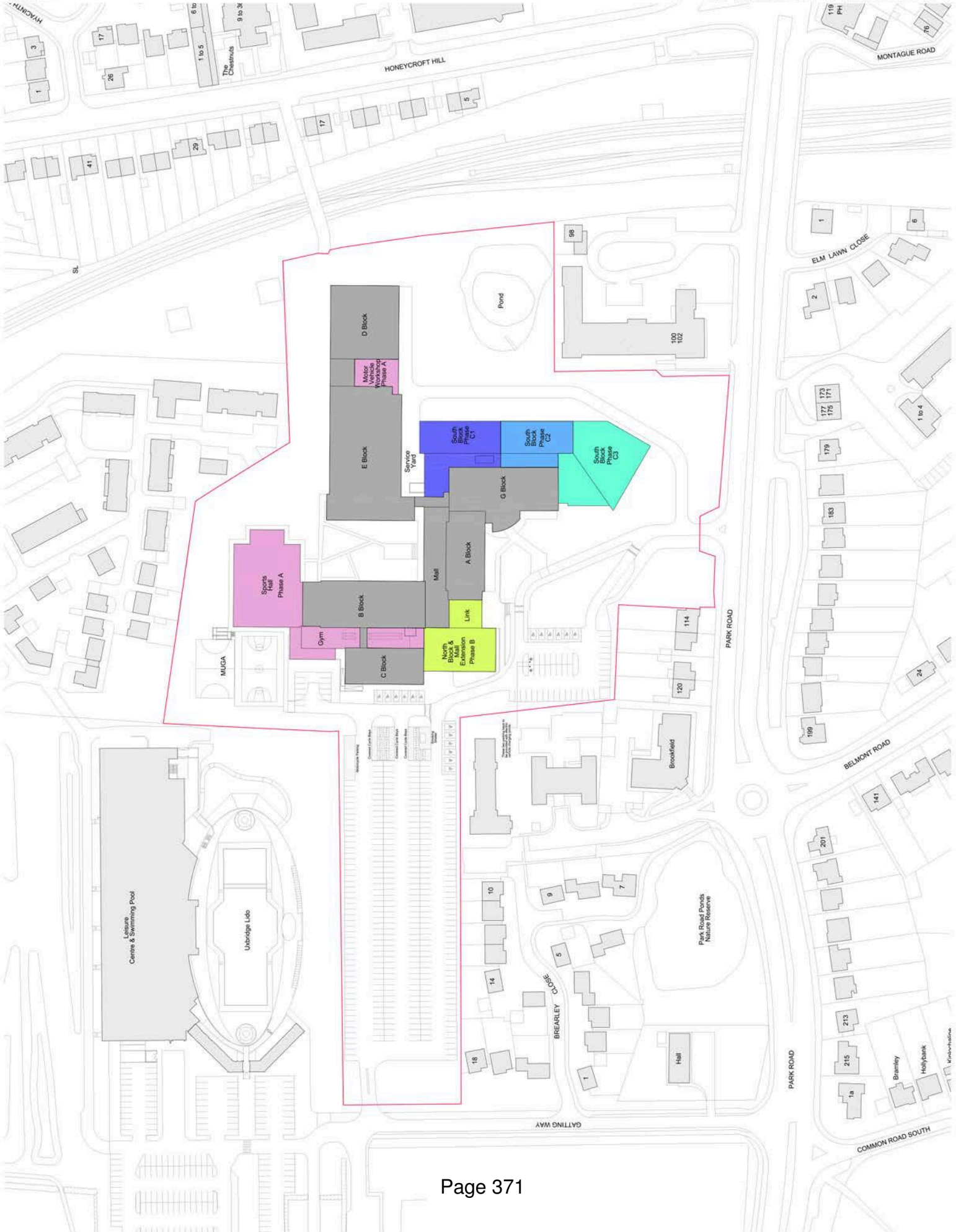
UNBRIDGE COLLEGE WEST BLOCK

Block Plan as Approved (approval ref: 1127/APP/2009/443)

PLANNING

Issue No:	1	Date:	July 2013
Issue By:	1:50 GJM	Date:	July 2013
Issue For:	PH	Date:	July 2013
Issue No:	13021	Date:	P105

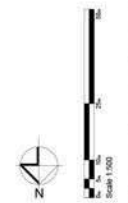
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Holybank
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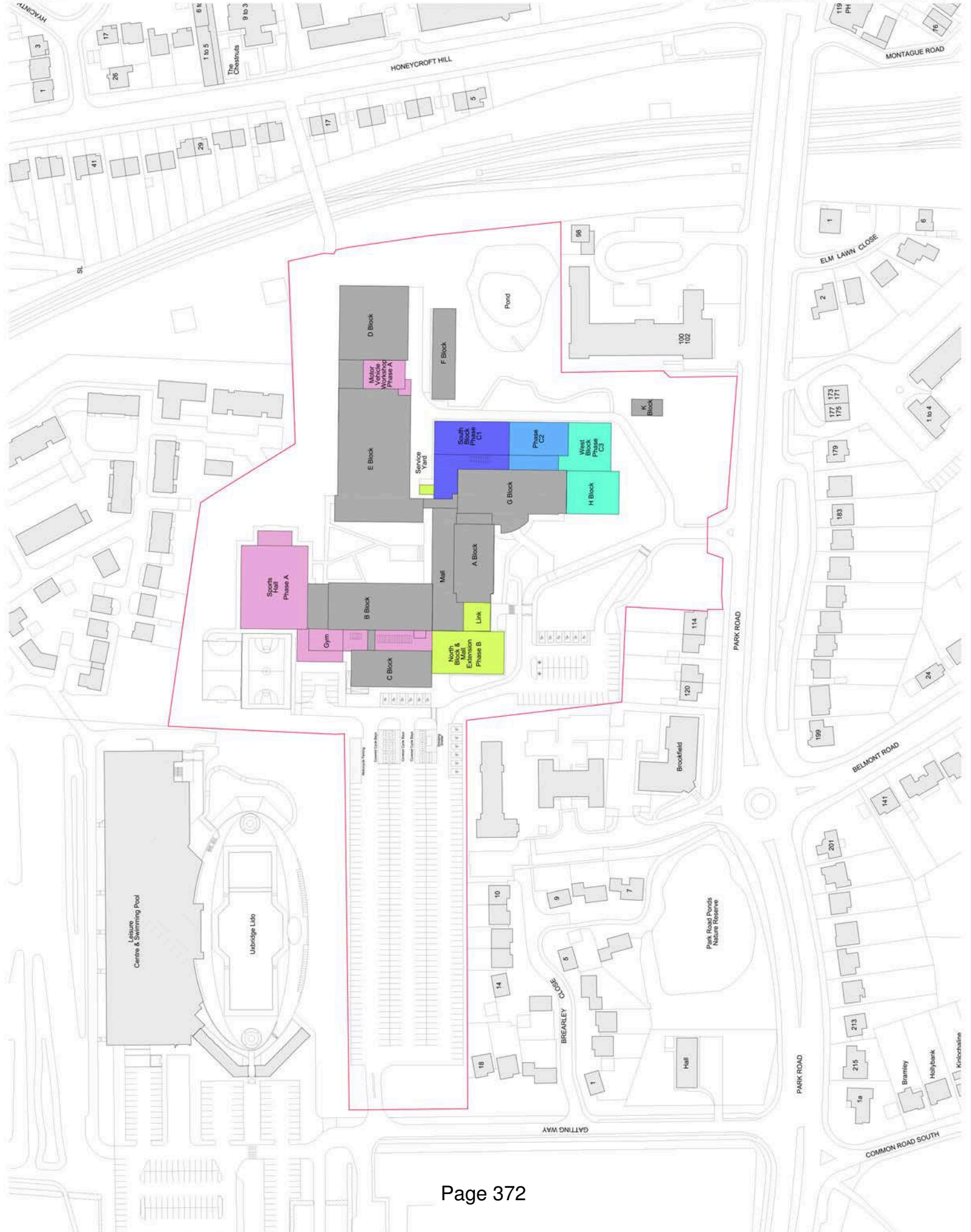
Plan No: 13021
 Date: July 2013
 Scale: 1:1000

- NOTES:
- Existing College Buildings
 - Phase A Buildings (2010) (completed August 2010)
 - Phase B Buildings (completed August 2011)
 - Phase C Buildings (completed August 2013)
 - Phase C2 Buildings
 - Phase C3 Buildings



UNBRIDGE COLLEGE
 WEST BLOCK
 BLOCK PLAN AS PROPOSED

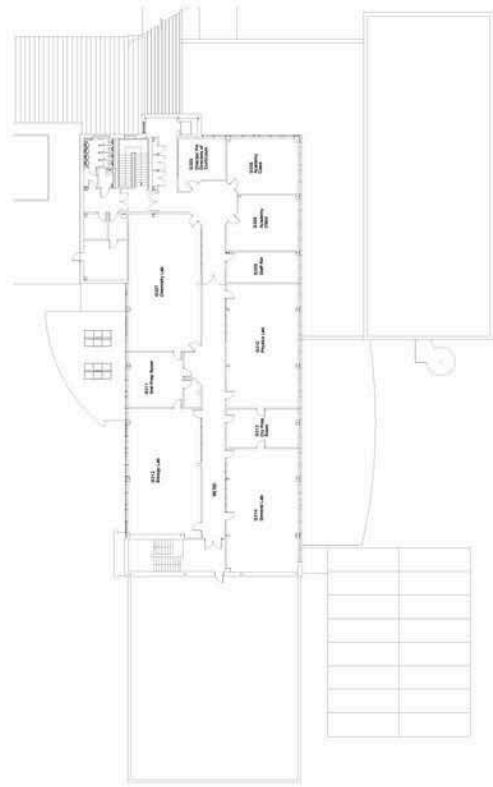
PLANNING
 Date: July 2013
 Scale: 1:1000
 Drawing No: 13021
 Project No: P110
 Author: A



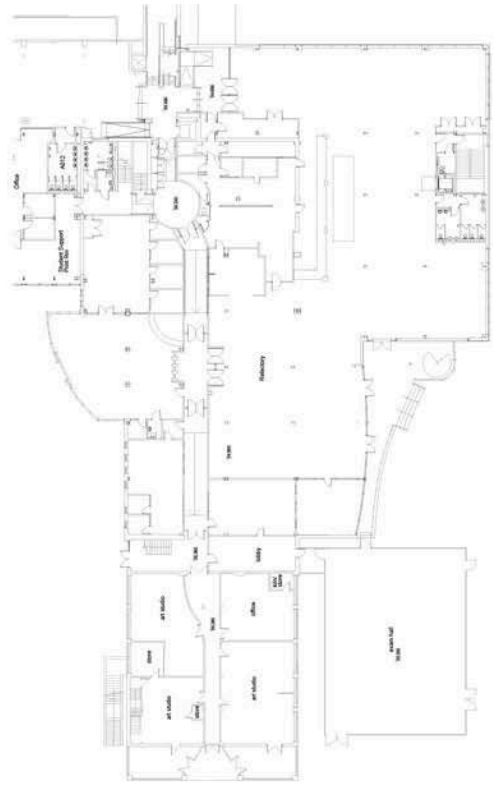
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 Contract Reference No. 133021



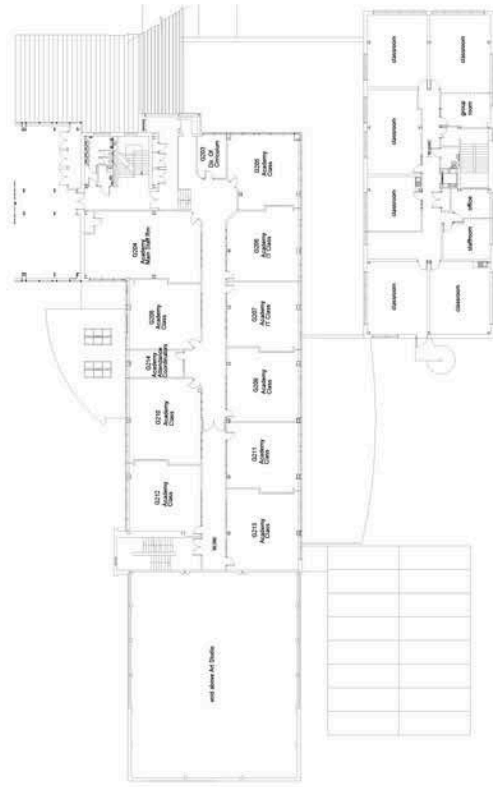
FIRST FLOOR PLAN



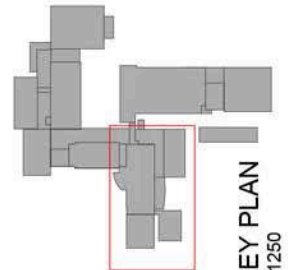
THIRD FLOOR PLAN



GROUND FLOOR PLAN



SECOND FLOOR PLAN



KEY PLAN
1:1250



Scale 1:200



1000, The Quadrant, Uxbridge, Middlesex, UB8 3PH
 Tel: 01895 831111 Fax: 01895 831112 Email: info@enw.co.uk

Client: Uxbridge College
 Project: FLOOR PLANS AS EXISTING

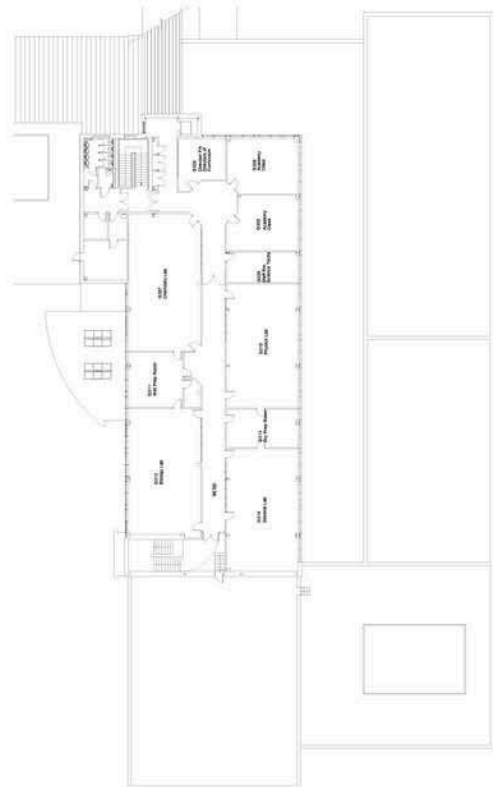
Planning Ref: 133021
 Date: Sept. 2013

Sheet No: 133021
 P100

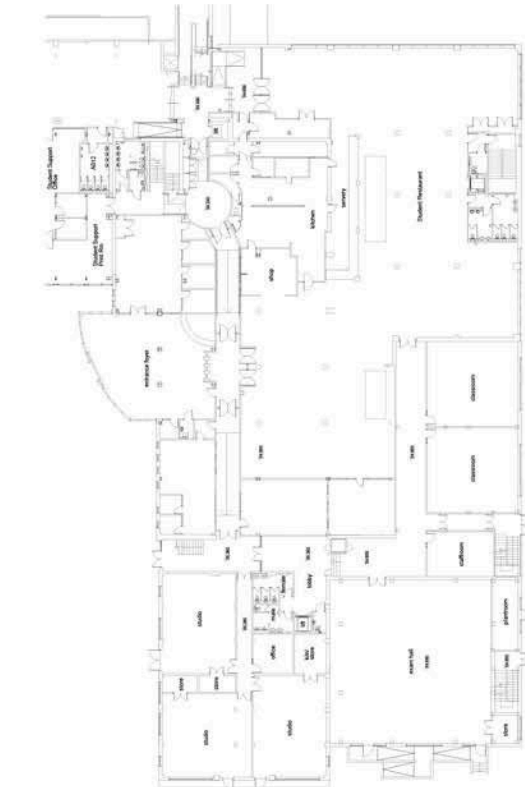
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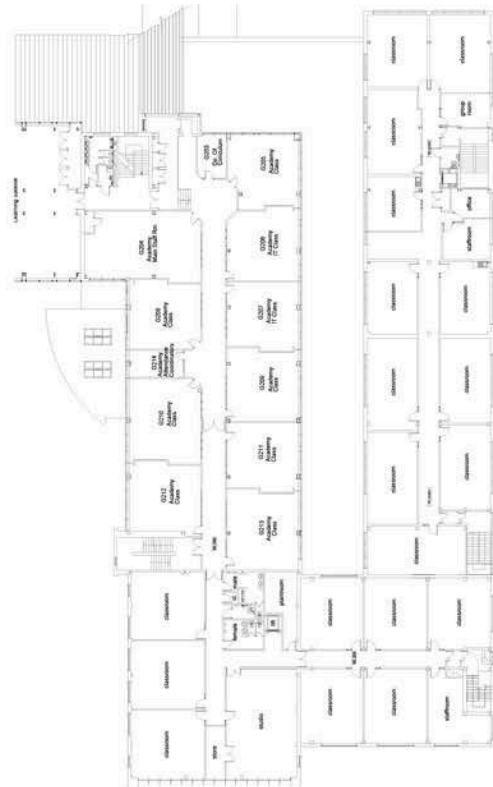
FIRST FLOOR PLAN



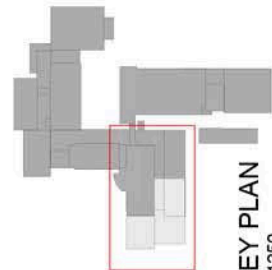
THIRD FLOOR PLAN



GROUND FLOOR PLAN



SECOND FLOOR PLAN



KEY PLAN
1:1250



Scale 1:200



ENW ARCHITECTS, 11 Foston Park, Chichester, West Sussex, PO13 1JF
Tel: 01243 833333 Fax: 01243 833331 E: enw@enw.co.uk www.enw.co.uk

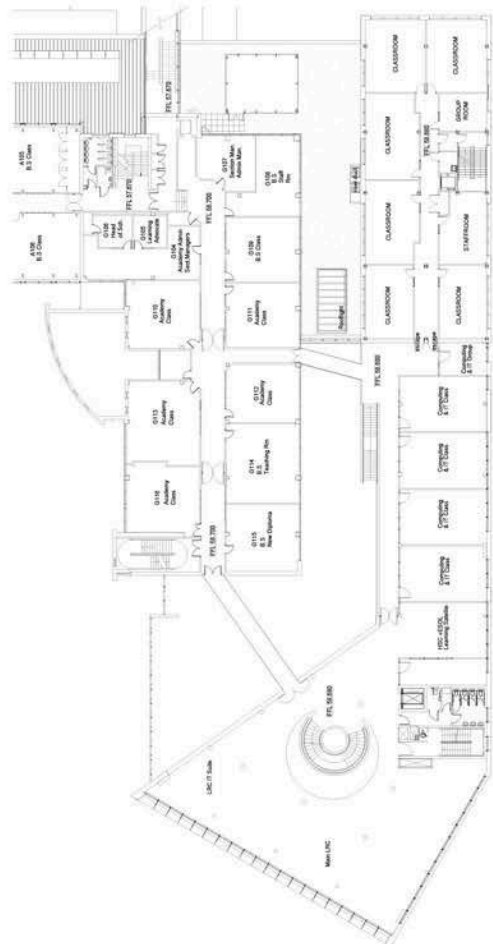
Client: **IMBRIDGE COLLEGE WEST BLOCK**

Project No: **FLOOR PLANS AS PROPOSED**

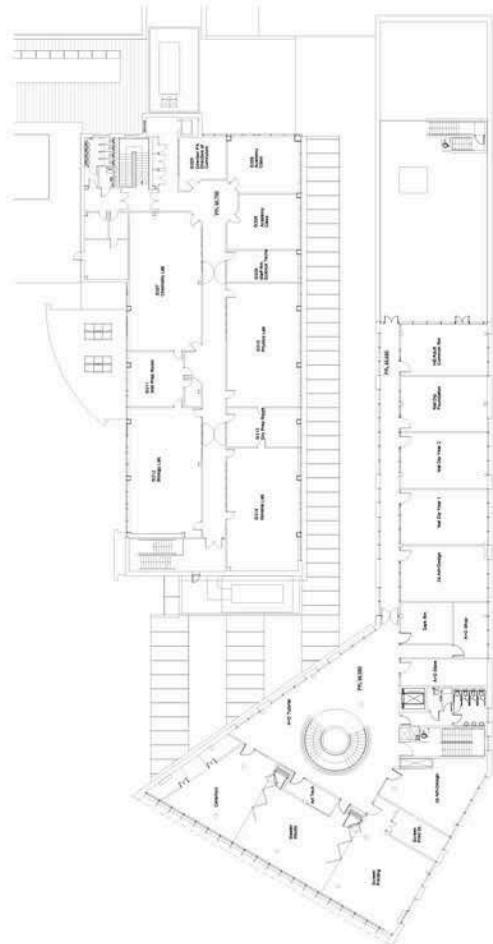
Drawing Issues	
No.	Description
1	PLANNING
2	REVISED
3	REVISED
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13021 P140

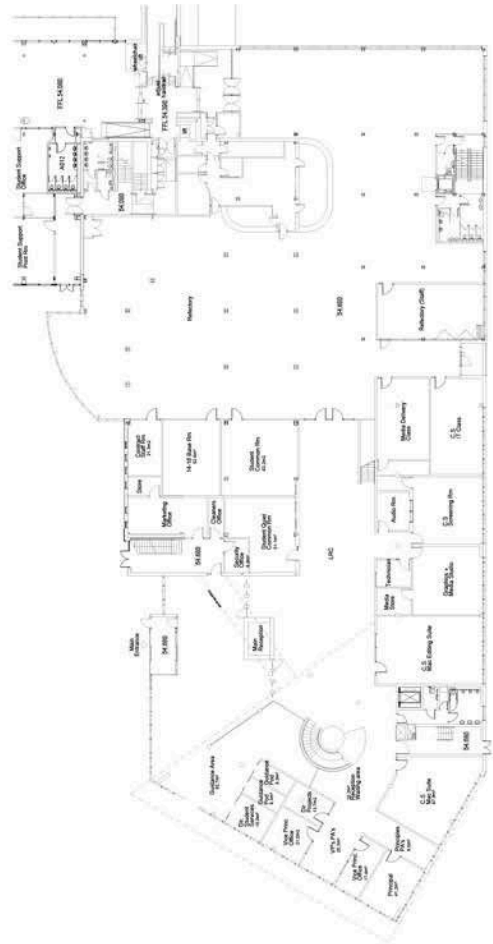
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 Contract Ref: JK100000



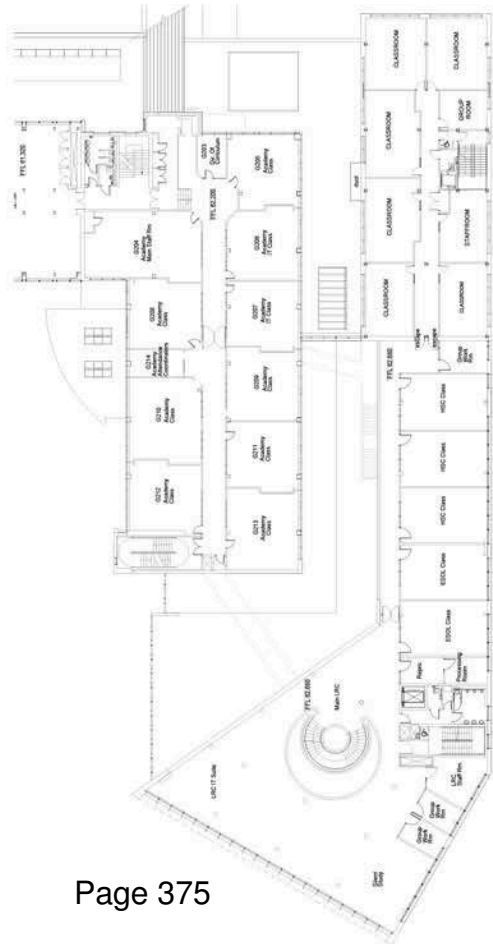
FIRST FLOOR PLAN



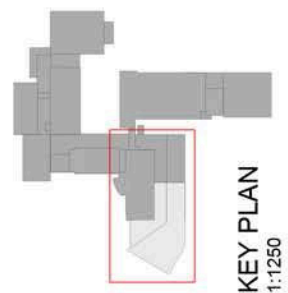
THIRD FLOOR PLAN



GROUND FLOOR PLAN



SECOND FLOOR PLAN



KEY PLAN
1:1250



Scale 1:200



James Knowles Ltd.
 1177/APP/2009/443

JAMES KNOWLES LTD. APPROVED FOR: 13/09/2013	
FLOOR PLANS AS APPROVED (approval ref: 1177/APP/2009/443)	
PLANNING	
Drawn by:	1177/APP/2009/443
Checked by:	1177/APP/2009/443
Approved by:	1177/APP/2009/443
Date:	13/09/2013
Scale:	1:1250
Project No:	13021
Sheet No:	P130



SITE PERSPECTIVE - VIEW FROM NORTH WEST

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Rev	Amendments	By	Check	Date



SITE PERSPECTIVE - VIEW FROM SOUTH WEST

RHW ARCHITECTS

RHW Architects, 11 West Park, Chesham, West Sussex, PO19 1TB
 Tel: 01243 833300 Fax: 01243 833311 Email: enquiries@rhw.co.uk

Project: **UXBRIDGE COLLEGE WEST BLOCK**

Drawing Title: **SITE PERSPECTIVE VIEW FROM SOUTH WEST**

Drawing Status	
Scale	NTS
Drawn By	NTS
Checked By	PW
Project No.	13021
Revision	P171
Date	Sept. 2013
Date	Sept. 2013
Revision	

RHW Architects Ltd. Registered No. 105804

The stamp is the property of HNTB CONSULTANTS, INC. and shall not be used for any other project without the written consent of HNTB CONSULTANTS, INC. or its duly authorized representative.

Approved: [Signature]

Checked: [Signature]

Drawn: [Signature]



NORTH ELEVATION - AS APPROVAL 1127/APP/2009/443



NORTH ELEVATION - AS APPROVAL 1127/APP/2012/2867 (COMPLETION OF PHASE C1/ AS EXISTING)



NORTH ELEVATION - AS PROPOSED

COMPARISON ELEVATIONS (NORTH)	
Phase	PLANNING
Scale	1/32" @ AS
Issue No.	1
Issue Date	July 2013
Issue By	July 2013
Issue For	July 2013
Project No.	13021
Drawing No.	P100
Sheet	B

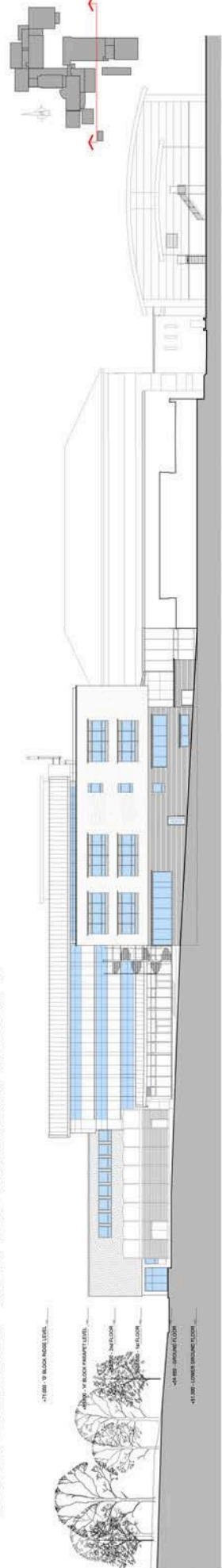
The drawing is the property of HOK Architects, LLC. It is not to be used for any other project without the written consent of HOK Architects, LLC. Changes to this drawing shall be made on a separate sheet.

Project Information: 18 016 100
 18 016 100
 18 016 100

Scale: 1/8" = 1'-0"



SOUTH ELEVATION - AS APPROVAL 1127/IAPP/2009/443



SOUTH ELEVATION - AS APPROVAL 1127/IAPP/2012/2867 (COMPLETION OF PHASE C1/ AS EXISTING)



SOUTH ELEVATION - AS PROPOSED (PRIOR TO COMPLETION OF PHASE C2)



SOUTH ELEVATION - AS PROPOSED

Scale: 1/8" = 1'-0"

INW
 ARCHITECTS

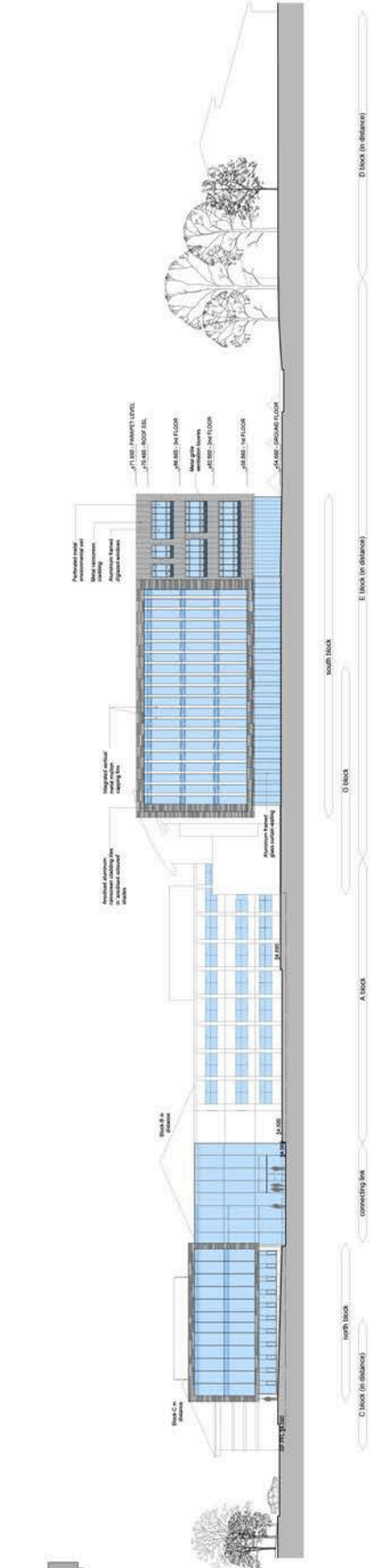
Project: 18 016 100
 18 016 100
 18 016 100

Client: UABRIDGE COLLEGE
 WEST BLOCK

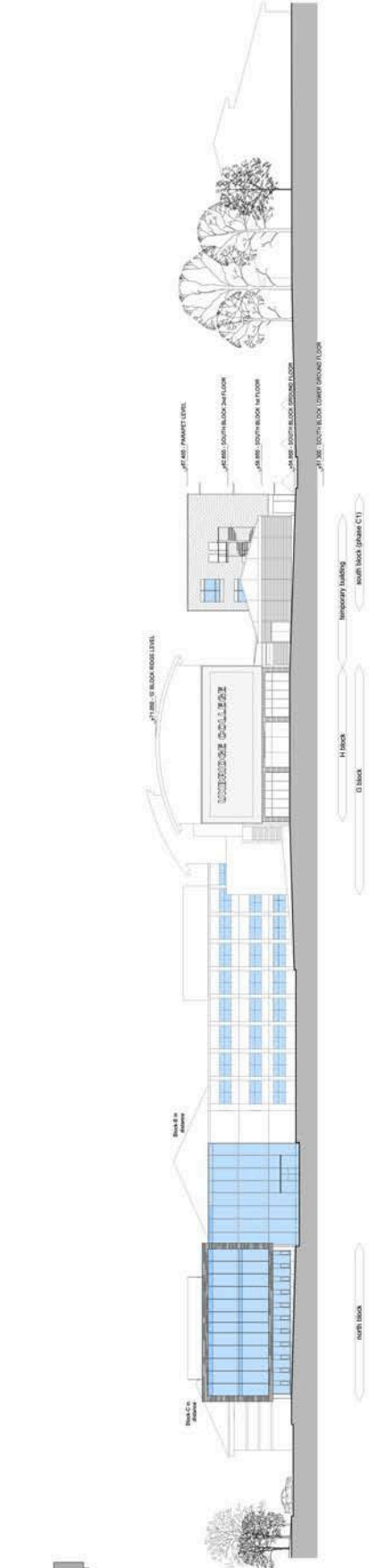
Planning

Comparison Elevations (South)

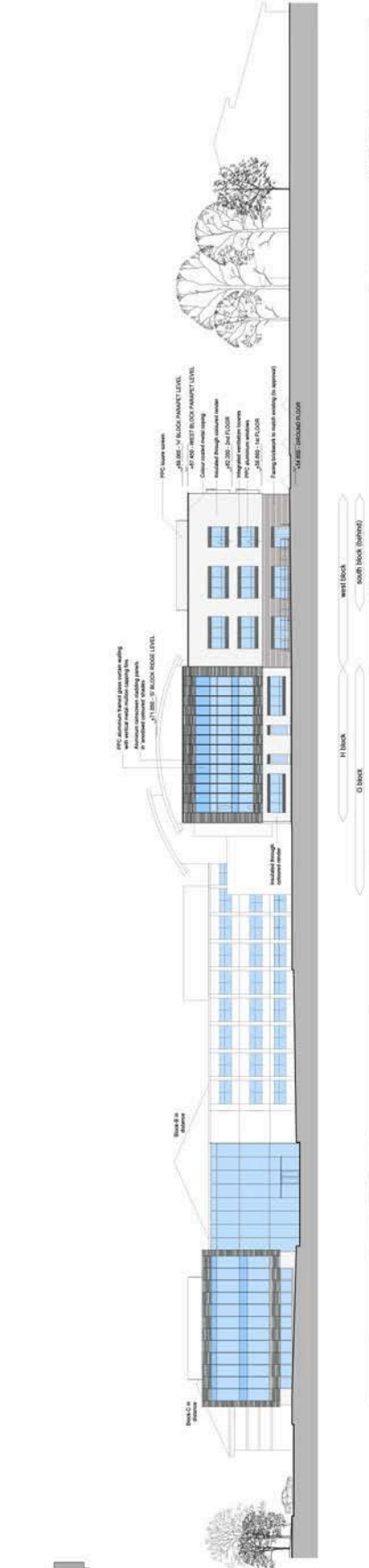
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100	T.J. G. M.	July 2013



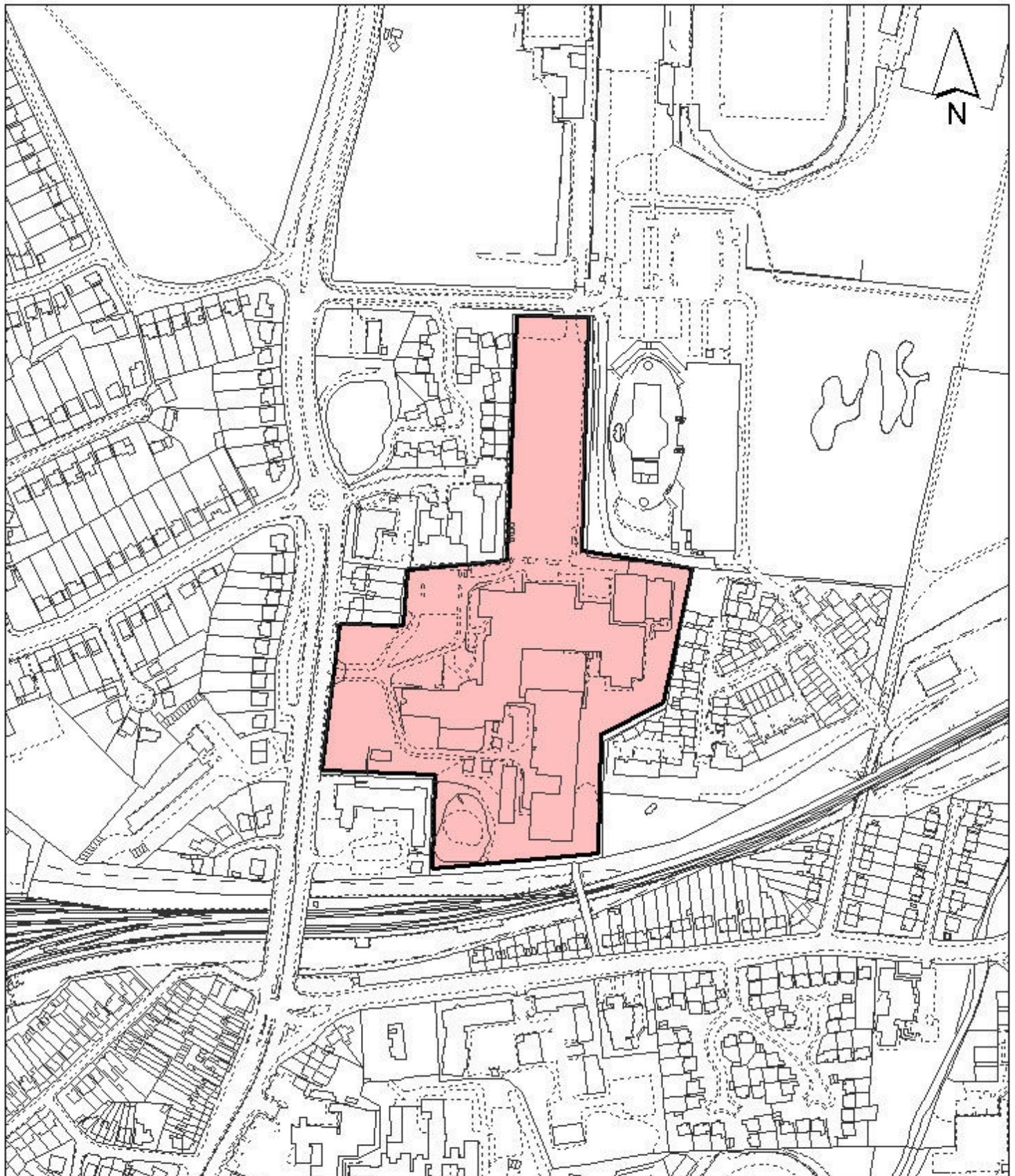
WEST ELEVATION - AS APPROVAL 1127/APPI/2009/443




WEST ELEVATION - AS APPROVAL 1127/APPI/2012/2867 (COMPLETION OF PHASE C1/ AS EXISTING)



WEST ELEVATION - AS PROPOSED



Notes

 Site boundary

For identification purposes only.

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Site Address

**Uxbridge Technical College
Uxbridge**

**LONDON BOROUGH
OF HILLINGDON
Residents Services**

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

Planning Application Ref:
1127/APP/2013/2739

Scale
1:3,500

Planning Committee
Major Application

Date
**December
2013**



HILLINGDON
LONDON

Report of the Head of Planning, Sport and Green Spaces

Address FORMER NATIONAL AIR TRAFFIC SERVICES (NATS) HEADQUARTERS
PORTERS WAY WEST DRAYTON

Development: Reserved matters (appearance and landscaping) in compliance with condition
2 and 3 for Phase 3, Block D (76 residential units) of planning permission ref:
5107/APP/2009/2348 dated 01/10/2010

LBH Ref Nos: 5107/APP/2013/2325

Date Plans Received:	14/08/2013	Date(s) of Amendment(s):	21/11/2013
Date Application Valid:	13/09/2013		13/09/2013
			15/10/2013

- All rights reserved in copyright of the copyright, design and patents
- Where any drawings are to be used in connection with another, including any other drawings, the user shall be responsible for ensuring that all necessary permissions are obtained from the architect before the work is used in any other way.
- It is understood that the user shall be responsible for ensuring that all necessary permissions are obtained from the architect before the work is used in any other way.
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- The user shall be responsible for ensuring that all necessary permissions are obtained from the architect before the work is used in any other way.

Rev	Date	Description	Dim
C	04.10.13	Red line amended to include external parking spaces	JK
B	01.08.13	Building Respositional Amendments	JK
A	22.07.13	Building Respositional Amendments	JK

boonbrown
ARCHITECTS

A. Makins - Altonham - York - Somerset - BA20 2EG
T. 01930 420000 F. 01930 474566
W. www.boonbrown.com E. info@boonbrown.com

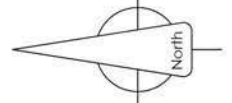
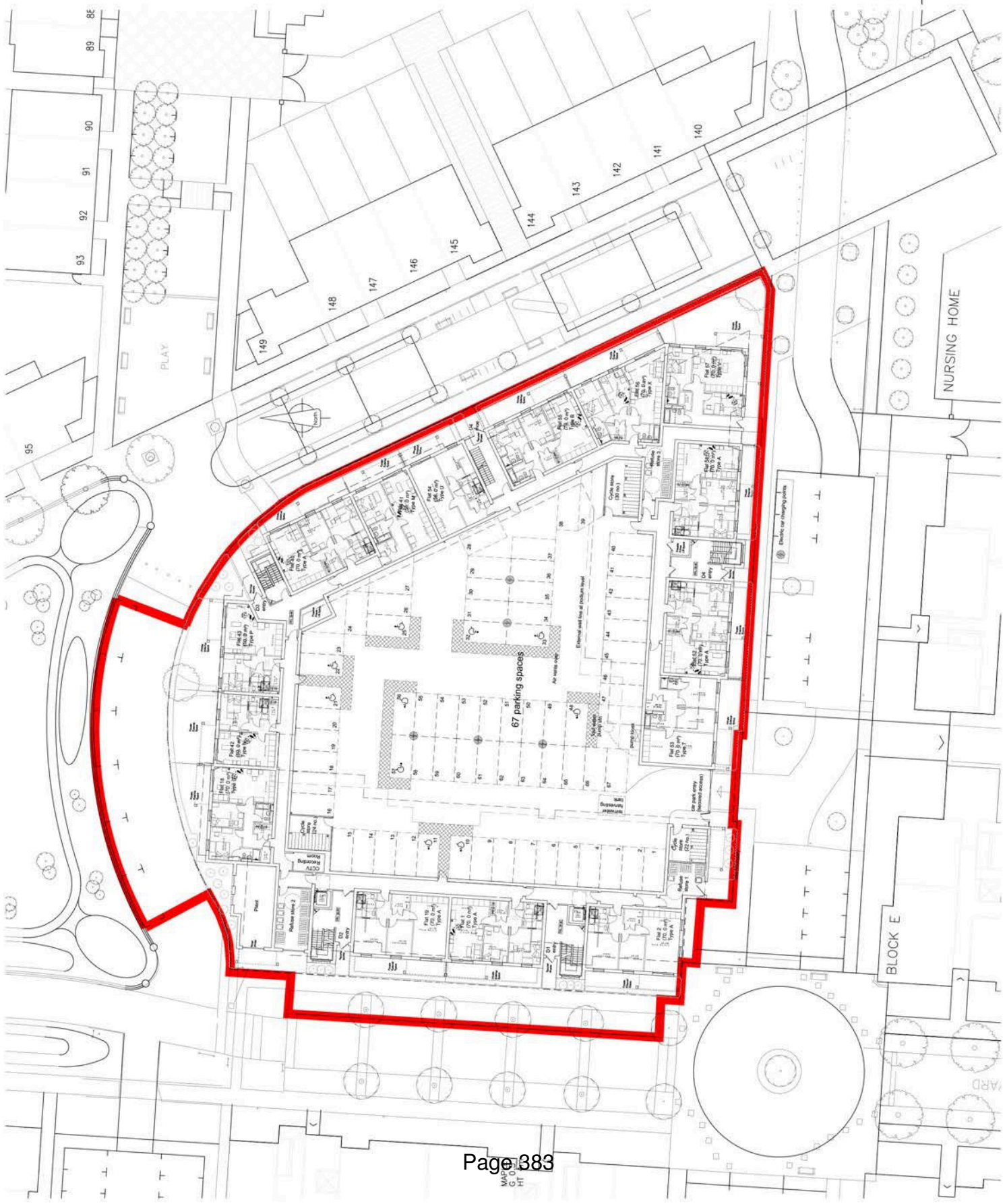
Project
Block D
Drayton Garden Village
Porters Way
West Drayton, Middlesex

Client
Bellway Homes (North London) Ltd

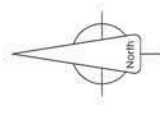
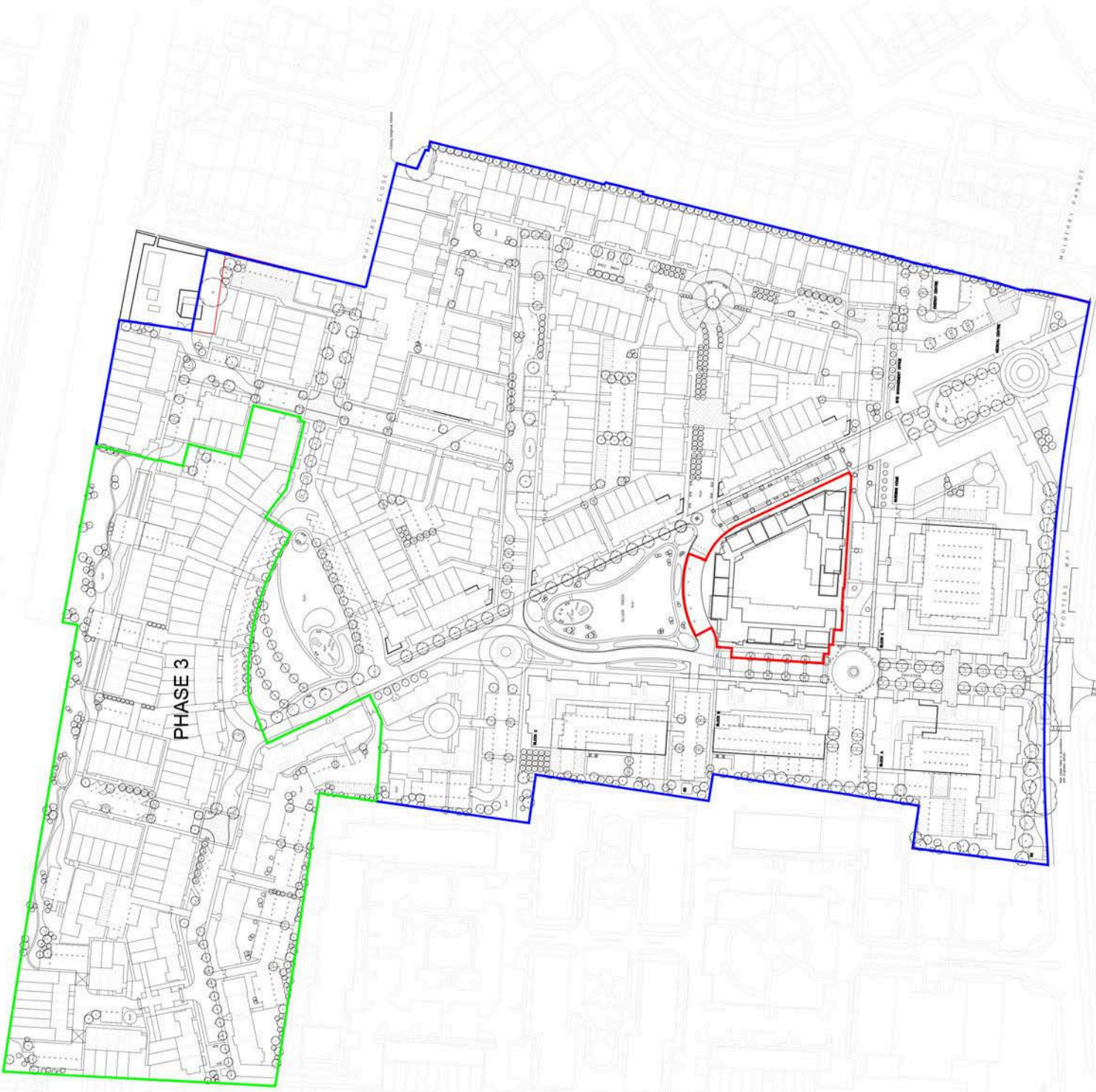
Drawing Title
Site Plan

Scale	1/200 @ A1	Date	July '13
Drawn	J.King	CHKD	CJ
DWG No.	3304/010	Rev.	C

© COPYRIGHT



All work shall be done in accordance with the current Building Regulations and all other relevant legislation. The contractor shall be responsible for obtaining all necessary planning and building control approvals. The contractor shall be responsible for the safety of all workers and the public. The contractor shall be responsible for the protection of all existing services and structures. The contractor shall be responsible for the removal of all waste and debris. The contractor shall be responsible for the reinstatement of all areas affected by the work. The contractor shall be responsible for the completion of all work within the agreed programme of works. The contractor shall be responsible for the provision of all necessary materials and labour. The contractor shall be responsible for the payment of all bills and invoices. The contractor shall be responsible for the maintenance of all records and documents. The contractor shall be responsible for the compliance with all relevant laws and regulations. The contractor shall be responsible for the safety and health of all workers and the public. The contractor shall be responsible for the protection of the environment. The contractor shall be responsible for the quality of all work. The contractor shall be responsible for the completion of all work within the agreed programme of works. The contractor shall be responsible for the provision of all necessary materials and labour. The contractor shall be responsible for the payment of all bills and invoices. The contractor shall be responsible for the maintenance of all records and documents. The contractor shall be responsible for the compliance with all relevant laws and regulations. The contractor shall be responsible for the safety and health of all workers and the public. The contractor shall be responsible for the protection of the environment. The contractor shall be responsible for the quality of all work.



B 30.11.17 Update to the original design statement
 A 19.11.17 Initial design statement for the site
 Rev: Date: Description: DSA

boonbrown
 ARCHITECTS

A. Boonbrown, J. Brown, J. Hume, J. Marshall, J. M. Smith, J. P. Taylor, J. W. White
 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

Project:
 Block D
 Droyton Garden Village
 Porters Way
 West Drayton, Middlesex

Client:
 Bullfinch Homes (North London) Ltd

Drawing Title:
 Site Location Plan

Scale: 1:1250 @ A2 Date: July 17
 Drawn: J. King Check: [blank]
 Drawing No: 3304/001 Rev: B

ALL DRAWINGS TO BE VIEWED ON SITE BEFORE SETTING OUT OR MAKING ANY SHIP DRAMAS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE EXISTING UTILITIES AND THE LOCATION OF ALL SERVICES WITH THE CONSULTANT'S PROVISIONS.

REV	DATE	DESCRIPTION
P	12.10.09	PRELIMINARY ISSUE
P1	26.10.09	PRELIMINARY ISSUE ROGER DORRY'S DRAINAGE ADDED
P2	12.01.10	PRELIMINARY ISSUE FIRE HYDRANTS INDICATED (12/06)
P3	28.10.10	PRELIMINARY ISSUE REVISED TO NEW SITE LAYOUT, SERVICES ROUTES & SUBSTATION LOCATIONS MODIFIED. EPC'S DISTRICT HEATING LAYOUT ADDED.
DC	02/02/11	DESIGN FOR CONSTRUCTION REVISED TO SUIT CLIENTS REQUIREMENT AND UTILITY ROUTES MODIFICATIONS

KUT

Roseberry House
Totterham Lane
London
W14 8NS
Tel: +44 (0)20 8484 9171
Fax: +44 (0)20 8484 9088
www.kut.co.uk

SITE PLAN
MECHANICAL & ELECTRICAL
PRIMARY ROUTES

DRAYTON GARDEN VILLAGE
PORTERS WAY WEST DRAYTON
MIDDLESEX

SITE PLAN BASED ON DRAINING No. MASTER PLAN - SITE PHASING RECD ON 31/01/11

Mark Green
2 Anglo Office Park
67 White Lion Road
Amersham HP7 9FB
Tel: +44 (0)494 532200
www.markgreen.co.uk

Author: Mark Green
Date: October 2009
Scale: A1@1:1000
Project: October 2009

DESIGN FOR CONSTRUCTION

Sheet No.	5479	SS	3	DC
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LEGEND

HV/LV SUBSTATION (PLANT/EQUIPMENT & CABLING BY SSE)

LV CABLES ROUTE (CABLES BY SSE)

HT CABLE ROUTE (CABLES BY SSE)

BT CABLE ROUTE (CABLES BY SSE)

DRINK WATER MAINS (100mm DIA) INCLUDING FIRE MAINS & DRINK WATER MAINS (100mm DIA) INCLUDING FIRE MAINS

1000mm DIA SPARE DUCTS INCLUDING DRAW ROPE & DRAW PIPES

FIRE HYDRANT (WITH I/F NUMBER)

WATER

GAS

SURFACE WATER (SPECIAL & DETAILS BY THE ARCHITECT/SITE)

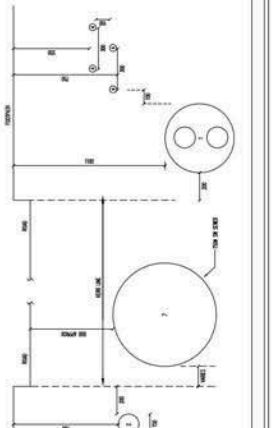
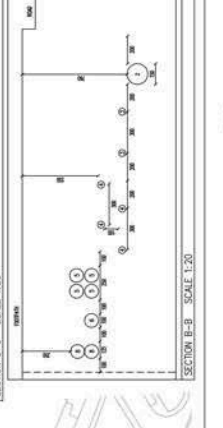
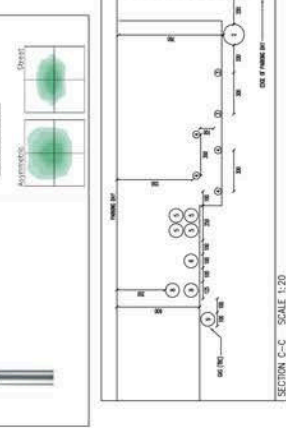
SCALE BAR
0 5 10 20 40 METERS AT 1:1000 @ A1

denver pole™

The Denver Pole™ range of lighting poles with its ability to accommodate lighting and ancillary services performance characteristics make it the ideal choice for a wide range of applications. The range of products is designed to meet the needs of a wide range of applications.

Features & benefits:

- Lighter weight pole
- Lighter weight arm
- Lighter weight luminaire
- Lighter weight accessories
- Lighter weight mounting
- Lighter weight base
- Lighter weight foundation
- Lighter weight installation
- Lighter weight maintenance
- Lighter weight transportation
- Lighter weight storage
- Lighter weight handling
- Lighter weight disposal
- Lighter weight recycling
- Lighter weight sustainability
- Lighter weight safety
- Lighter weight security
- Lighter weight durability
- Lighter weight longevity
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- Lighter weight performance
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- Lighter weight competitiveness
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- Lighter weight leadership
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- Lighter weight quality
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- Lighter weight support
- Lighter weight training
- Lighter weight development
- Lighter weight research
- Lighter weight education
- Lighter weight communication
- Lighter weight marketing
- Lighter weight sales
- Lighter weight distribution
- Lighter weight logistics
- Lighter weight supply chain
- Lighter weight risk management
- Lighter weight compliance
- Lighter weight governance
- Lighter weight ethics
- Lighter weight social responsibility
- Lighter weight environmental responsibility
- Lighter weight human rights
- Lighter weight anti-corruption
- Lighter weight anti-bribery
- Lighter weight anti-money laundering
- Lighter weight anti-terrorism
- Lighter weight anti-fraud
- Lighter weight anti-counterfeiting
- Lighter weight anti-forgery
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- Lighter weight anti-spam
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- Lighter weight anti-botnet
- Lighter weight anti-spyware
- Lighter weight anti-keylogger
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KEY

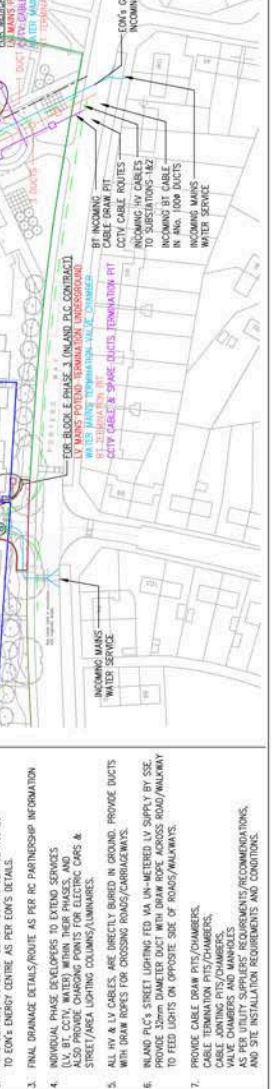
- 5000 DISTRICT HEATING MAINS
- 1500 WATER MAINS
- HT MAINS (APPROX 30mm)
- HT MAINS IN STAGGERED LAYER (APPROX 30mm)
- BT MAINS (DUCT 100mm)
- CCV MAINS (DUCT 100mm)
- 7500 MAIN DRAINAGE PIPE
- 1000 SPARE DUCT
- GAS

FOR PHASE 2, INLAND E.C. CONTRACT
LV CABLE & SPARE DUCTS TERMINATION PIT
WATER MAINS TERMINATION VALVE CHAMBER
BT MAINS TERMINATION PIT

FOR PHASE 3, INLAND E.C. CONTRACT
LV CABLE & SPARE DUCTS TERMINATION PIT
WATER MAINS TERMINATION VALVE CHAMBER
BT MAINS TERMINATION PIT

FOR PHASE 4, INLAND E.C. CONTRACT
LV CABLE & SPARE DUCTS TERMINATION PIT
WATER MAINS TERMINATION VALVE CHAMBER
BT MAINS TERMINATION PIT

FOR PHASE 5, INLAND E.C. CONTRACT
LV CABLE & SPARE DUCTS TERMINATION PIT
WATER MAINS TERMINATION VALVE CHAMBER
BT MAINS TERMINATION PIT

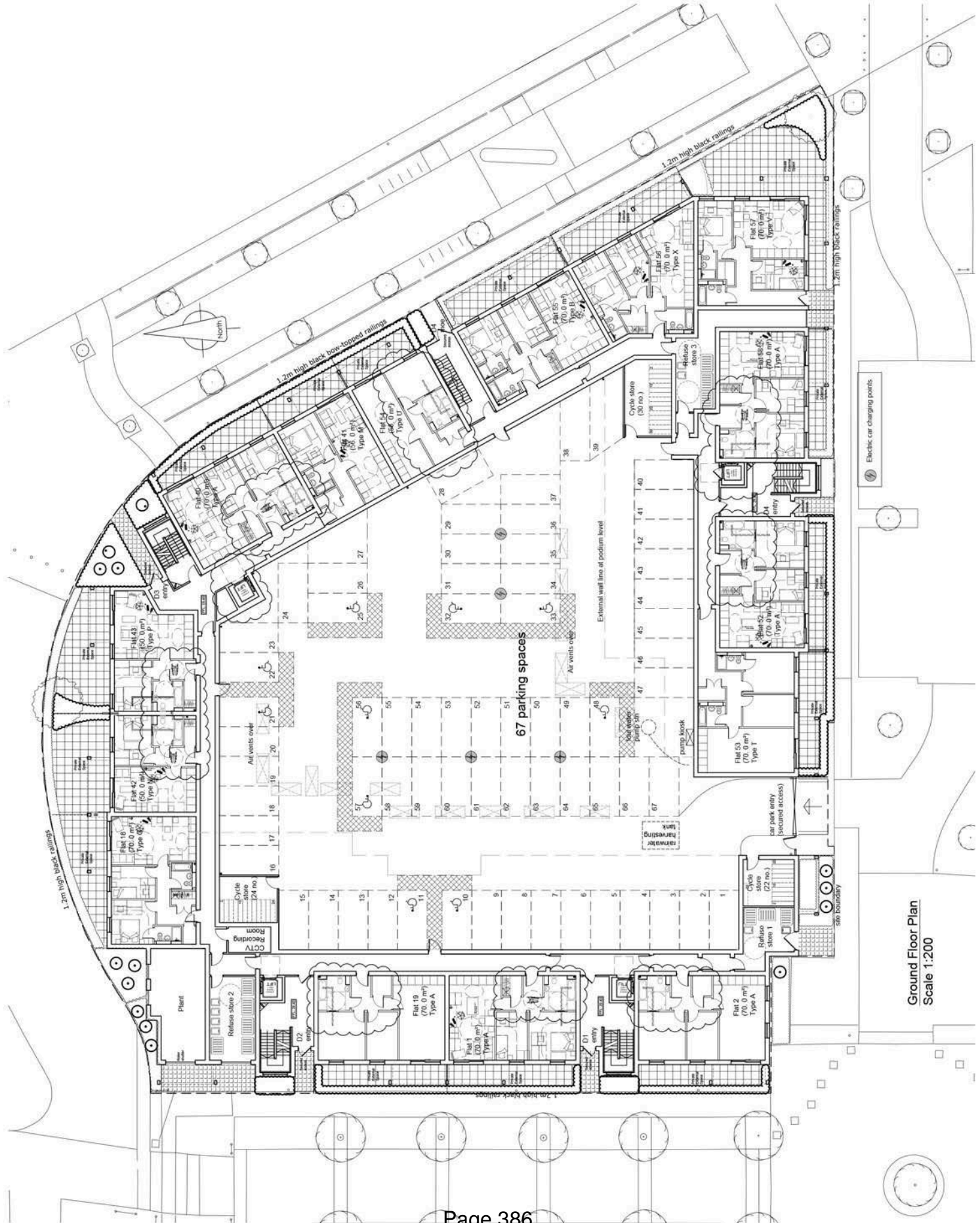


1. All work shall be carried out in accordance with the contract documents and the relevant Building Regulations. The contractor shall be responsible for obtaining all necessary consents and permits from the relevant authorities. The contractor shall be responsible for ensuring that all work is carried out in accordance with the contract documents and the relevant Building Regulations. The contractor shall be responsible for ensuring that all work is carried out in accordance with the contract documents and the relevant Building Regulations.

2. 10.15.15. Unfinished ground level to be indicated on site.
 3. 10.15.15. Paving to 500mm above finished ground level.
 4. 10.15.15. Paving to 500mm above finished ground level.
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 6. 10.15.15. Paving to 500mm above finished ground level.
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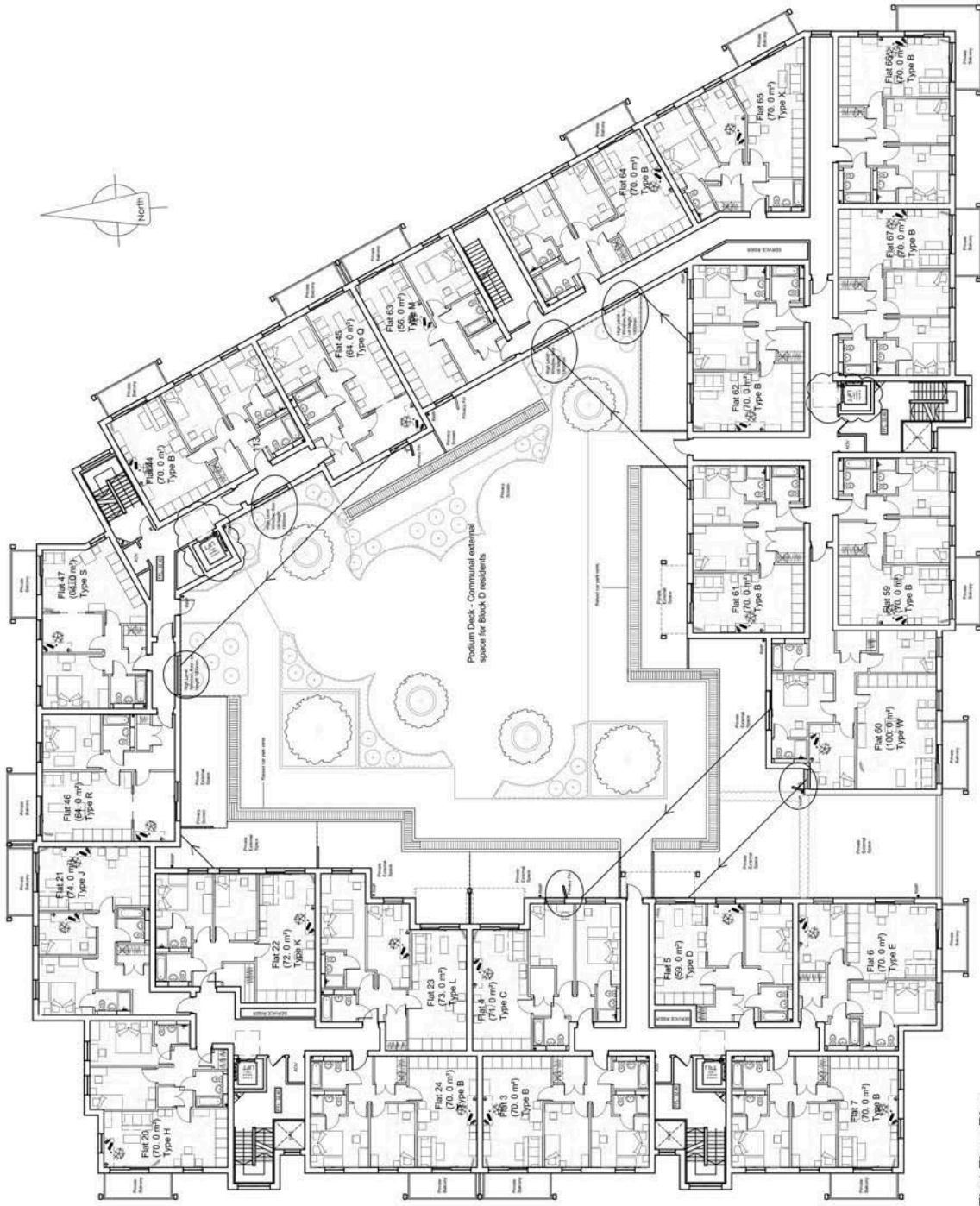
boom brown
 ARCHITECTS
 A. MILES, J. JENKINS, J. HAYES, J. BAKER, J. HANCOCK
 1. BARNWOOD, BRISTOL, AVON, GL1 2JH
 T. 01274 434343
 E. boom@boom-brown.co.uk
 W. boom-brown.co.uk

Project: Block D
 Drayton Garden Village
 Porters Way
 West Drayton, Middlesex
 Client: Ballymore Homes (North London) Ltd
 Drawing No: Ground Floor Plan
 Issue: 1/200 @ J2 Date: July 13
 Drawn: J King Check: CJ
 Issue No: 3304/100 Rev: E



Ground Floor Plan
 Scale 1:200

- 1. All flats are intended to be occupied by up to 4 persons.
- 2. The floor area of the flats is based on the internal area of the flats.
- 3. The floor area of the flats is based on the internal area of the flats.
- 4. The floor area of the flats is based on the internal area of the flats.
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- 9. The floor area of the flats is based on the internal area of the flats.
- 10. The floor area of the flats is based on the internal area of the flats.



First Floor Plan
Scale 1:200

Ref	Date	Description	By
1	14/10/13	Issue architectural drawings for planning	CB
2	14/10/13	Issue architectural drawings for planning	CB
3	14/10/13	Issue architectural drawings for planning	CB
4	14/10/13	Issue architectural drawings for planning	CB
5	14/10/13	Issue architectural drawings for planning	CB
6	14/10/13	Issue architectural drawings for planning	CB
7	14/10/13	Issue architectural drawings for planning	CB
8	14/10/13	Issue architectural drawings for planning	CB
9	14/10/13	Issue architectural drawings for planning	CB
10	14/10/13	Issue architectural drawings for planning	CB

boonbrown
ARCHITECTS

1. Boonbrown Architects Ltd
2. Boonbrown Architects Ltd
3. Boonbrown Architects Ltd
4. Boonbrown Architects Ltd
5. Boonbrown Architects Ltd
6. Boonbrown Architects Ltd
7. Boonbrown Architects Ltd
8. Boonbrown Architects Ltd
9. Boonbrown Architects Ltd
10. Boonbrown Architects Ltd

Project
Block D
Dryden Garden Village
Porters Way
West Drayton, Middlesex

Client
Bellway Homes (North London) Ltd

Drawing No.
First Floor Plan
showing Hillingdon Council
Privacy Guidance

Scale 1:200 @ A2
Date July 13
Drawn CJ
Checked J King
Rev B

3304/106

- 1. All flats are intended to be used as permanent residences.
- 2. The use of the flats as offices or for other non-residential purposes is not permitted.
- 3. The use of the flats as temporary accommodation is not permitted.
- 4. The use of the flats as a place of worship, school, or for other public or semi-public purposes is not permitted.
- 5. The use of the flats as a place of business, or for other commercial purposes is not permitted.
- 6. The use of the flats as a place of entertainment, or for other purposes which may cause annoyance to the neighbours is not permitted.
- 7. The use of the flats as a place of storage, or for other purposes which may cause a nuisance or hazard is not permitted.
- 8. The use of the flats as a place of assembly, or for other purposes which may cause a fire hazard is not permitted.
- 9. The use of the flats as a place of storage, or for other purposes which may cause a fire hazard is not permitted.
- 10. The use of the flats as a place of assembly, or for other purposes which may cause a fire hazard is not permitted.

Ref.	Date	Description	By
B	14.10.13	Issue for construction	Architect
A	14.10.13	Issue for construction	Architect
1	14.10.13	Issue for construction	Architect

boonbrowne
ARCHITECTS

1.01.13
1.01.13
1.01.13

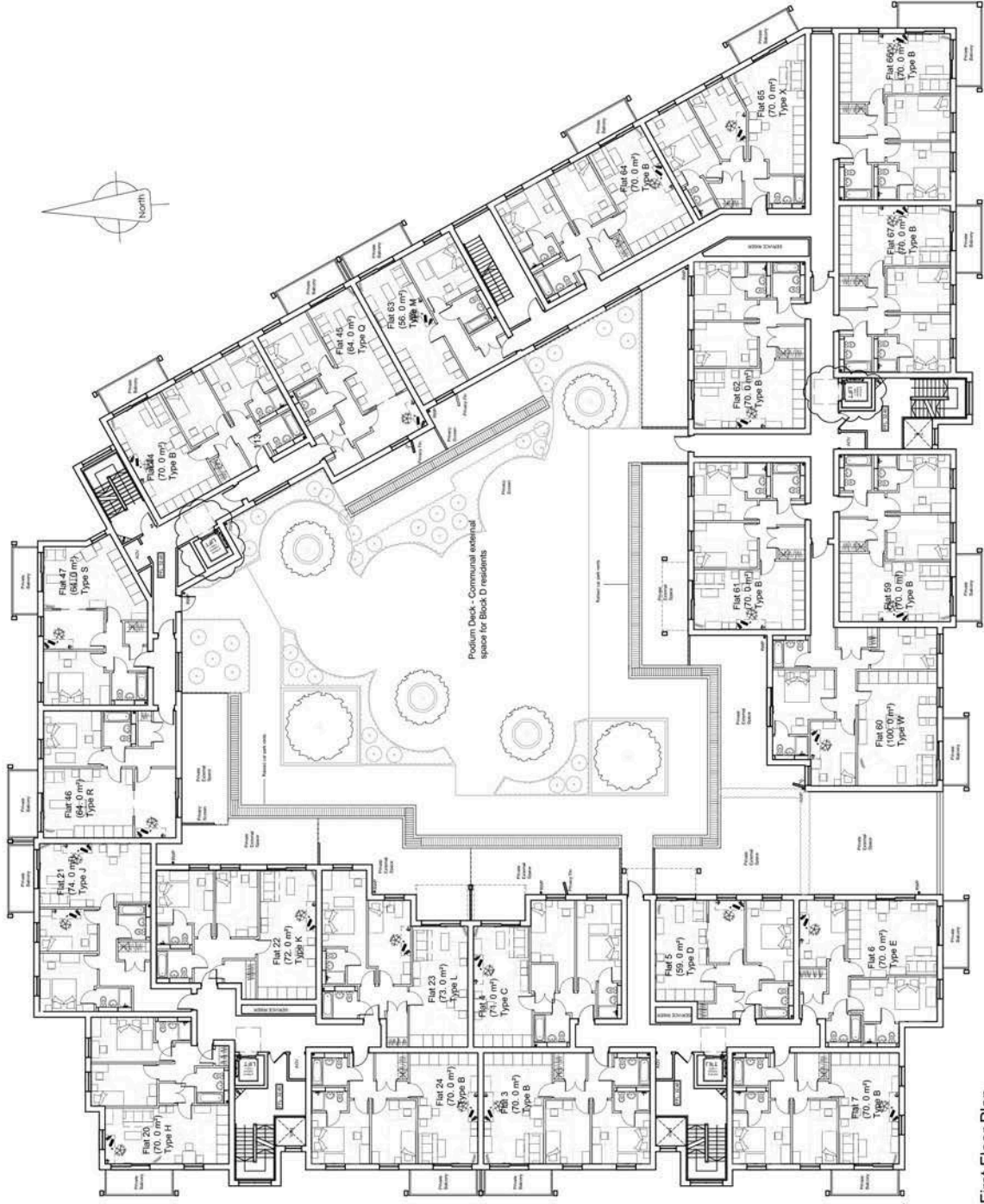
Project
Block D
Dryden Garden Village
Porters Way
West Drayton, Middlesex

Client
Bellway Homes (North London) Ltd

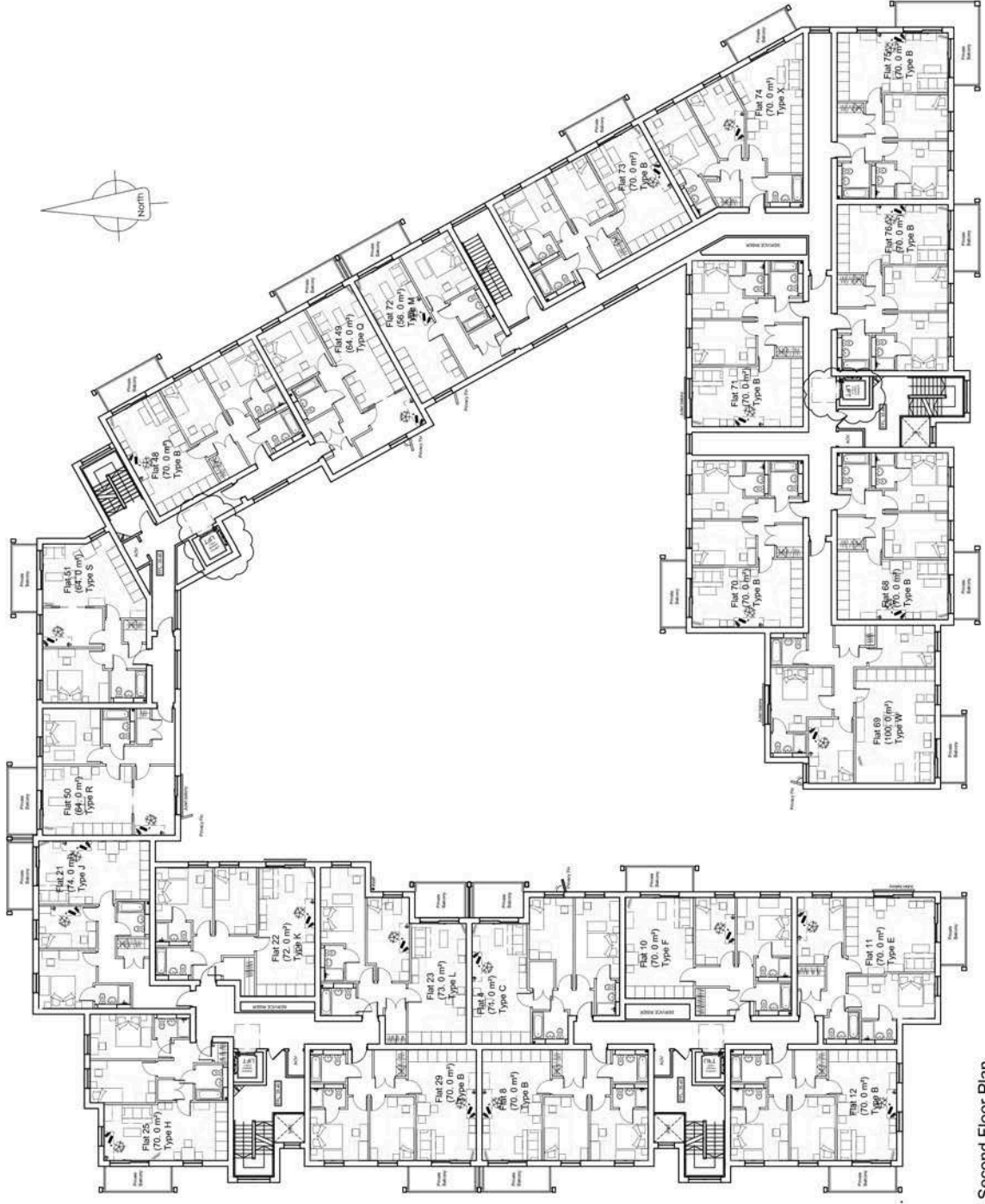
Drawing No.
First Floor Plan

Scale	Date	Issue
1:200 @ A2	July 13	CJ
1:200 @ A2	July 13	CJ
3304/101	Rev	B

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First Floor Plan
Scale 1:200



Second Floor Plan
Scale 1:200

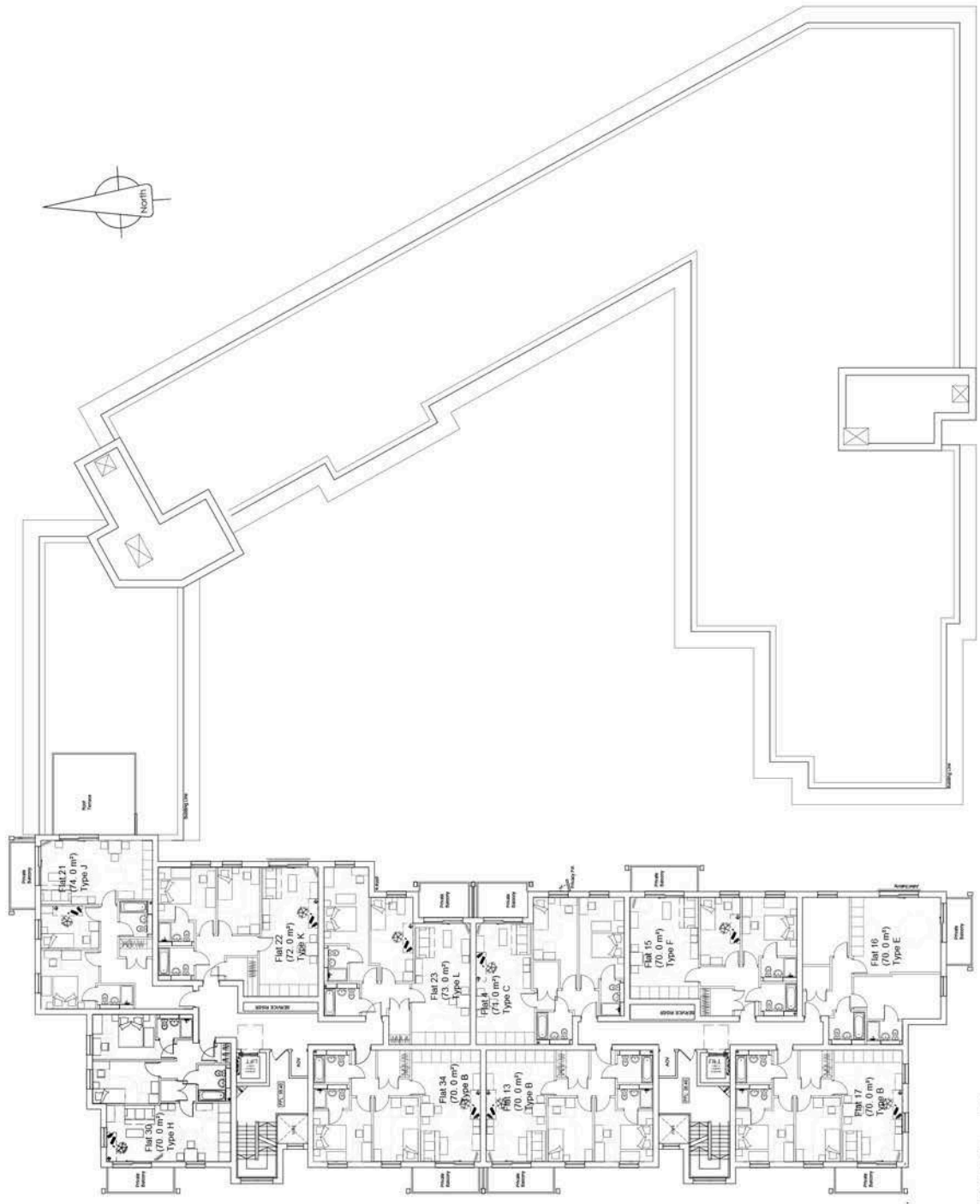
Rev	Date	Description	By
B	15/11/13	Issue for construction	MS
A	13/11/13	Issue for construction	MS

Project:
Block D
 Drayton Garden Village
 Porters Way
 West Drayton, Middlesex
 Client:
 Bellway Homes (North London) Ltd
 Drawing No:
 Second Floor Plan

Scale	1:200 @ A2	Date	July 13
Drawn	J King	Check	CJ
Contract No.	3304/102	Rev.	B

1. All dimensions are shown in millimetres unless otherwise stated.
 2. All dimensions are given to the face of the wall unless otherwise stated.
 3. All dimensions are given to the centre of the wall unless otherwise stated.
 4. All dimensions are given to the centre of the door unless otherwise stated.
 5. All dimensions are given to the centre of the window unless otherwise stated.
 6. All dimensions are given to the centre of the floor unless otherwise stated.
 7. All dimensions are given to the centre of the ceiling unless otherwise stated.
 8. All dimensions are given to the centre of the roof unless otherwise stated.
 9. All dimensions are given to the centre of the ground unless otherwise stated.
 10. All dimensions are given to the centre of the sky unless otherwise stated.

- 1. All dimensions are in millimetres unless otherwise stated.
- 2. All dimensions are to the face of the work unless otherwise stated.
- 3. All dimensions are to the centre of the work unless otherwise stated.
- 4. All dimensions are to the centre of the work unless otherwise stated.
- 5. All dimensions are to the centre of the work unless otherwise stated.
- 6. All dimensions are to the centre of the work unless otherwise stated.
- 7. All dimensions are to the centre of the work unless otherwise stated.
- 8. All dimensions are to the centre of the work unless otherwise stated.
- 9. All dimensions are to the centre of the work unless otherwise stated.
- 10. All dimensions are to the centre of the work unless otherwise stated.



Third Floor Plan
Scale 1:200

1. All dimensions are in millimetres unless otherwise stated. | 06
 2. All dimensions are to the face of the work unless otherwise stated. | 07
 3. All dimensions are to the centre of the work unless otherwise stated. | 08
 4. All dimensions are to the centre of the work unless otherwise stated. | 09
 5. All dimensions are to the centre of the work unless otherwise stated. | 10
 6. All dimensions are to the centre of the work unless otherwise stated. | 11
 7. All dimensions are to the centre of the work unless otherwise stated. | 12
 8. All dimensions are to the centre of the work unless otherwise stated. | 13
 9. All dimensions are to the centre of the work unless otherwise stated. | 14
 10. All dimensions are to the centre of the work unless otherwise stated. | 15

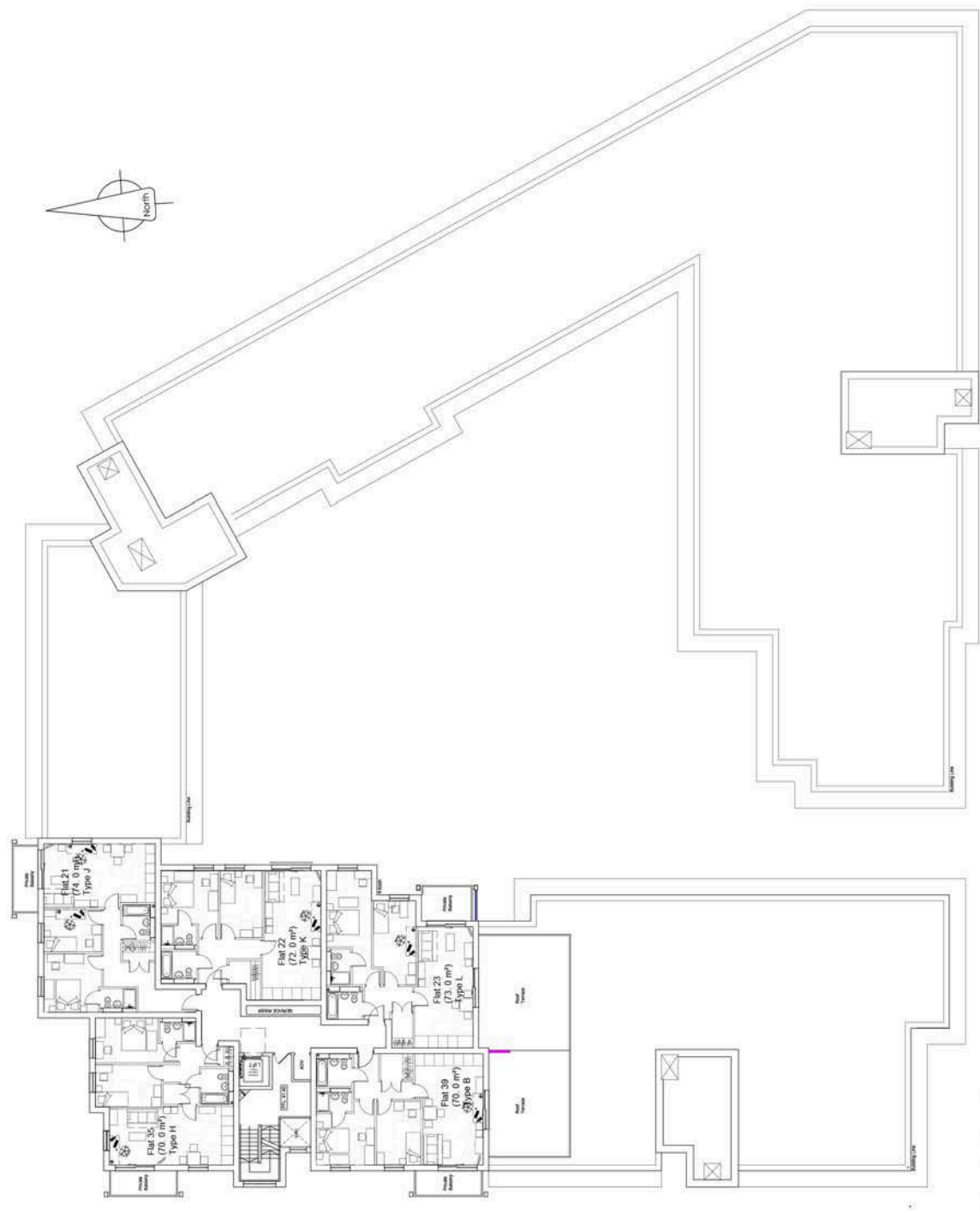
boombrown
 ARCHITECTS

1. All dimensions are in millimetres unless otherwise stated. | 06
 2. All dimensions are to the face of the work unless otherwise stated. | 07
 3. All dimensions are to the centre of the work unless otherwise stated. | 08
 4. All dimensions are to the centre of the work unless otherwise stated. | 09
 5. All dimensions are to the centre of the work unless otherwise stated. | 10
 6. All dimensions are to the centre of the work unless otherwise stated. | 11
 7. All dimensions are to the centre of the work unless otherwise stated. | 12
 8. All dimensions are to the centre of the work unless otherwise stated. | 13
 9. All dimensions are to the centre of the work unless otherwise stated. | 14
 10. All dimensions are to the centre of the work unless otherwise stated. | 15

Project:
 Block D
 Garden Village
 Princes Way
 West Drayton, Middlesex
 Client:
 Berkeley Homes (North London) Ltd
 Drawing title:
 Third Floor Plan

Name: J.King Date: July 13
 Drawn: J.King Check: C.J.
 DWG No: 3304/103 Rev: B
 E:\Projects\3304\3304_103.dwg

- 1. All dimensions are in millimetres unless otherwise stated.
- 2. All dimensions are to the face of the work unless otherwise stated.
- 3. All dimensions are to the centre of the work unless otherwise stated.
- 4. All dimensions are to the centre of the work unless otherwise stated.
- 5. All dimensions are to the centre of the work unless otherwise stated.
- 6. All dimensions are to the centre of the work unless otherwise stated.
- 7. All dimensions are to the centre of the work unless otherwise stated.
- 8. All dimensions are to the centre of the work unless otherwise stated.
- 9. All dimensions are to the centre of the work unless otherwise stated.
- 10. All dimensions are to the centre of the work unless otherwise stated.



Fourth Floor Plan
Scale 1:200

1. Revision	2. Description	3. Date

boonbloom
ARCHITECTS

Project:
Block D
Garden Village
Princes Way
West Drayton, Middlesex

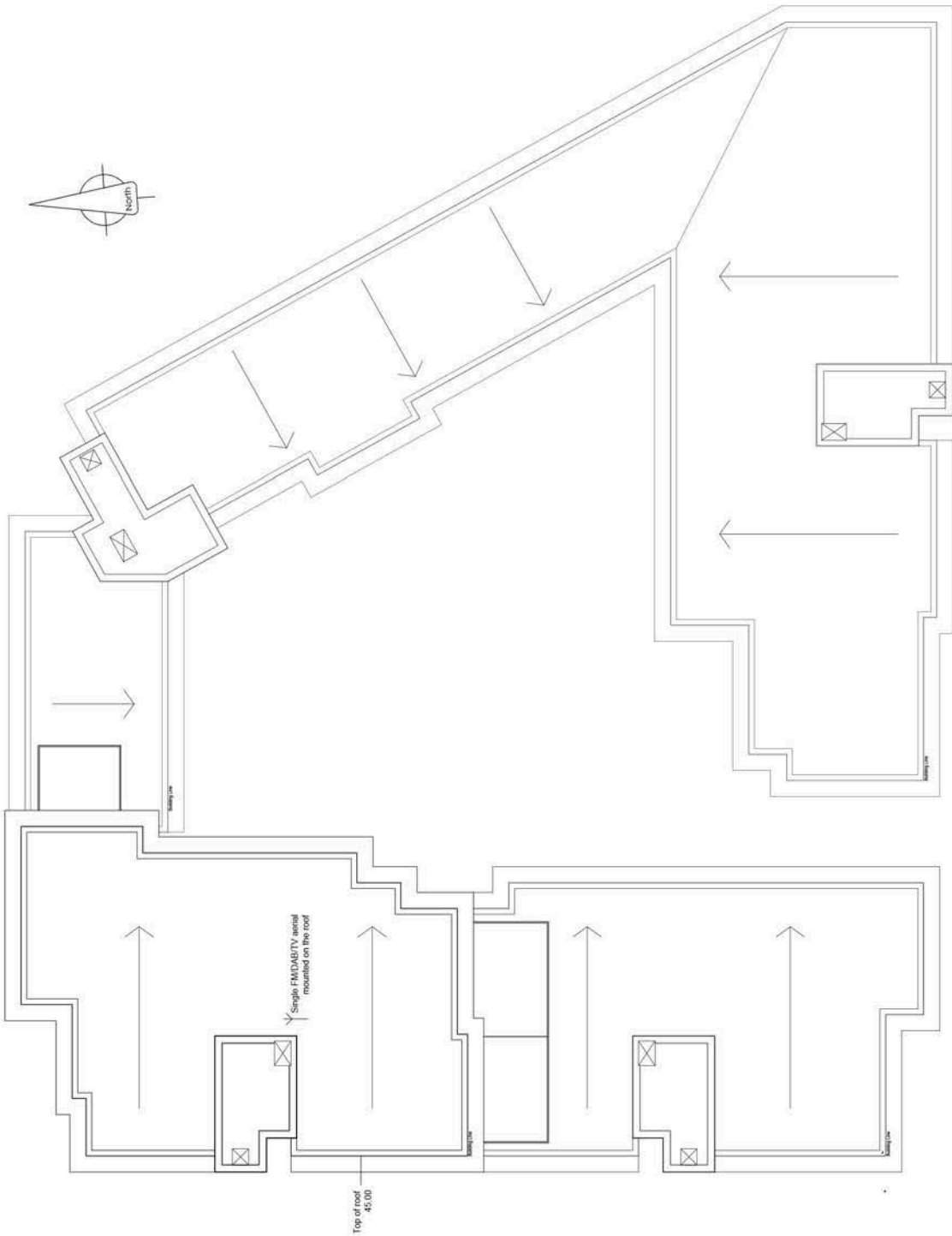
Client:
Belleury Homes (North London) Ltd

Drawing Title:
Fourth Floor Plan

Date: 1/200 @ A2 Date: July 13
Drawn: J.King Check: C.J.
Drawn No: 3304/104 Rev: B

ECOPROJECT

1. All work shall be carried out in accordance with the current Building Regulations and Approved Documents. The contractor shall be responsible for obtaining all necessary consents and approvals from the relevant authorities. The contractor shall be responsible for ensuring that the work is carried out in accordance with the current Building Regulations and Approved Documents. The contractor shall be responsible for ensuring that the work is carried out in accordance with the current Building Regulations and Approved Documents.

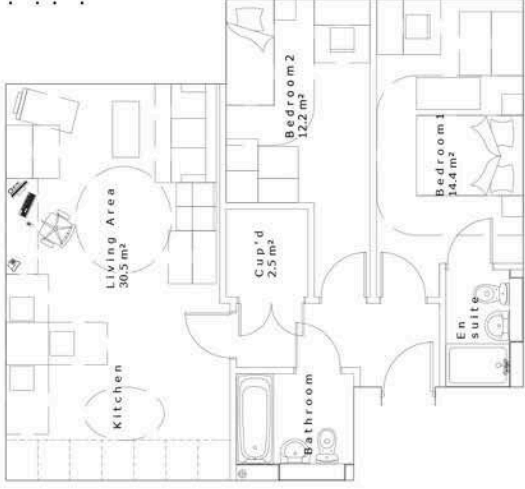


Roof Plan
 Scale 1:200

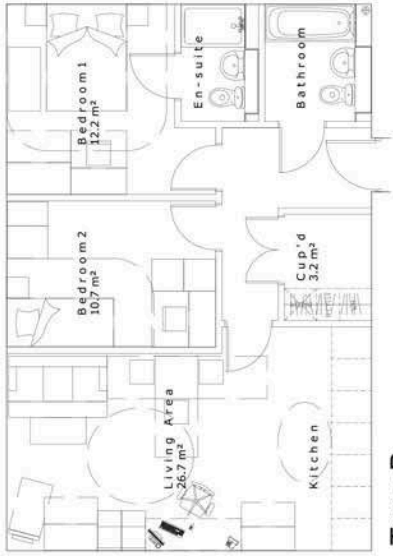
Client	Bullway Homes (North London) Ltd
Project	Block D Drayton Garden Village Porters Way West Drayton, Middlesex
Drawn by	J King
Checked by	CJ
Date	July 13
Scale	1:200 @ A2
Drawn by	J King
Checked by	CJ
Date	July 13
Scale	1:200 @ A2

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 ARCHITECTS
 100, Old Street, London EC1A 1DU
 Tel: 020 7490 8800
 Email: info@boombrown.co.uk
 www.boombrown.co.uk

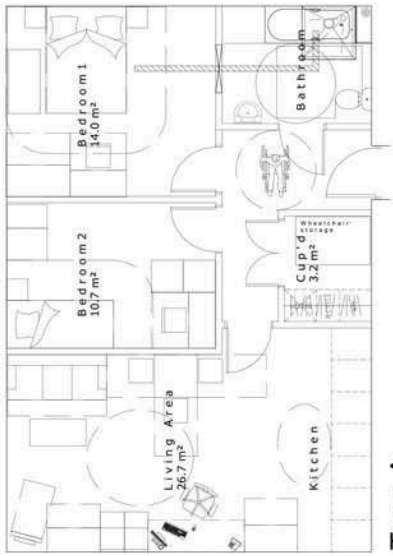
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 where any drawings to be used in connection with another building
 shall be the property of the architect and shall not be reproduced
 or transmitted in any form or by any means, electronic, mechanical,
 photocopying, recording, or by any information storage and retrieval
 system, without the prior written permission of the architect.
 The architect shall not be responsible for the construction of the building
 or for the performance of the building, or for any damage to the building
 or for any injury to persons or property, or for any loss of profit, or
 for any other matter, which may be caused, directly or indirectly, by
 the use of the drawings, or by the construction of the building, or by
 the performance of the building, or for any other matter, which may
 be caused, directly or indirectly, by the use of the drawings, or by the
 construction of the building, or by the performance of the building.



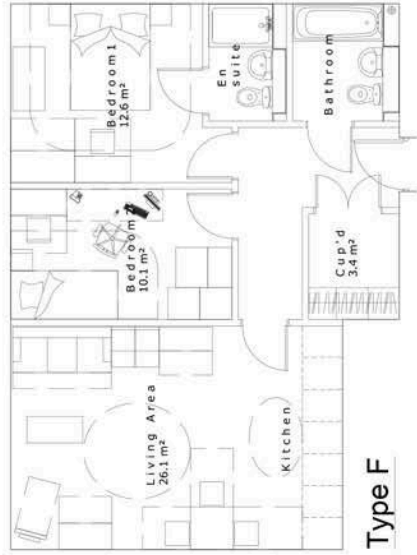
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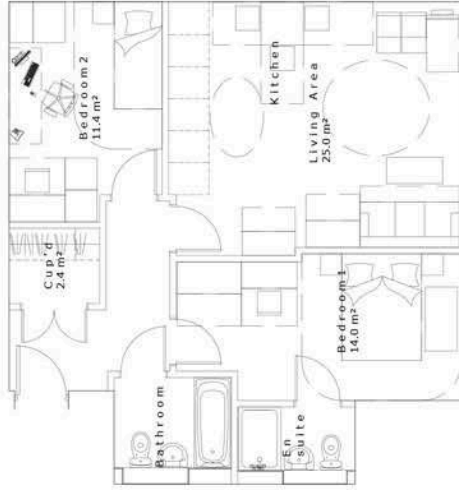
Type B



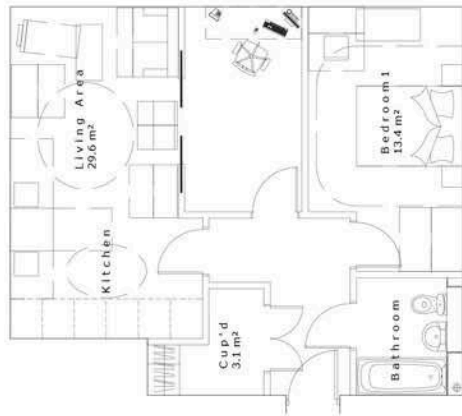
Type A



Type F



Type E



Type D

Rev: Date: Description: Dim:

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ARCHITECTS

A. Mills - Altrincham - York - Sarnold - BA20 2EG
 T: 01925 420003 F: 01925 472466
 W: www.boonbrown.com E: info@boonbrown.com

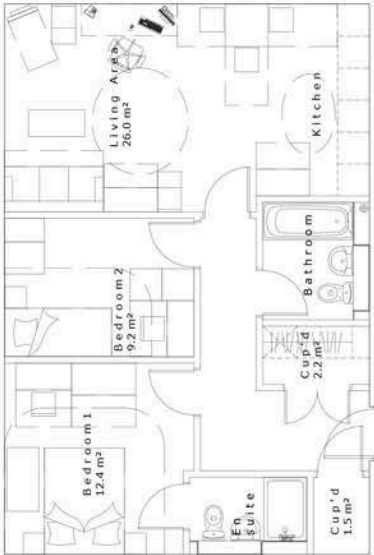
Project:
Block D
 Drayton Garden Village
 Porters Way
 West Drayton, Middlesex

Client:
 Bellway Homes (North London) Ltd

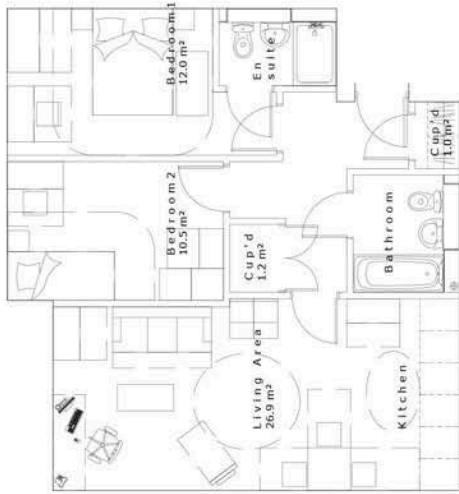
Drawing Title:
 Flat Floor Plans
 Types A - F

Scale	1/50 @ A1	Date	July '13
Drawn	J. King	Check	-
DWG No.	3304/400	Rev.	-

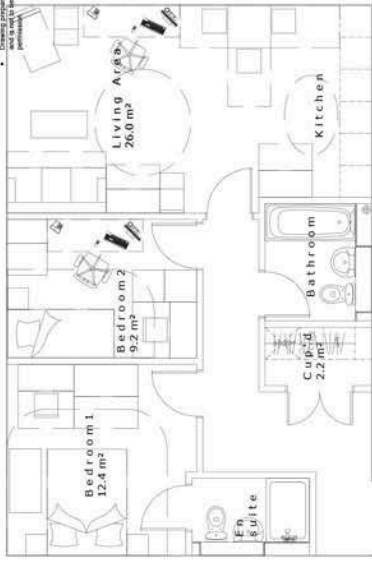
- All work described in chapter 17 of the copyright, design and patents act 1988 is the property of boon brown architects and shall remain their property.
- Where any drawings are to be used in connection with another project, the drawings must be approved in writing by boon brown architects.
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Type G



Type H



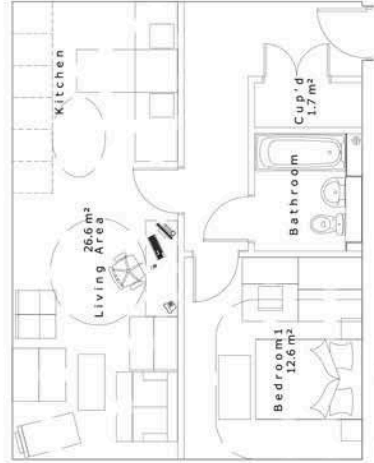
Type J



Type K

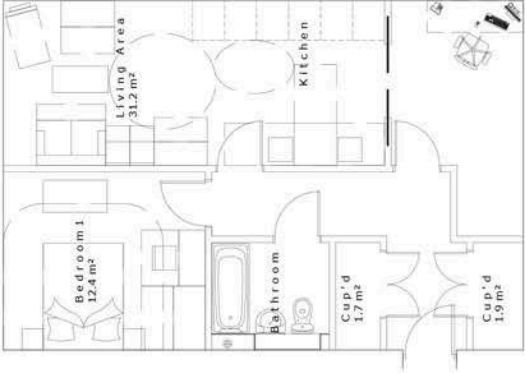


Type L

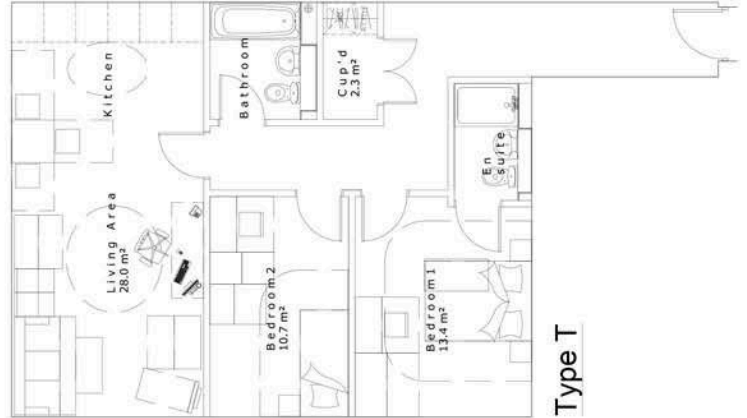


Type M

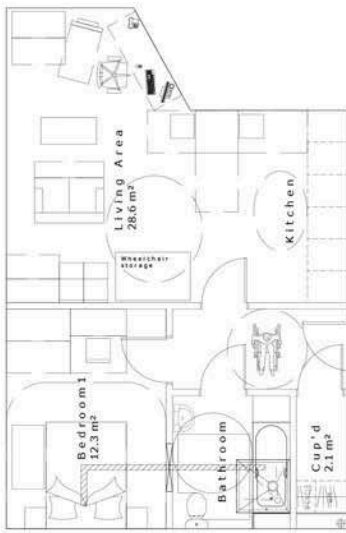
- All 1/50 drawings are subject to copyright, designs and patents.
- These drawings are to be used in conjunction with working drawings. The client/contractor must refer to the architect's drawings for full details.
- Architectural information is provided for information only. It is not intended as a guide to the construction of the building.
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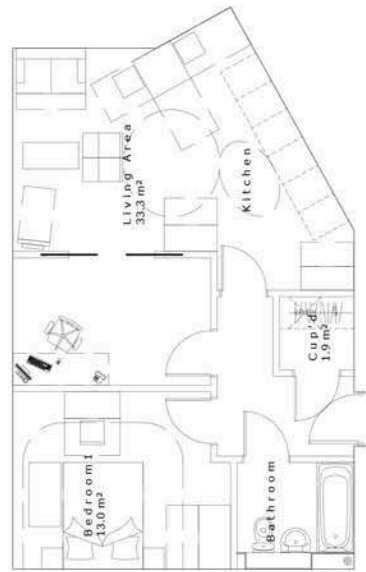
Type Q



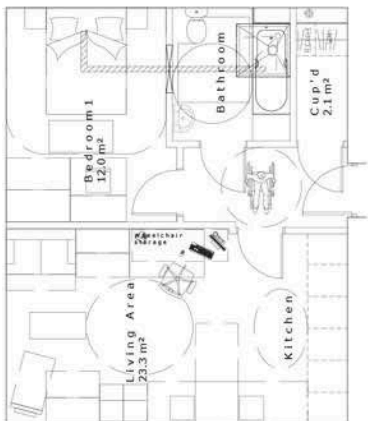
Type T



Type P



Type S



Type N



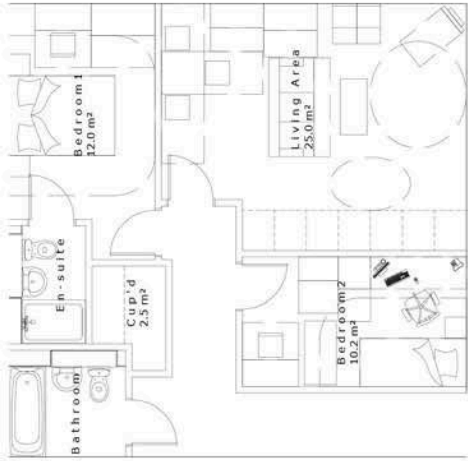
Type R

Rev	Date	Description	Dim

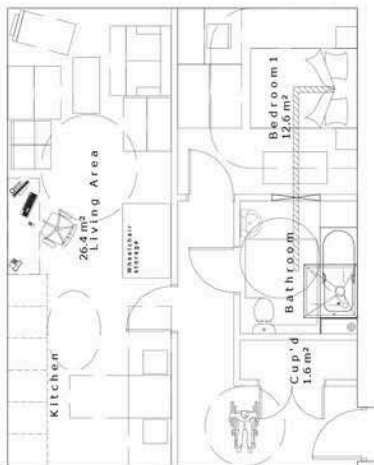
A Midson - Alvington - Yeovil - Somerset - BA20 2EG
 T: 01935 420003 P: 01935 475666
 W: www.boonbrowm.com E: info@boonbrowm.com

Project
Block D
 Drayton Garden Village
 Porters Way
 West Drayton, Middlesex
Client
 Bellway Homes (North London) Ltd
Drawing Title
 Flat Floor Plans
 Types N - T
Scale 1/50 @ A1 **Date** July '13
Drawn J.King **CHKD**
DWG No. 3304/402 **Rev.**

- All work described in chapter 7 of the copyright, design and patents act 1988 is the property of boon brown architects and shall remain their property.
- Where any drawings are to be used in connection with another project, the drawings shall be used in accordance with the terms of the licence agreement referred to in the architect's letter, for work in kind as stated in the architect's letter.
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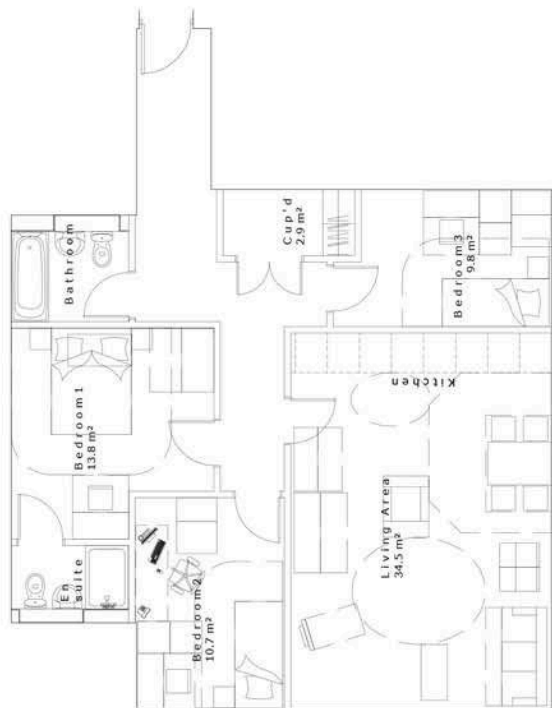
Type V



Type U



Type X



Type W

Rev	Date	Description	Dim
A Miles - Alvington - Yeovil - Somerset - BA20 2FG T 01902 420003 F 01903 475466 W www.boonbrown.com E info@boonbrown.com			

Project

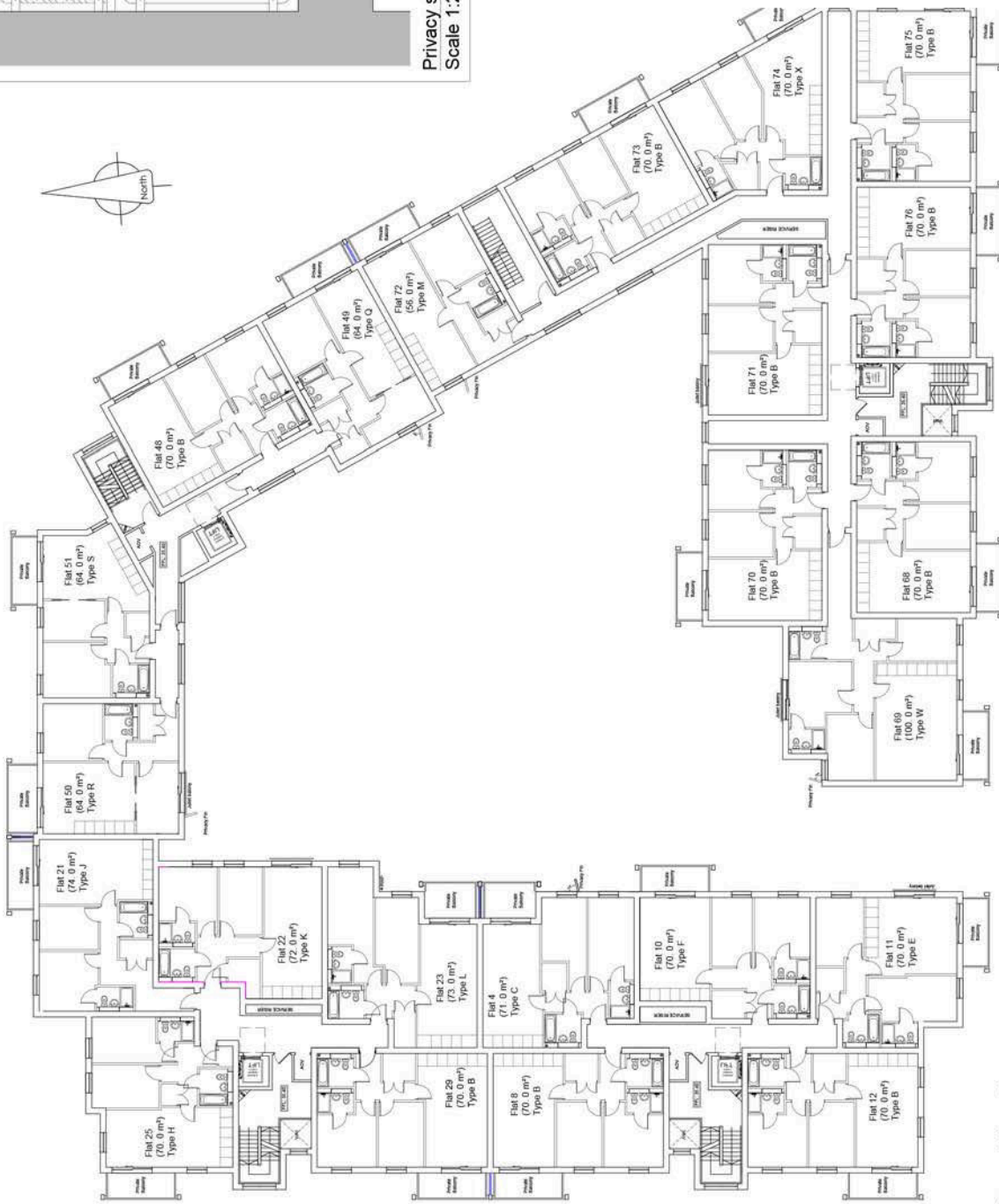
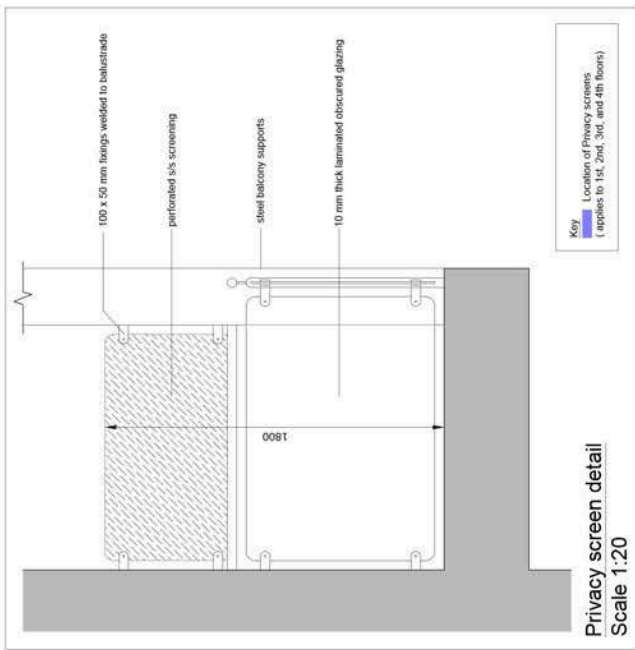
Block D
 Drayton Garden Village
 Porters Way
 West Drayton, Middlesex

Client

Bellway Homes (North London) Ltd
 Drawing Title
 Flat Floor Plans
 Types U - X

Scale	1/50 @ A1	Date	July '13
Drawn	J.King	CHKD	-
DWG No.	3304/403	Rev.	-

- 1. All flatwork shall be finished to the 'ready to receive' stage and shall be checked and approved by the contractor before any further work is carried out.
- 2. All flatwork shall be finished to the 'ready to receive' stage and shall be checked and approved by the contractor before any further work is carried out.
- 3. All flatwork shall be finished to the 'ready to receive' stage and shall be checked and approved by the contractor before any further work is carried out.
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- 10. All flatwork shall be finished to the 'ready to receive' stage and shall be checked and approved by the contractor before any further work is carried out.



boom brown
ARCHITECTS

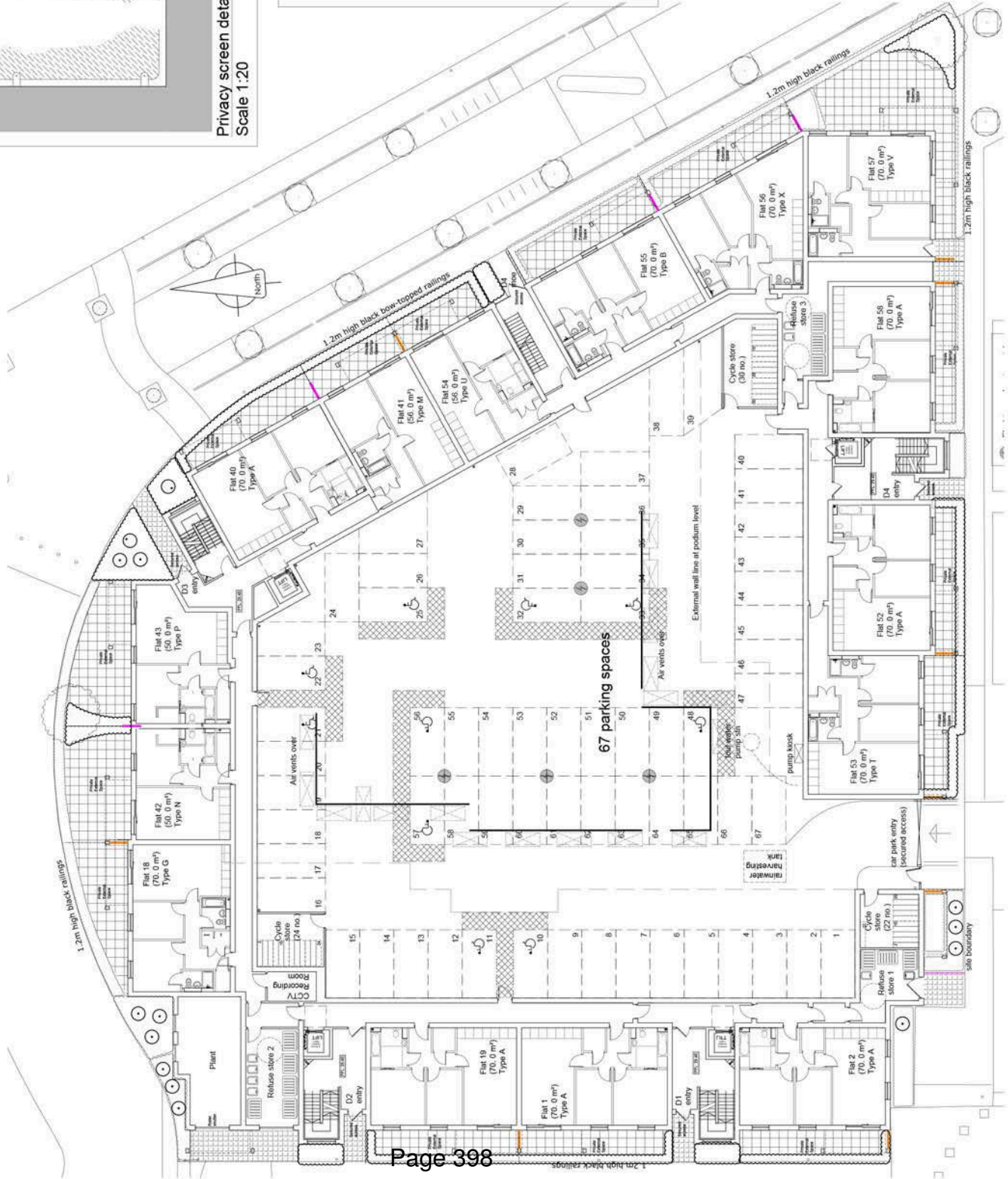
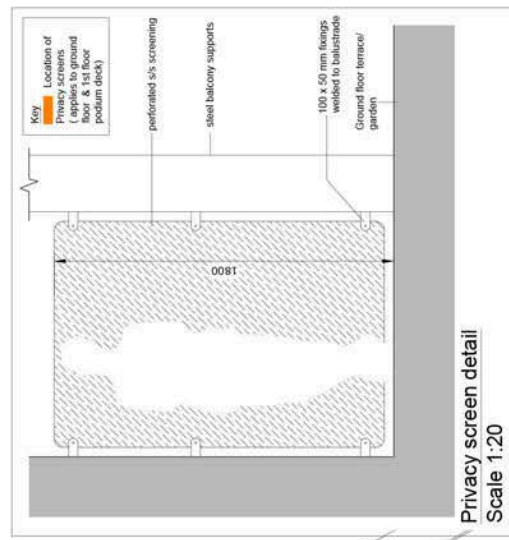
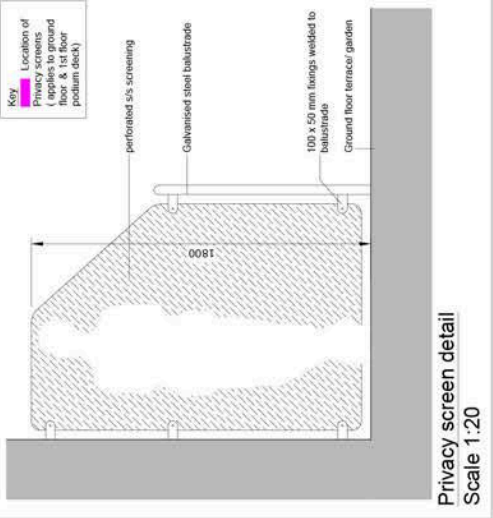
A. King, J. King, J. Jones, J. Smith, J. White
100% Sustainable
100% Green
100% Healthy

Client
Bulwer Homes (North London) Ltd
Bulwer Homes
Bulwer Privacy Screens
2nd floor

Block D
Drayton Garden Village
Porters Way
West Drayton, Middlesex

Issue: 1/200 @ A2 Date: July 13
Drawn: J King Check: CJ
Drawn No: 3304/603 Rev: A

- All work shall be in accordance with the contract documents and specifications.
- The contractor shall be responsible for obtaining all necessary planning and building regulations approvals.
- The contractor shall be responsible for the design and construction of all temporary works.
- The contractor shall be responsible for the design and construction of all permanent works.
- The contractor shall be responsible for the design and construction of all site infrastructure.
- The contractor shall be responsible for the design and construction of all site services.
- The contractor shall be responsible for the design and construction of all site safety measures.
- The contractor shall be responsible for the design and construction of all site security measures.
- The contractor shall be responsible for the design and construction of all site access measures.
- The contractor shall be responsible for the design and construction of all site egress measures.
- The contractor shall be responsible for the design and construction of all site fire measures.
- The contractor shall be responsible for the design and construction of all site environmental measures.
- The contractor shall be responsible for the design and construction of all site health and safety measures.
- The contractor shall be responsible for the design and construction of all site quality measures.
- The contractor shall be responsible for the design and construction of all site sustainability measures.
- The contractor shall be responsible for the design and construction of all site social measures.
- The contractor shall be responsible for the design and construction of all site cultural measures.
- The contractor shall be responsible for the design and construction of all site community measures.
- The contractor shall be responsible for the design and construction of all site heritage measures.
- The contractor shall be responsible for the design and construction of all site landscape measures.
- The contractor shall be responsible for the design and construction of all site art measures.
- The contractor shall be responsible for the design and construction of all site sports measures.
- The contractor shall be responsible for the design and construction of all site leisure measures.
- The contractor shall be responsible for the design and construction of all site education measures.
- The contractor shall be responsible for the design and construction of all site training measures.
- The contractor shall be responsible for the design and construction of all site research measures.
- The contractor shall be responsible for the design and construction of all site innovation measures.
- The contractor shall be responsible for the design and construction of all site leadership measures.
- The contractor shall be responsible for the design and construction of all site excellence measures.
- The contractor shall be responsible for the design and construction of all site integrity measures.
- The contractor shall be responsible for the design and construction of all site respect measures.
- The contractor shall be responsible for the design and construction of all site responsibility measures.
- The contractor shall be responsible for the design and construction of all site transparency measures.
- The contractor shall be responsible for the design and construction of all site accountability measures.
- The contractor shall be responsible for the design and construction of all site trust measures.
- The contractor shall be responsible for the design and construction of all site loyalty measures.
- The contractor shall be responsible for the design and construction of all site commitment measures.
- The contractor shall be responsible for the design and construction of all site passion measures.
- The contractor shall be responsible for the design and construction of all site energy measures.
- The contractor shall be responsible for the design and construction of all site focus measures.
- The contractor shall be responsible for the design and construction of all site determination measures.
- The contractor shall be responsible for the design and construction of all site perseverance measures.
- The contractor shall be responsible for the design and construction of all site resilience measures.
- The contractor shall be responsible for the design and construction of all site flexibility measures.
- The contractor shall be responsible for the design and construction of all site adaptability measures.
- The contractor shall be responsible for the design and construction of all site resourcefulness measures.
- The contractor shall be responsible for the design and construction of all site ingenuity measures.
- The contractor shall be responsible for the design and construction of all site creativity measures.
- The contractor shall be responsible for the design and construction of all site innovation measures.
- The contractor shall be responsible for the design and construction of all site leadership measures.
- The contractor shall be responsible for the design and construction of all site excellence measures.
- The contractor shall be responsible for the design and construction of all site integrity measures.
- The contractor shall be responsible for the design and construction of all site respect measures.
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- The contractor shall be responsible for the design and construction of all site focus measures.
- The contractor shall be responsible for the design and construction of all site determination measures.
- The contractor shall be responsible for the design and construction of all site perseverance measures.
- The contractor shall be responsible for the design and construction of all site resilience measures.
- The contractor shall be responsible for the design and construction of all site flexibility measures.
- The contractor shall be responsible for the design and construction of all site adaptability measures.
- The contractor shall be responsible for the design and construction of all site resourcefulness measures.
- The contractor shall be responsible for the design and construction of all site ingenuity measures.
- The contractor shall be responsible for the design and construction of all site creativity measures.



A 10/13, Newcombe, Middlesbrough, Cumbria
 Tel: 01432 345678
 Fax: 01432 345678
 Email: info@boombrown.co.uk

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 ARCHITECTS

A 10/13, Newcombe, Middlesbrough, Cumbria
 Tel: 01432 345678
 Fax: 01432 345678
 Email: info@boombrown.co.uk

Project
 Block D
 Drayton Garden Village
 Porters Way
 West Drayton, Middlesex

Client
 Ballymore Homes (North London) Ltd

Drawing No.
 Balcony Privacy Screens
 Ground floor

Scale
 1:200 @ A2 Date July 13

Drawn
 J King

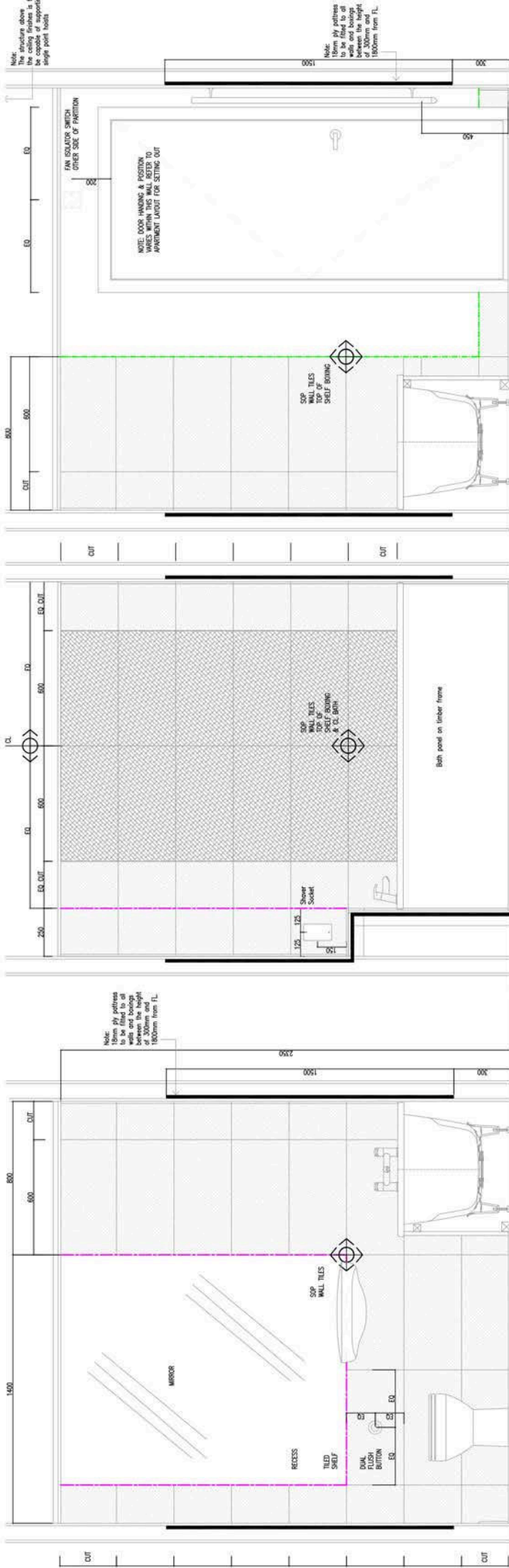
Check
 CJ

Rev.
 A

Drawn No.
 3304/602

Rev.
 A

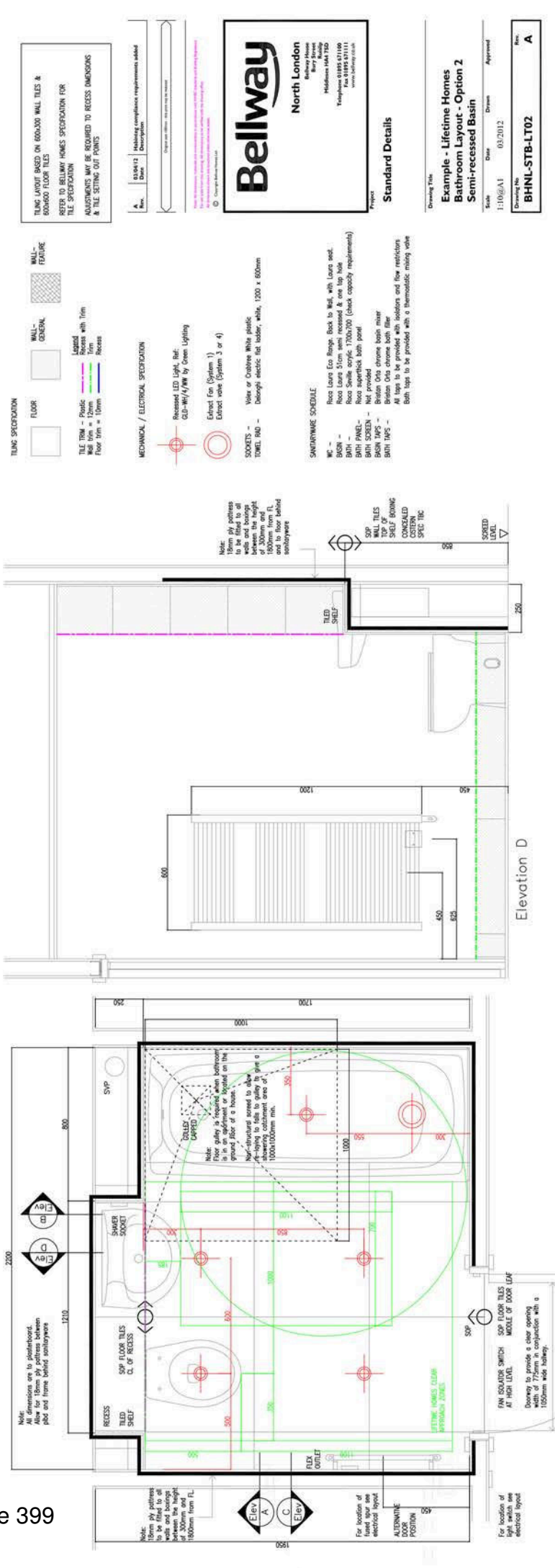
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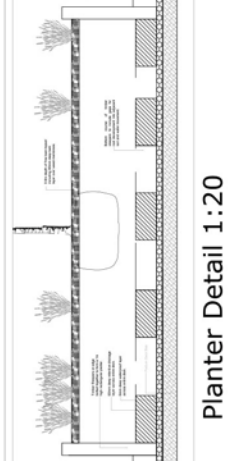
Elevation C

Elevation B

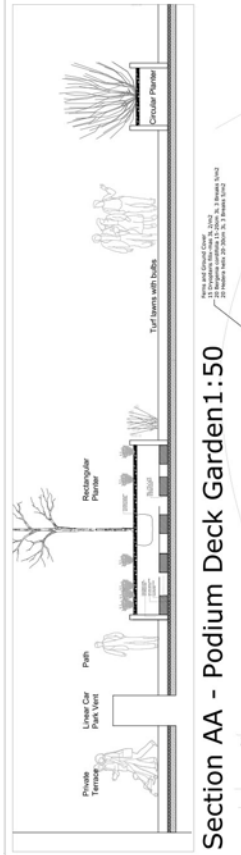
Elevation A



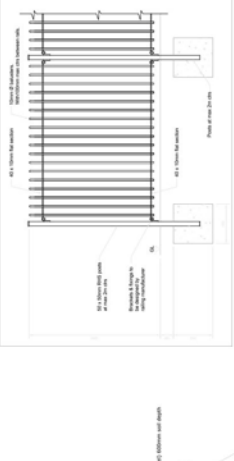
- KEY**
- Block Paving
 - Gravel
 - Concrete
 - Subsoil
 - Subgrade
 - Blind Paving
 - Gravel
 - Concrete
 - Subsoil
 - Subgrade



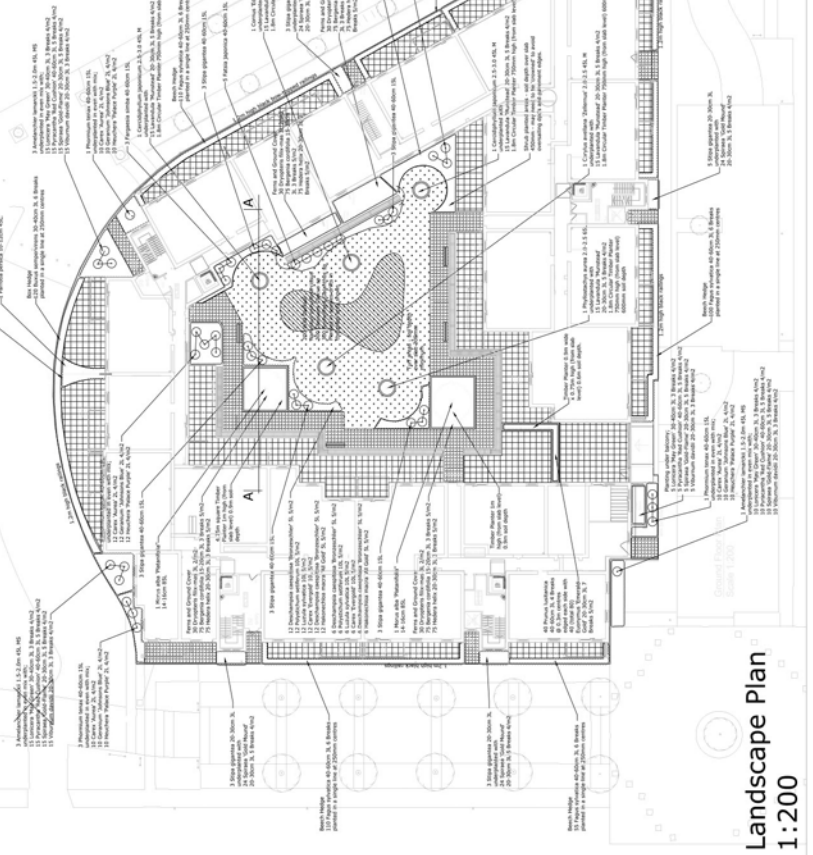
Planter Detail 1:20



Section AA - Podium Deck Garden 1:50



Railing Detail 1:20



Landscape Plan 1:200

MCA
Chartered Landscape Architects

136 The Moor Kelvington Oxford OX5 2AG
Tel: (01865) 811688 Fax: (01865) 811686

BELLWAY HOMES

DRAYTON GARDEN VILLAGE
BLOCK D

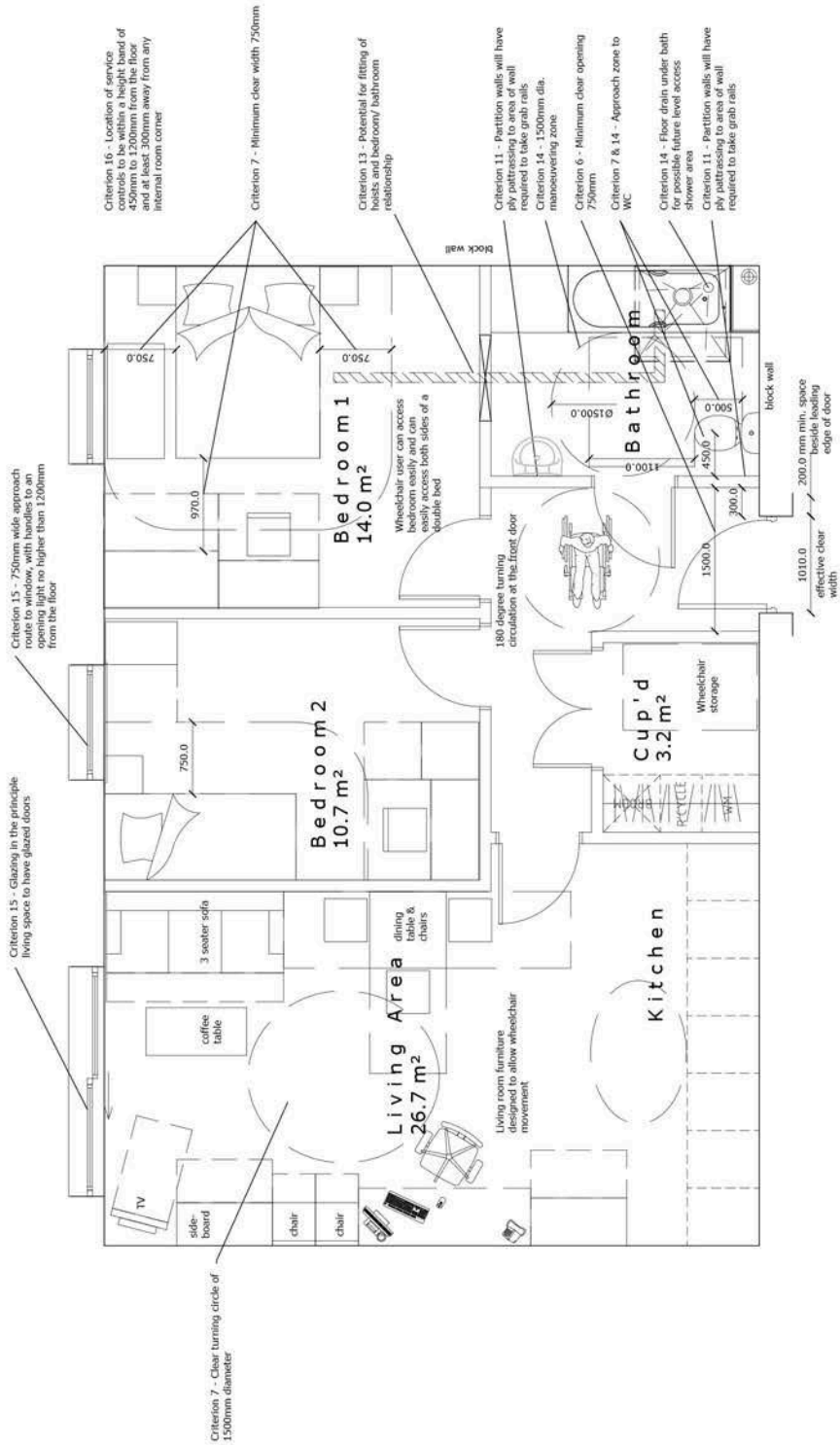
LANDSCAPE DETAILS

Scale: 1:200
Date: 06-08-2013
MC

Project No: MCA 111301
Rev: C

FOR NOT SEAL

- All rights reserved in copyright, design and patents.
- No liability is accepted for any errors or omissions.
- All dimensions are in millimeters. All trades are in metric.
- All dimensions are in millimeters. All trades are in metric.
- Any dimensions in brackets are subject to change.
- Any dimensions in brackets are subject to change.
- Any dimensions in brackets are subject to change.
- Any dimensions in brackets are subject to change.
- Any dimensions in brackets are subject to change.



**Lifetime Homes Standard & Wheelchair Housing
Design Guide - Typical Apartment**

Rev	Date	Description	By
1			

A Miller - Design - You - See
 T 01202 620201 F 01202 479490
 W www.boonbrown.com E info@boonbrown.com

Project	Block D Drayton Garden Village Porters Way West Drayton, Middlesex
Client	Bellway Homes (North London) Ltd
Drawing Title	Typical Accessible Apartment showing compliance with Access Standards & Lifetime Homes
Scale	1/50 @ A3
Date	04/10/13
Drawn	CB
Checked	CJ
DWG No.	3304/404
Rev.	-

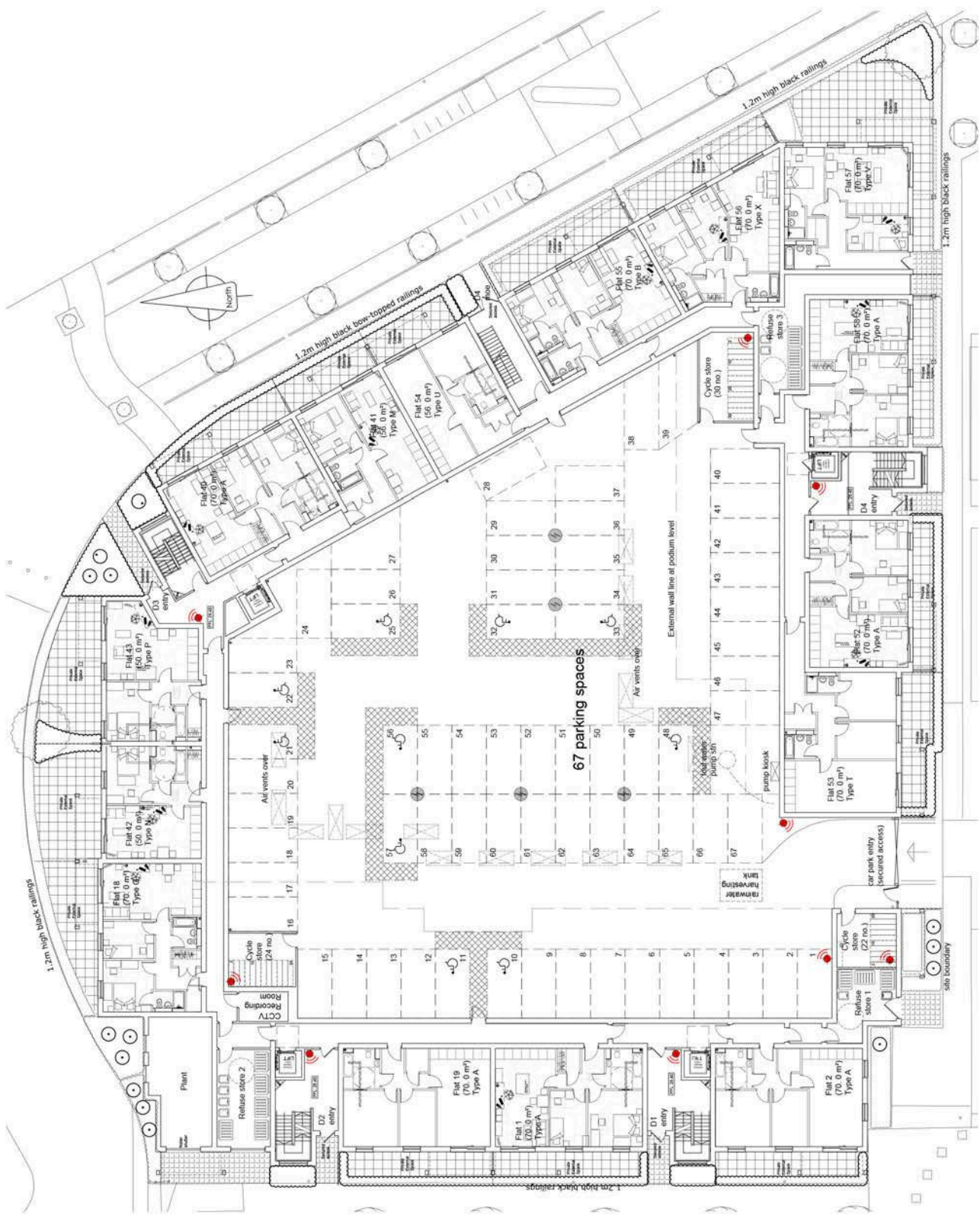
1. All CCTV cameras are to be located in the 'Key' locations as indicated on the drawing.
 2. CCTV cameras are to be located in the 'Key' locations as indicated on the drawing.
 3. CCTV cameras are to be located in the 'Key' locations as indicated on the drawing.
 4. CCTV cameras are to be located in the 'Key' locations as indicated on the drawing.
 5. CCTV cameras are to be located in the 'Key' locations as indicated on the drawing.
 6. CCTV cameras are to be located in the 'Key' locations as indicated on the drawing.
 7. CCTV cameras are to be located in the 'Key' locations as indicated on the drawing.
 8. CCTV cameras are to be located in the 'Key' locations as indicated on the drawing.
 9. CCTV cameras are to be located in the 'Key' locations as indicated on the drawing.
 10. CCTV cameras are to be located in the 'Key' locations as indicated on the drawing.

CCTV

KEY

 Indicates location and direction of CCTV cameras

STRATEGY
 CCTV cameras have been located in the secured underground car parking, and one camera facing the vehicle and pedestrian entrance point to the car park.
 This has been coordinated with the Architectural Liaison Officer and in accordance with Conditions 13 and 14. Secure by Design and CCTV requirements.



BOONBROWN ARCHITECTS

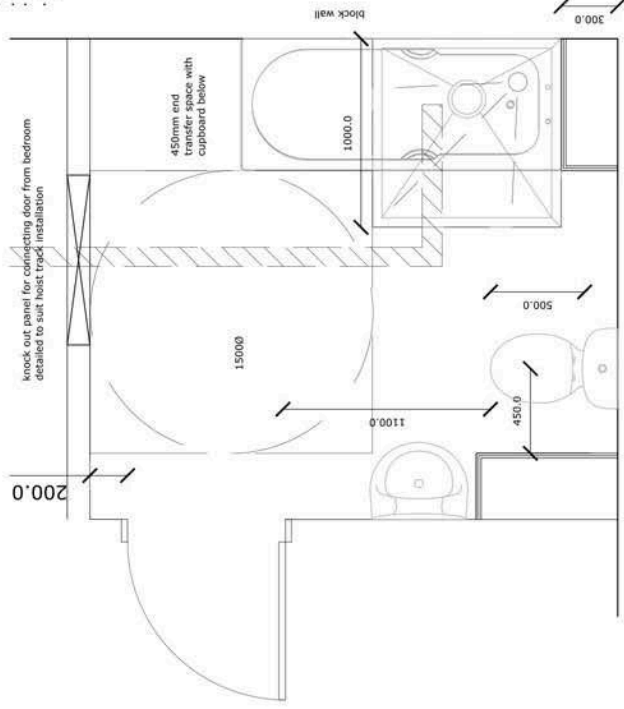
Project: Block D, Drayton Garden Village, Porters Way, West Drayton, Middlesex

Client: Balfour Homes (North London) Ltd

Drawing No: Closed Circuit Television (CCTV) Strategy

Issue	1/200 @ J2	Date	July 13
Author	J King	Checked	CJ
Drawn by	3304/604	Rev	B

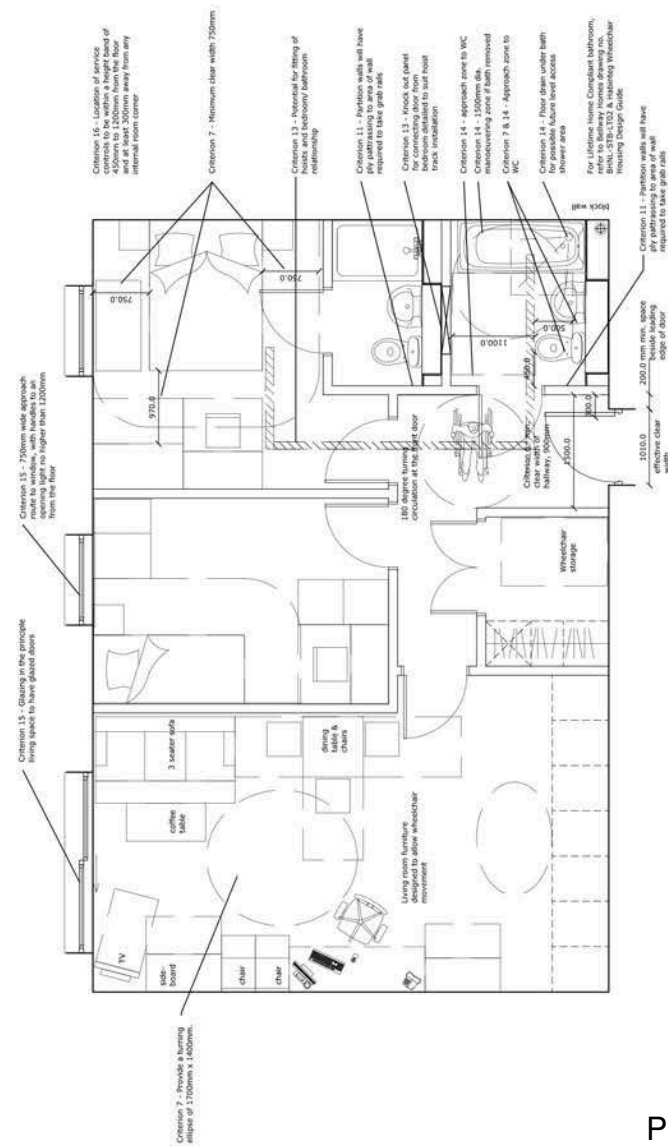
- All plans are subject to change without notice.
- Dimensions are given in millimetres unless otherwise stated.
- Dimensions are given in millimetres unless otherwise stated.
- Dimensions are given in millimetres unless otherwise stated.
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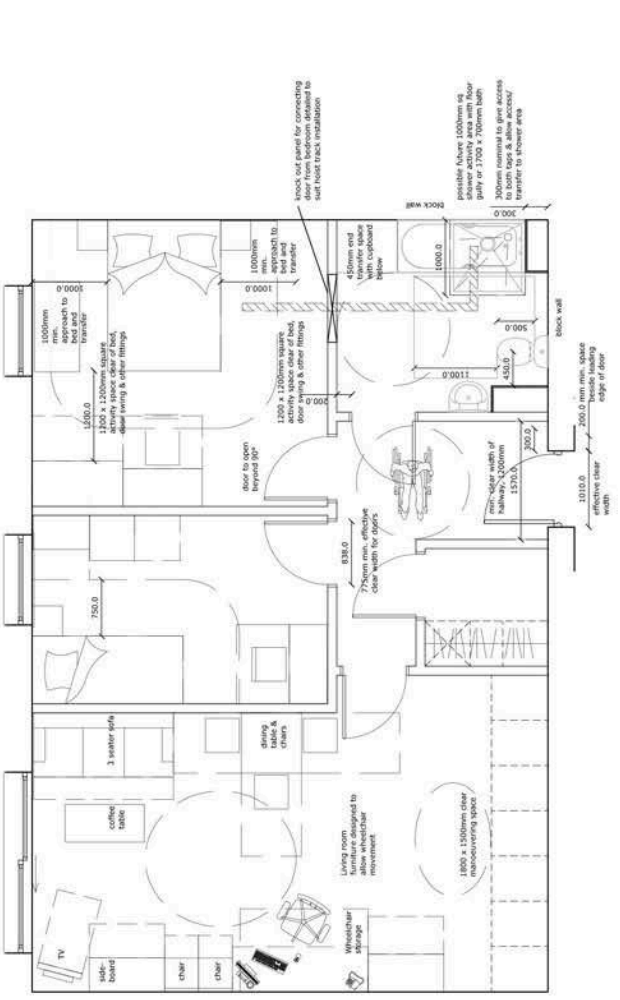
possible future 1000mm sq shower activity area with width of 700mm

Wheelchair Housing Design Guide - Typical Apartment (scale 1 : 20)

Project	Block D Dryden Garden Village Porters Way West Drayton, Middlesex
Client	Bellway Homes (North London) Ltd
Architect	boombrown ARCHITECTS
Date	Oct 13
Scale	1:20
Drawn by	C. Brown
Checked by	J. G. Brown
Drawn no.	3304/609

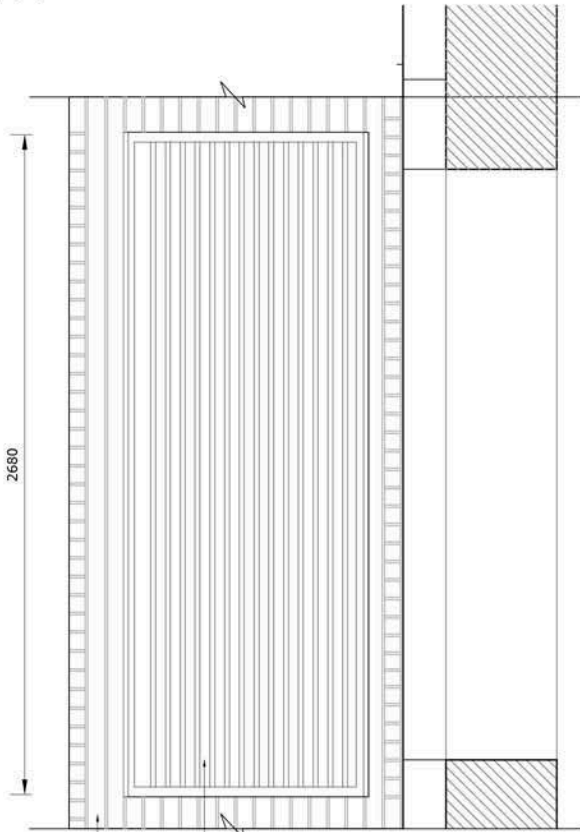


Lifetime Homes Standard Design Guide - Typical Apartment

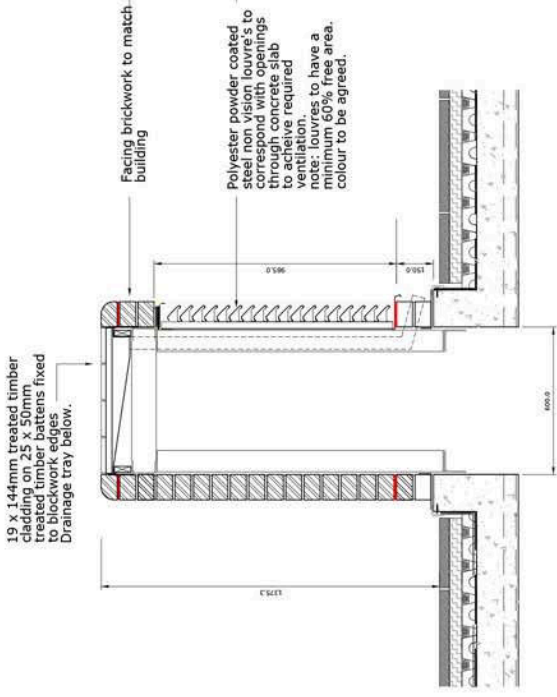


Wheelchair Housing Design Guide - Typical Apartment (scale 1 : 50)

- All notes described in schedule / 1 of all the structural, design and details.
- All notes from other drawings are included.
- All dimensions are in millimetres, all trades and in metric, UK units.
- All dimensions are in millimetres, all trades and in metric, UK units.
- Any discrepancies in dimensions or details on or between these drawings shall be resolved by reference to the drawings and specifications.
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- All dimensions are in millimetres, all trades and in metric, UK units.
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- Any discrepancies in dimensions or details on or between these drawings shall be resolved by reference to the drawings and specifications.

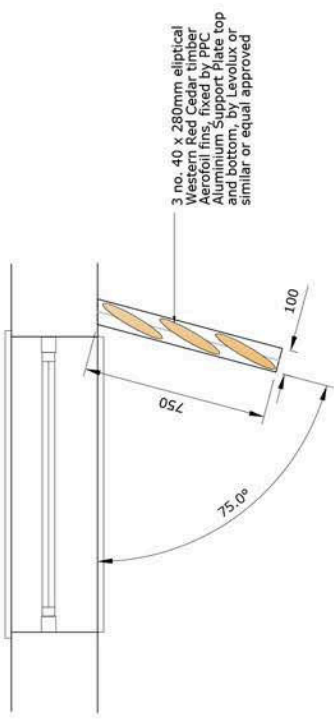


PODIUM VENT ELEVATION

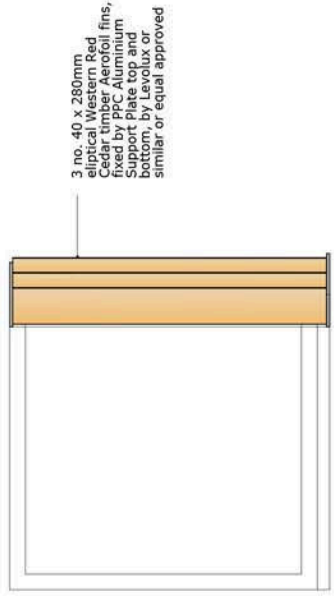


PODIUM VENT SECTION

Rev	Date	Description	Dim
Address: Drayton - Weston - York - Somerset BA26 2DS T: 01763 420200 F: 01763 479490 W: www.boonbrown.com E: info@boonbrown.com			
Project Block D Drayton Garden Village Porters Way West Drayton, Middlesex			
Client Bellway Homes (North London) Ltd			
Drawing Title Podium Vent and Privacy Fin Details			
Scale 1/20 @ A3 Date October'13			
Drawn CB CHECKED CJ			
DWG No. 3304/605 Rev. -			



PRIVACY FIN PLAN



PRIVACY FIN ELEVATION

- All figures are correct in respect of the copyright, designs and patents.
- Where any drawing is to be used in conjunction with another, including any drawings or specifications, the drawings and specifications shall be interpreted in accordance with the specifications referred to in the contract documents. Where any drawings or specifications are in conflict, the drawings shall prevail.
- Any dimensions in dimensions or details on or between these drawings shall be taken from the drawings and not from the photographs or other information.
- Where any drawing is to be used in conjunction with another, including any drawings or specifications, the drawings and specifications shall be interpreted in accordance with the specifications referred to in the contract documents. Where any drawings or specifications are in conflict, the drawings shall prevail.
- Where any drawing is to be used in conjunction with another, including any drawings or specifications, the drawings and specifications shall be interpreted in accordance with the specifications referred to in the contract documents. Where any drawings or specifications are in conflict, the drawings shall prevail.



Section A-A: North
Scale 1:100



Rev	Date	Description	By	App'd
C	19.11.13	Amendments to colour scheme	AB	
B	04.11.13	Minor amendments	JK	
A	04.10.13	Minor amendments following meeting	CB	

boonbrown
ARCHITECTS

A. Avelo - Avignon - West - Somerset - BA20 2FG
E 01935 420803
F 01935 420466
E info@boonbrown.com

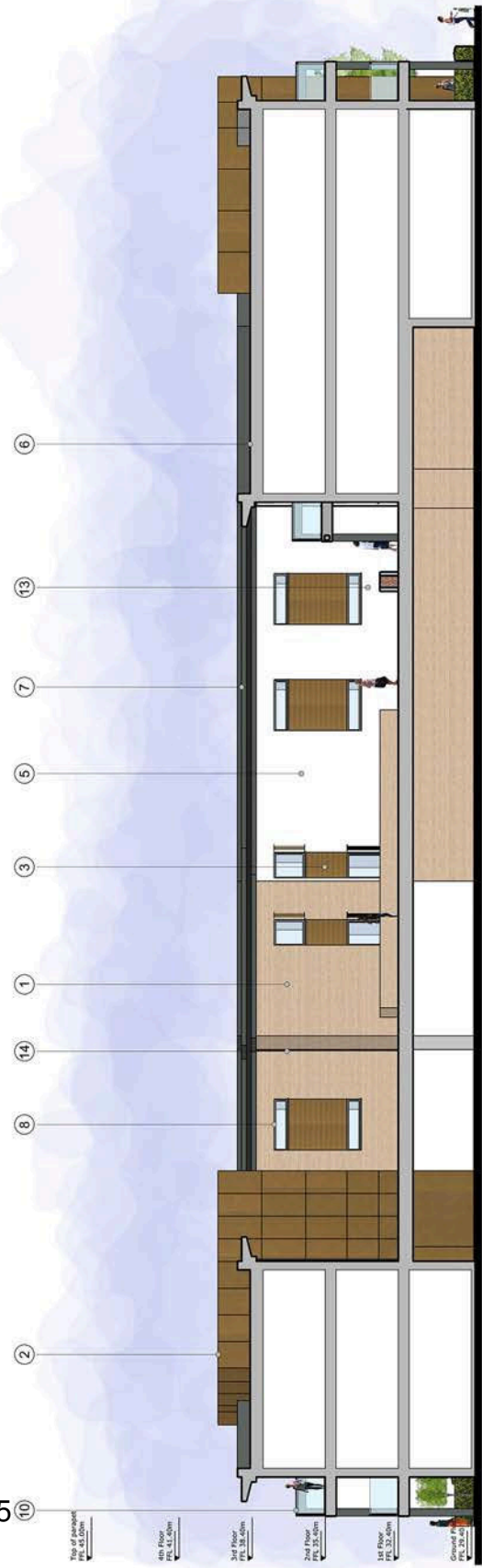
Project
Block D
Drayton Garden Village
Porters Way
West Drayton, Middlesex

Client
Bellway Homes (North London) Ltd

Drawing Title
Sections A-A (North) & B-B (East)

Scale	1/100 @ A1	Date	July '13
Drawn	J.King	CHKD	CJ
DWG No.	3304/202	Rev.	C

- Material Finishes Key (MFK)**
1. Facing brickwork - Wexford Grey
 2. Stone L4 cover - Rockpanel Recycled
 3. Stone L4 cover - Rockpanel Recycled
 4. Top floor Rockpanel - Silver Grey - RAL 7037
 5. Reinforce walls - Off white, through-colour
 6. Cladding - Stone grey roof membrane - oak grey
 7. Roof Cladding: Aluminium polycarbonate - RAL 7015 (grey)
 8. Window doors (curtain walling) PVC - RAL 7015
 9. Porcelain effect luxury tiles - RAL 7015
 10. Internal walls - Coloured concrete masonry panels - RAL 7037
 11. Limestone Aluminium polycarbonate cover - RAL 7021
 12. Limestone Aluminium polycarbonate cover - RAL 7021
 13. Steps please to set as vegetation to car park under podium
 14. Rainwater pipe: Black PVC



Section B-B: East
Scale 1:100

- All rights reserved in copyright, design and patents.
- Where any drawing is to be used in conjunction with another, including any drawings, specifications or schedules, it shall be used in accordance with the terms and conditions set out in the contract documents.
- Any alterations or amendments to drawings or schedules shall be made in accordance with the terms and conditions set out in the contract documents.
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- Where any drawing is to be used in conjunction with another, including any drawings, specifications or schedules, it shall be used in accordance with the terms and conditions set out in the contract documents.
- Where any drawing is to be used in conjunction with another, including any drawings, specifications or schedules, it shall be used in accordance with the terms and conditions set out in the contract documents.



Section C-C: South
Scale 1:100



Rev	Date	Description	By	Chk
C	19.11.13	Amendments to colour scheme	AB	
B	04.11.13	Minor amendments	JK	
A	04.10.13	Minor amendments following meeting with Planning	CB	

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ARCHITECTS

A. Moore - Avignon - West - Somerset - BUD 270
1000000000
www.boonbrown.com
E: info@boonbrown.com

Project
Block D
Drayton Garden Village
Porters Way
West Drayton, Middlesex

Client
Bellway Homes (North London) Ltd

Drawing Title
Sections C-C (South) & D-D (West)

Scale	1/100 @ A1	Date	July '13
Drawn	J.King	CHKD	CJ
DWG No.	3304/203	Rev.	C



Section D-D: West
Scale 1:100

- Material Finishes Key (J&B)
1. Facing brickwork - 'Wendover' Terra Britannia Vinton Matt
 2. Stone wall cover: Handpainted Reptile
 3. Timber joinery: Reclaimed Redwood Hardwood
 4. Top floor: Reclaimed - Silver Grey - RAL 7037
 5. Blockwork walls: Off white, through-colour
 6. Solid: Slipsy by your entrance - oak grey
 7. Red Coatings: Aluminium polymer powder coats - RAL 7016 grey
 8. Windows: Grey curtain walling - PVC - RAL 7037
 9. Painted steel balcony frames - RAL 7016
 10. Aluminium: Aluminium polymer powder coats - RAL 7016
 11. Louvers: Aluminium polymer powder coats - RAL 7016
 12. External walling: Handpainted Reptile
 13. Brick: Painted to act as ventilation to car park under podium
 14. Rainwater spout: Black, PVC

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North Elevation
Scale 1:100



East Elevation
Scale 1:100

- Material Finishes Key (if B2)
1. Facing brickwork - Waverley/Fines Sandstone/Fines Muls
 2. Natural stone - Portland Portland Natural stone
 3. Timber cladding - Redwood/Redwood
 4. Top floor cladding - Silver Grey - RAL 7037
 5. External walls - Dark grey - RAL 7037
 6. Roofing - Single ply roof membrane - dark grey
 7. Roof Overhang - Aluminium anti-rust powder coated - 104, 7015 (grey)
 8. External doors - custom setting PVC-U/AL
 9. External window frames - RAL 7015
 10. External window frames - RAL 7015
 11. External window frames - RAL 7015
 12. External window frames - RAL 7015
 13. Secure cabinet - stainless steel to car park under podium
 14. Flammable paint - Black UPVC

Rev	Date	Description	Dim
C	19.11.13	Amendments to colour scheme	AB
B	04.11.13	Minor amendments	JK
A	14.10.13	Minor amendments following meeting with Planners	CB

boonbrown ARCHITECTS
 A. Moore - Liverpool - York - Somerset - B202759
 W. www.boonbrown.com E. info@boonbrown.com

Project	Block D Drayton Garden Village Porters Way West Drayton, Middlesex
Client	Bellway Homes (North London) Ltd
Drawing Title	North and East Elevations
Scale	1/100 @ A1
Date	July 13
Drawn	J.King
CHKD	-
DWG No.	3304/200
Rev.	C

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- The architect shall not be responsible for any errors or omissions in the drawings, designs and plans, or for any consequences arising from the use of the drawings, designs and plans, or for any damage or loss of any kind, whether caused in whole or in part by the drawings, designs and plans, or by any other cause, and shall not be liable for any such damage or loss.
- The architect shall not be responsible for any errors or omissions in the drawings, designs and plans, or for any consequences arising from the use of the drawings, designs and plans, or for any damage or loss of any kind, whether caused in whole or in part by the drawings, designs and plans, or by any other cause, and shall not be liable for any such damage or loss.
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South Elevation
Scale 1:100



West Elevation
Scale 1:100

- Material Finishes (by lift BS)
1. Facing Brickwork - Stonebridge Terra
 2. Brick - Red, Handmade
 3. Timber style painting - Farrow & Ball
 4. Top floor cladding - Silver Grey - RAL 7015
 5. Cladding - Dark Grey - RAL 7017
 6. Roofing - Single ply roof membrane - dark grey
 7. Roof cladding - Aluminium polymer powder coated - RAL 7015 (grey)
 8. Window frames - White - RAL 9011
 9. Painted steel balcony frames - RAL 7015
 10. Balconies - Galvalume steel balcony frames with powder silk textured and glossed paint - RAL 7017
 11. Balconies - Galvalume steel balcony frames with powder silk textured and glossed paint - RAL 9011
 12. Screen external pedestrian access to car park - external paint
 13. Main entrance to car park - external paint
 14. Balustrade panels - Black UPVC

Rev	Date	Description	Dim
C	18.11.13	Amendments to colour scheme	AB
B	04.11.13	Minor amendments	JK
A	04.10.13	Minor amendments following meeting with Planners	CB

boonbrow
ARCHITECTS

A. Moore - Avington - York - Somerset - 01234 370000
W. www.boonbrow.com
E. info@boonbrow.com

Block D
Drayton Garden Village
Porters Way
West Drayton, Middlesex

Client
Bellway Homes (North London) Ltd

Drawing Title
South and West Elevations

Scale	1/100 @ A1	Date	July 13
Drawn	J. King	CHKD	-
DWG No.	3304/201	Rev.	C

Do not scale from this drawing.

SAFETY HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARD/RISKS NORMALLY ASSOCIATED WITH THE TYPE OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING RISKS AND INFORMATION.

RISKS LISTED HERE ARE NOT EXHAUSTIVE. REFER TO DESIGN ASSESSMENT FORM NO.

CONSTRUCTION

NO SIGNIFICANT REGIONAL HAZARDS BEYOND THOSE KNOWN TO A COMPETENT CONTRACTOR.

DEMOLITION

INFILLED BACKFILL

FOR INFORMATION RELATING TO USE, CLEANING AND MAINTENANCE SEE THE HEALTH AND SAFETY FILE

IT IS ASSUMED THAT ALL WORKS WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROVED METHOD STATEMENT.

REV	DATE	PRELIMINARY ISSUE	DESCRIPTION	ISSUED BY	DATE	DATE
01	08/08/13	PRELIMINARY ISSUE				

FAIRHURST

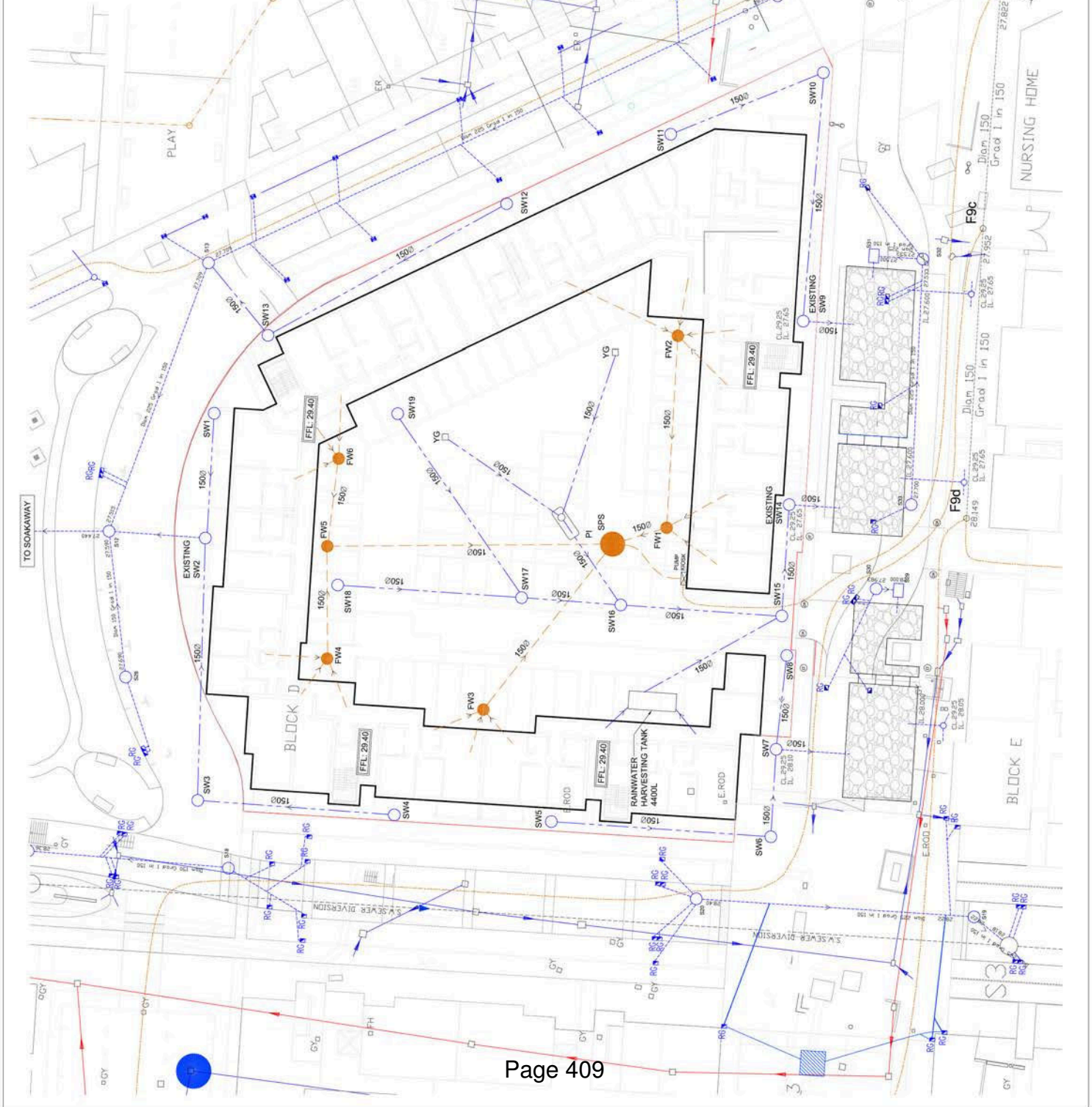
General Building
 10-15
 81-83
 100
 101
 102
 103
 104
 105
 106
 107
 108
 109
 110
 111
 112

BELLWAY HOMES

Project Title:
**BLOCK D
 DRAYTON GARDEN VILLAGE
 WEST DRAYTON**

Drawing Title:
DRAINAGE STRATEGY

Scale of A1	Author	Prepared	Checked	Approved	NMS
1:300	DS	DS	DUE	DUE	NMS
Date:	08/08/13	Date:	08/08/13	Date:	08/08/13
Drawing No.:	100678_200				
Sheet:	P1				



Refuse strategy



STRATEGY

Refuse storage areas have been provided to comply with the Local Authority requirements.
100 lbs of storage per bedroom for waste, with a further 70 lbs per additional bedroom.

Each building core has access to bin storage areas, with the provision of 100 ltr/240 ltr wheelie bins to serve these apartment needs.

Bin Store 1: (3 x 1100 ltr bins & 2 x 240 ltr bins)

Bin Store 2: (5 x 1100 ltr bins & 4 x 240 ltr bins)

Bin Store 3: (3 x 1100 ltr bins & 2 x 240 ltr bins)

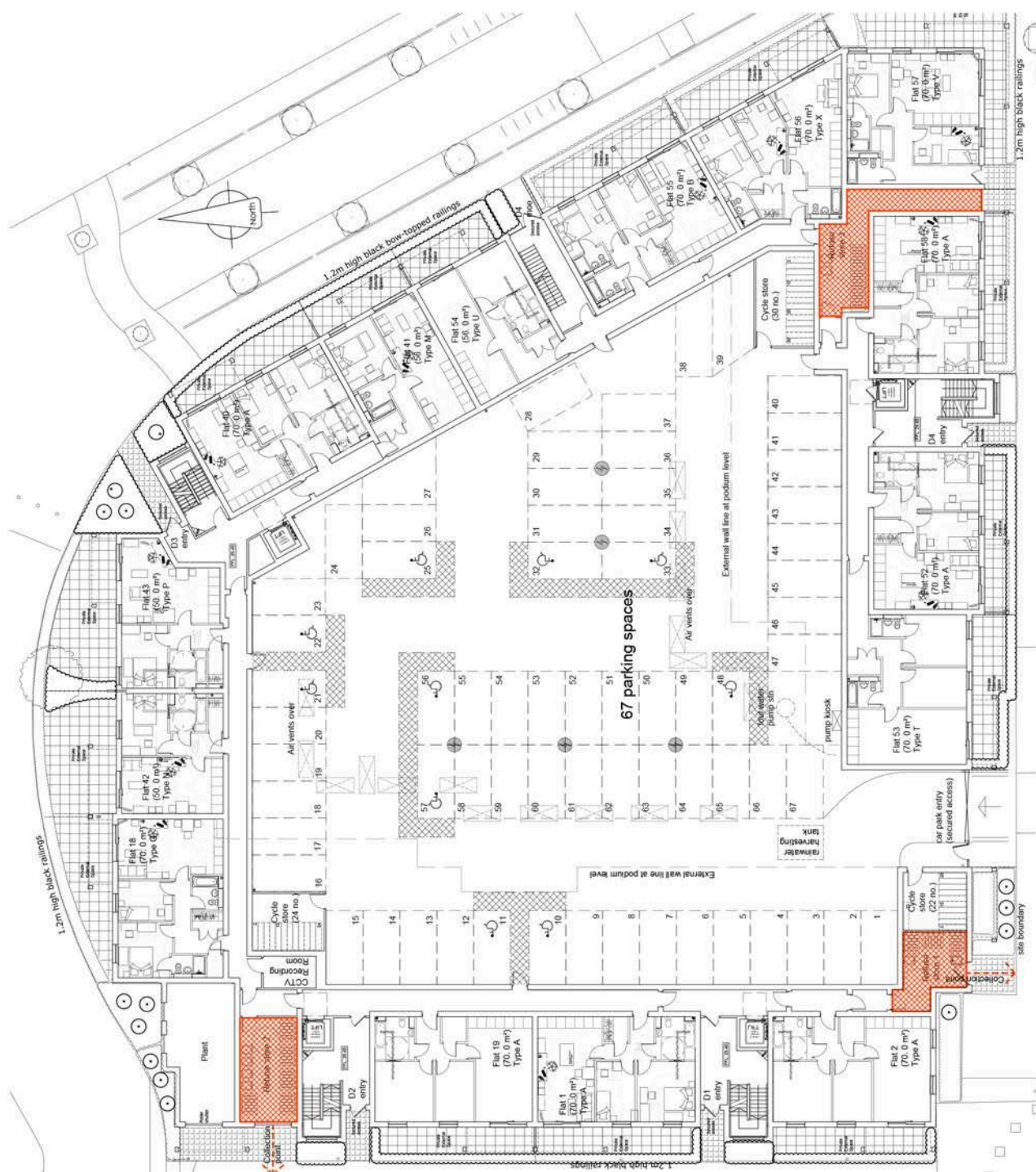
Total for the development required: 12,150 lbs

Total for the development provided: 14020 lbs

= Refuse store locations

1. All floor numbers are based on the property's original construction. This drawing is not intended to be used for any other purpose. 2. All floor numbers are based on the property's original construction. This drawing is not intended to be used for any other purpose. 3. All floor numbers are based on the property's original construction. This drawing is not intended to be used for any other purpose. 4. All floor numbers are based on the property's original construction. This drawing is not intended to be used for any other purpose. 5. All floor numbers are based on the property's original construction. This drawing is not intended to be used for any other purpose. 6. All floor numbers are based on the property's original construction. This drawing is not intended to be used for any other purpose. 7. All floor numbers are based on the property's original construction. This drawing is not intended to be used for any other purpose. 8. All floor numbers are based on the property's original construction. This drawing is not intended to be used for any other purpose. 9. All floor numbers are based on the property's original construction. This drawing is not intended to be used for any other purpose. 10. All floor numbers are based on the property's original construction. This drawing is not intended to be used for any other purpose.

B 24/11/15 Main architectural drawing sheets		CR
A 1/10/15 2nd floor		CR
Rev:	Date:	Description:
A. Kelly - Designer Text Second floor plan M. Colquhoun - Designer Text Second floor plan K. Wright - Designer Text Second floor plan		
Project: Block D Drayton Garden Village Porters Way West Drayton, Middlesex		
Client: Bulwair Homes (North London) Ltd		
Drawing No: Refuse Strategy		
Scale:	1:200 @ A2	Date: July 13
Drawn:	J.King	Check: CJ
DWG NO:	3304/601	Rev: B

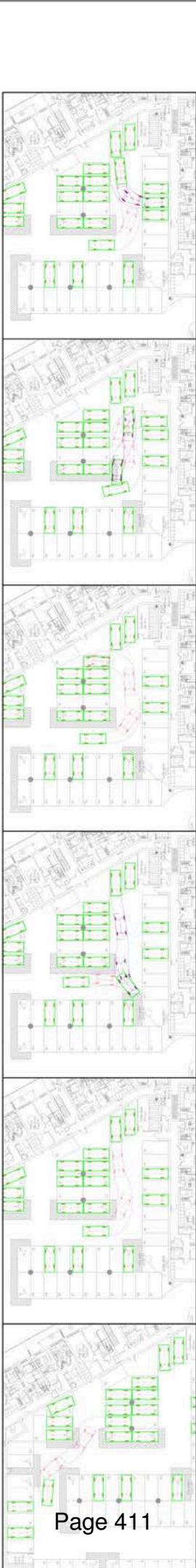




1. CAR REVERSE MANOEUVRE INTO BAY 1
 2. CAR FORWARD MANOEUVRE FROM BAY 1
 3. CAR REVERSE MANOEUVRE INTO BAY 18
 4. CAR REVERSE MANOEUVRE INTO BAY 53
 5. CAR FORWARD MANOEUVRE INTO BAY 28
 6. CAR REVERSE MANOEUVRE INTO BAY 28



7. CAR 3-POINT REVERSE MANOEUVRE INTO BAY 27
 8. CAR 3-POINT FORWARD MANOEUVRE FROM BAY 27
 9. CAR REVERSE MANOEUVRE INTO BAY 26
 10. CAR 3-POINT FORWARD MANOEUVRE FROM BAY 26
 11. CAR FORWARD MANOEUVRE INTO BAY 31
 12. CAR 3-POINT REVERSE MANOEUVRE INTO BAY 31



13. CAR FORWARD MANOEUVRE FROM BAY 31
 14. CAR FORWARD MANOEUVRE INTO BAY 38
 15. CAR REVERSE MANOEUVRE FROM BAY 38
 16. CAR FORWARD MANOEUVRE INTO BAY 37
 17. CAR 3-POINT FORWARD MANOEUVRE INTO BAY 41
 18. CAR REVERSE MANOEUVRE INTO BAY 43



19. CAR FORWARD MANOEUVRE FROM BAY 43
 20. CAR 5-POINT REVERSE MANOEUVRE INTO BAY 34
 21. CAR 3-POINT FORWARD MANOEUVRE FROM BAY 34

1. THESE TRACKING SHOTS WERE OBTAINED BY DRIVING AUTOMATICALLY AT 15 MPH.
 2. TRACKING SHOTS WERE TAKEN USING TRACKING DEVICES PROVIDED BY FAIRHURST (MAY 2020) 11-00-01-01A & 0102-001P.
 3. TRACKING DEVICES WERE PROVIDED BY FAIRHURST (MAY 2020) 11-00-01-01A & 0102-001P.

FORWARD MANOEUVRE OF CAR
 REVERSE MANOEUVRE OF CAR
 3-POINT MANOEUVRE OF CAR
 5-POINT MANOEUVRE OF CAR
 TRACKING DEVICES PROVIDED BY FAIRHURST (MAY 2020) 11-00-01-01A & 0102-001P

FAIRHURST
 100678/1801 P2
 DRAYTON GARDEN VILLAGE
 CAR PARK VEHICLE TRACKING

DATE	11/05/2020
TIME	11:00:00
LOCATION	DRAYTON GARDEN VILLAGE
PROJECT	DRAYTON GARDEN VILLAGE
CLIENT	DRAYTON GARDEN VILLAGE
SCALE	1:100
STATUS	FOR INFORMATION
DESIGNED BY	DRAYTON GARDEN VILLAGE
CHECKED BY	DRAYTON GARDEN VILLAGE
DATE	11/05/2020
TIME	11:00:00
LOCATION	DRAYTON GARDEN VILLAGE
PROJECT	DRAYTON GARDEN VILLAGE
CLIENT	DRAYTON GARDEN VILLAGE
SCALE	1:100
STATUS	FOR INFORMATION
DESIGNED BY	DRAYTON GARDEN VILLAGE
CHECKED BY	DRAYTON GARDEN VILLAGE

Notes :

- 1. GRID AND LEVELS ARE OBTAINED FROM THE NATIONAL GPS NETWORK. SCALE FACTOR DERIVED FROM ALL CALCULATIONS.
- 2. ANY SIGNIFICANT DEVIATION HAS BEEN DETECTED WITHOUT MAN-ENTRY INTO CHAMBERS AND WHILE EVERY EFFORT HAS BEEN MADE TO CORRECTLY IDENTIFY THIS INFORMATION, IT SHOULD ALWAYS BE CHECKED IN AREAS THAT ARE CRITICAL TO THE FUTURE PROPOSAL.
- 3. THESE SPECIES HAVE BEEN IDENTIFIED AS ACCURATELY AS POSSIBLE BUT SHOULD BE CHECKED IN CRITICAL AREAS.

Coordinate Table

Station	Description	Existing	Northing	Level
L1	ROAD NAIL	500921.749	179608.479	29.387
L2	ROAD NAIL	507069.467	179604.938	29.263
S1	ROAD NAIL	506901.399	179624.114	29.514
S2	ROAD NAIL	506965.230	179679.321	29.535
S3	ROAD NAIL	506919.686	179612.466	29.176

KEY

5

GENERAL ABBREVIATIONS

AV VALVE
 BR BRICK
 BS BUSH STOP
 C/CL CONCRETE/CLAY
 C/SV CONCRETE/SUBSOIL
 C/LL CONCRETE/LIMESTONE
 C/LT CONCRETE/LEAD
 C/P CONCRETE/PIPE
 C/P/ST CONCRETE/PIPE/STONE
 C/ST CONCRETE/STONE
 C/S CONCRETE/SUBSOIL
 C/L CONCRETE/LIMESTONE
 C/LT CONCRETE/LEAD
 C/P CONCRETE/PIPE
 C/P/ST CONCRETE/PIPE/STONE
 C/ST CONCRETE/STONE
 C/S CONCRETE/SUBSOIL
 C/L CONCRETE/LIMESTONE
 C/LT CONCRETE/LEAD
 C/P CONCRETE/PIPE
 C/P/ST CONCRETE/PIPE/STONE
 C/ST CONCRETE/STONE
 C/S CONCRETE/SUBSOIL
 C/L CONCRETE/LIMESTONE
 C/LT CONCRETE/LEAD
 C/P CONCRETE/PIPE
 C/P/ST CONCRETE/PIPE/STONE
 C/ST CONCRETE/STONE

GENERAL ABBREVIATIONS (continued)

AV VALVE
 BR BRICK
 BS BUSH STOP
 C/CL CONCRETE/CLAY
 C/SV CONCRETE/SUBSOIL
 C/LL CONCRETE/LIMESTONE
 C/LT CONCRETE/LEAD
 C/P CONCRETE/PIPE
 C/P/ST CONCRETE/PIPE/STONE
 C/ST CONCRETE/STONE
 C/S CONCRETE/SUBSOIL
 C/L CONCRETE/LIMESTONE
 C/LT CONCRETE/LEAD
 C/P CONCRETE/PIPE
 C/P/ST CONCRETE/PIPE/STONE
 C/ST CONCRETE/STONE
 C/S CONCRETE/SUBSOIL
 C/L CONCRETE/LIMESTONE
 C/LT CONCRETE/LEAD
 C/P CONCRETE/PIPE
 C/P/ST CONCRETE/PIPE/STONE
 C/ST CONCRETE/STONE

GENERAL ABBREVIATIONS (continued)

AV VALVE
 BR BRICK
 BS BUSH STOP
 C/CL CONCRETE/CLAY
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 C/ST CONCRETE/STONE
 C/S CONCRETE/SUBSOIL
 C/L CONCRETE/LIMESTONE
 C/LT CONCRETE/LEAD
 C/P CONCRETE/PIPE
 C/P/ST CONCRETE/PIPE/STONE
 C/ST CONCRETE/STONE
 C/S CONCRETE/SUBSOIL
 C/L CONCRETE/LIMESTONE
 C/LT CONCRETE/LEAD
 C/P CONCRETE/PIPE
 C/P/ST CONCRETE/PIPE/STONE
 C/ST CONCRETE/STONE



40 years on in 2012

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146-11000-000001
 146-11000-000002
 146-11000-000003
 146-11000-000004
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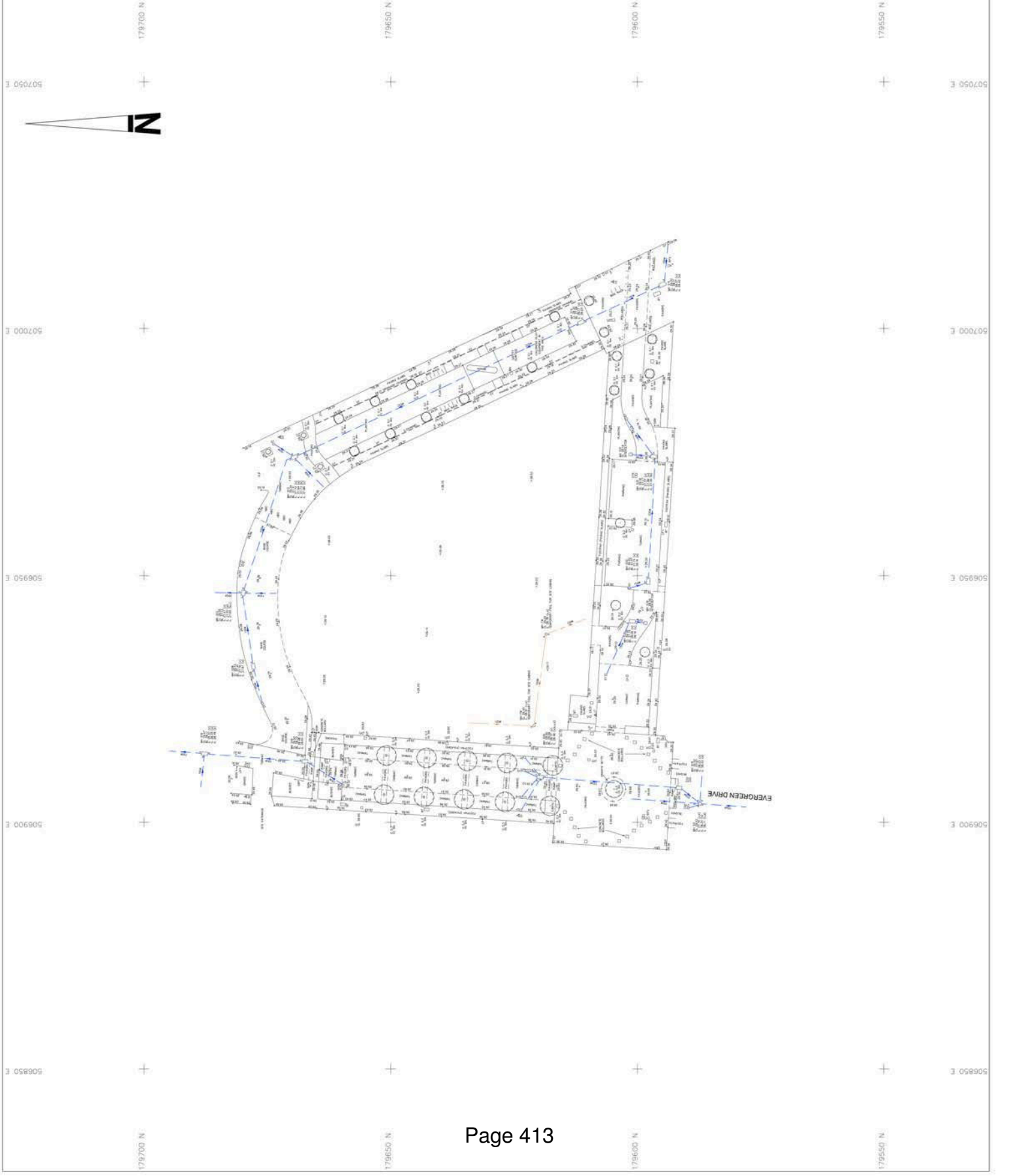
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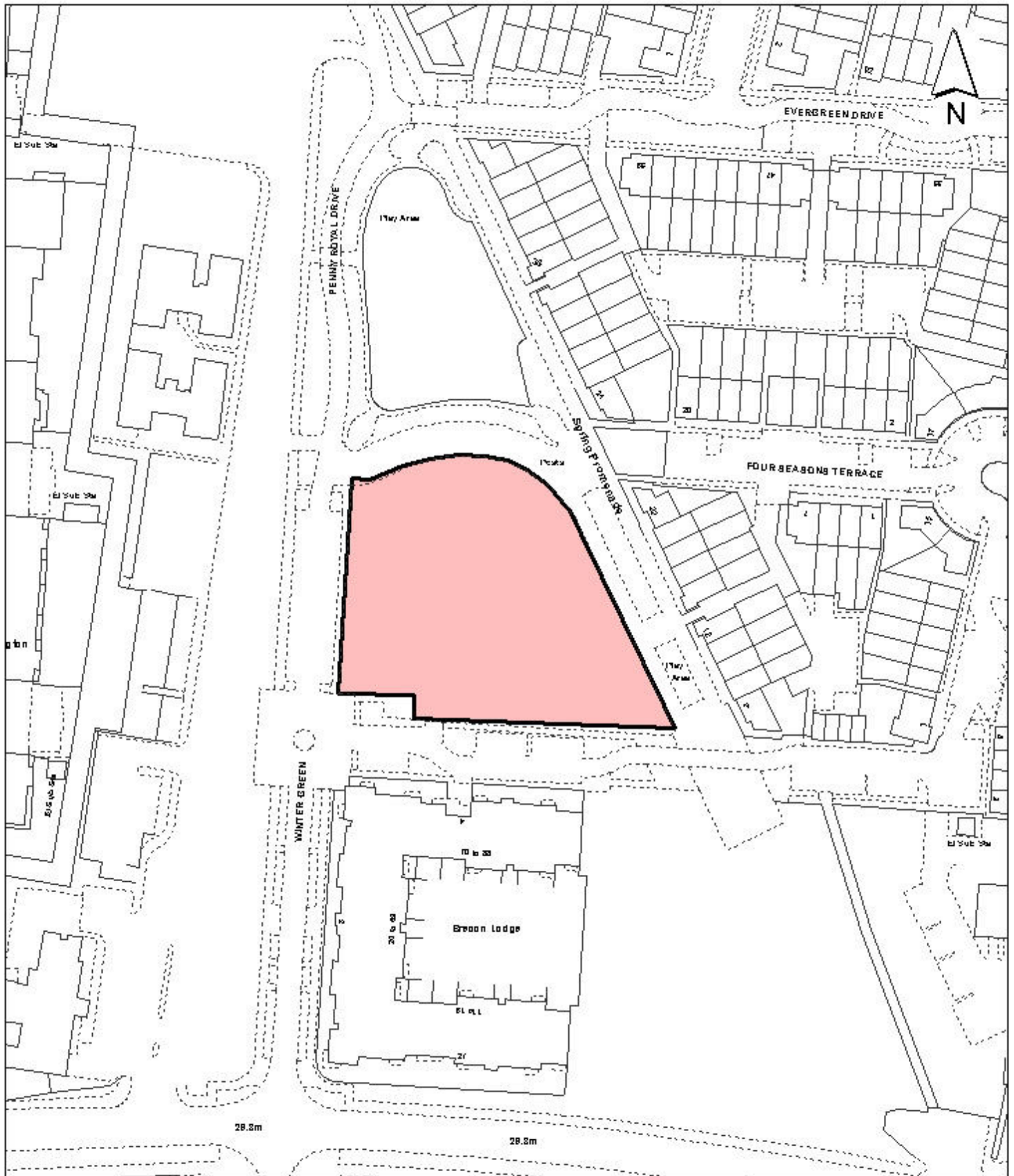


Block D
 Drayton Garden Village
 West Drayton
 Middlesex

Topographical Survey

Scale	Sheet Size	Sheet Number	Date
1:500	A2	1	August 2013
Project Number:	18795	Rev:	CP
Surveyed By:	NS	Approved By:	NS





Notes

 Site boundary

For identification purposes only.

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Site Address

**Former NATS Headquarters
Porters Way**

**LONDON BOROUGH
OF HILLINGDON
Residents Services**

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

Planning Application Ref:

5107/APP/2013/2325

Scale

1:1,250

Planning Committee

Major Application

Date

**December
2013**



HILLINGDON
LONDON

Report of the Head of Planning, Sport and Green Spaces

Address FORMER NATIONAL AIR TRAFFIC SERVICES HEADQUARTERS SITE
PORTERS WAY WEST DRAYTON

Development: Reserved matters (appearance and landscaping) in compliance with condition 2 and 3 for Phase 3, second application ('Block G' comprising 107 residential units) of planning permission ref: 5107/APP/2009/2348, dated 01/10/2010: Proposed mixed-use redevelopment of the Former NATS Site..

LBH Ref Nos: 5107/APP/2013/2747

Date Plans Received: 20/09/2013

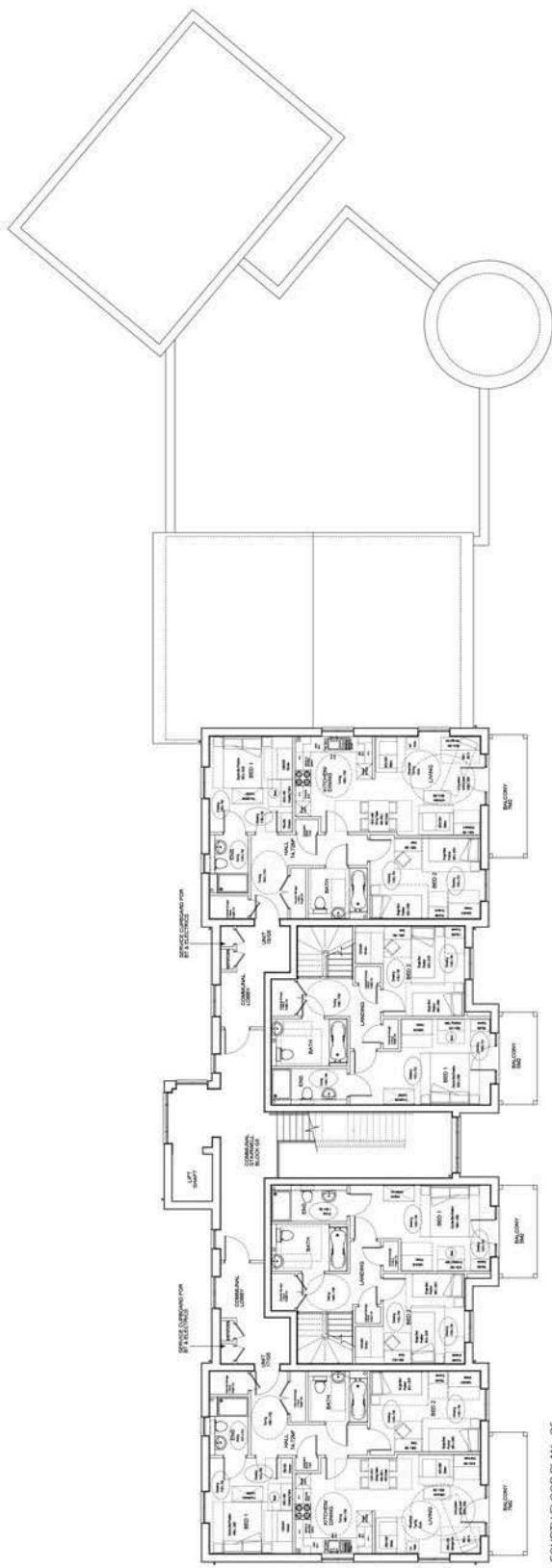
Date(s) of Amendment(s):

Date Application Valid: 08/10/2013



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FOURTH FLOOR PLAN - G5

REV	DATE	DESCRIPTION	BY/CHK
1			
2			
3			

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ARCHITECTURAL DESIGN & INTERIORS
1001-1003
LONDON - E16 1RQ
Tel: 020 8500 1001
www.mikodadesigns.co.uk



DRAYTON GARDEN VILLAGE
PORTERS WAY
WEST DRAYTON

BLOCK G4 AND G5 - FOURTH FLOOR PLAN

MDL-1188-G4/G5-PL03

PLANNING

AUG 2013



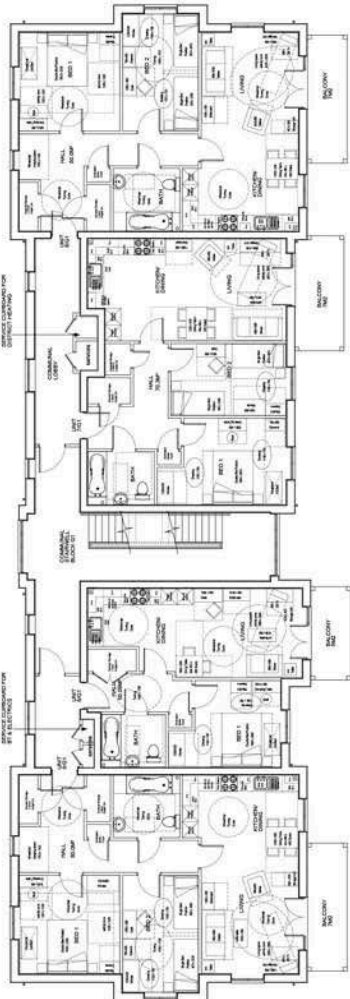
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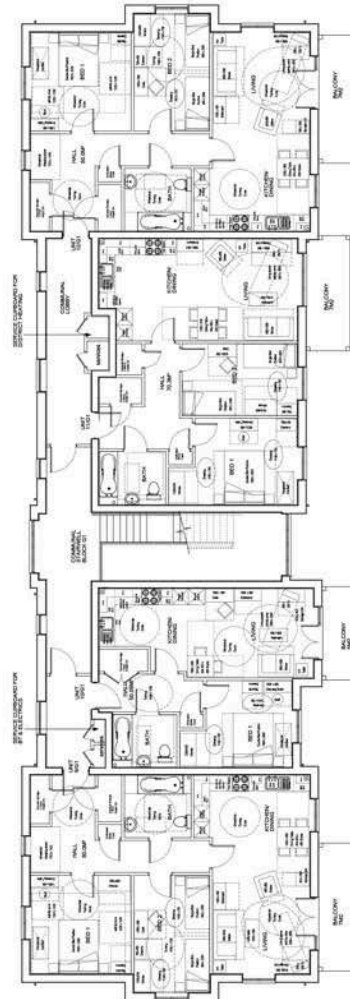
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GROUND FLOOR PLAN - G1



FIRST FLOOR PLAN - G1



SECOND FLOOR PLAN - G1



SCALE - 1:100

REV	DATE	DESCRIPTION
1		
2		

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Unit 11, Orange Grove, West Drayton, Middlesex, Ux8 3LH
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www.mikakodadesigns.co.uk



DRAYTON GARDEN VILLAGE
PORTERS WAY
WEST DRAYTON

FILE: BLOCK G1 - FLOOR PLANS

DRAWING NO: MDL-1188-G1-PL01

STATUS: PLANNING

DATE: JAN 2013

SCALE: 1:100

DATE: AUG 2013

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REV	DATE	DESCRIPTION
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2		

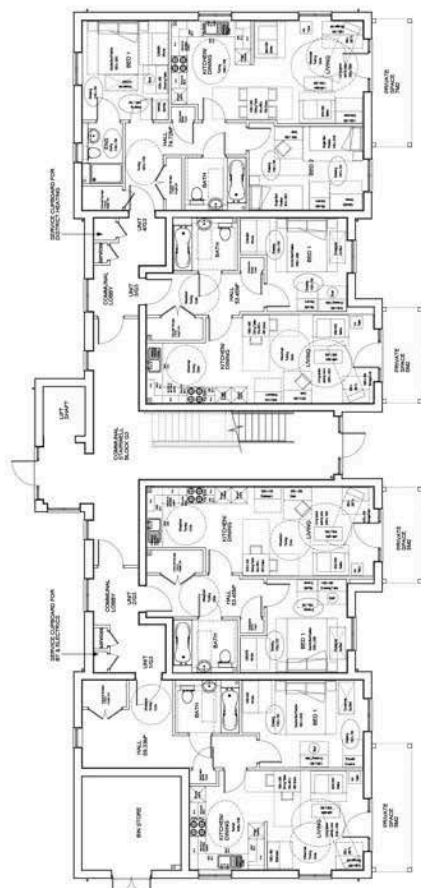
MIKODA DESIGNS LTD
 ARCHITECTURAL DESIGN SERVICES
 1401 - 10th Street - Suite 1000
 West Drayton, Middlesex, London, UK
 Tel: 0181 871 1234
 Email: info@mikodadesigns.co.uk www.mikodadesigns.co.uk



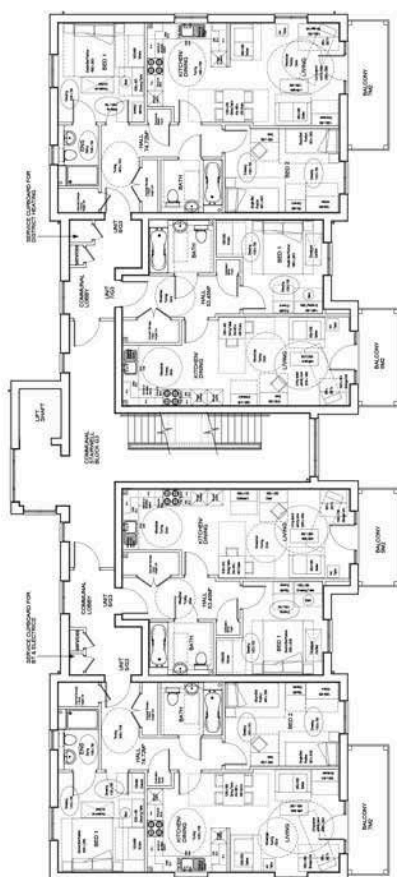
DRAYTON GARDEN VILLAGE
 PORTERS WAY
 WEST DRAYTON

PROJECT	BLOCK G2 - FLOOR PLANS
DRAWING NO.	MDL-1188-G2-PL01
STATUS	PLANNING
DATE	AUG 2013
SCALE	1:100

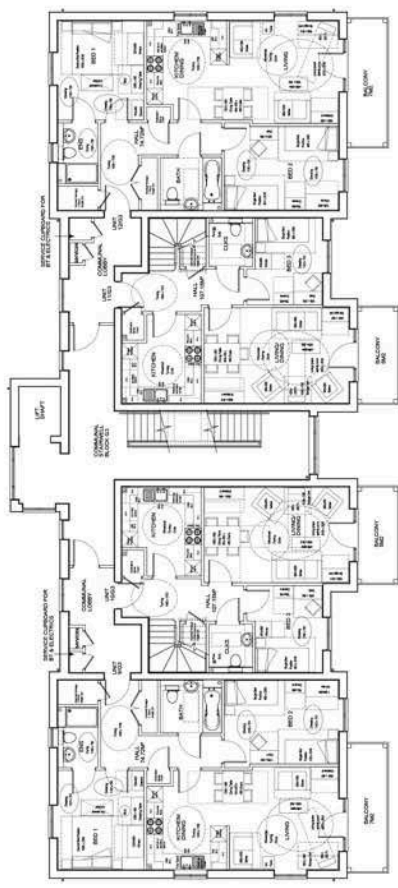
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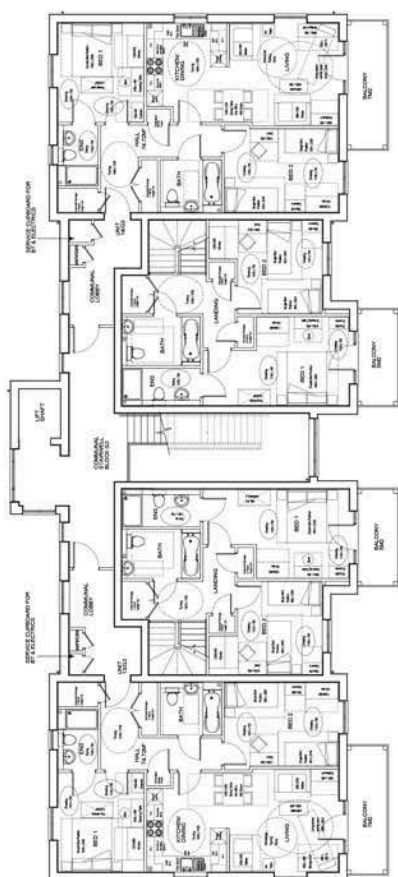
GROUND FLOOR PLAN - G3



FIRST FLOOR PLAN - G3



SECOND FLOOR PLAN - G3



THIRD FLOOR PLAN - G3

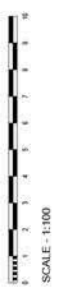
REV	DATE	DESCRIPTION
1		
2		

MIKODA DESIGNS LTD
 ARCHITECTURAL DESIGN SERVICES
 UNIT 10, GANGE HOUSE, WEST DRAYTON
 LONDON, MIDDLESEX, U.K. HA5 2JG
 TEL: 0208 850 8888
 FAX: 0208 850 8889
 WWW.MIKODADDESIGNS.CO.UK



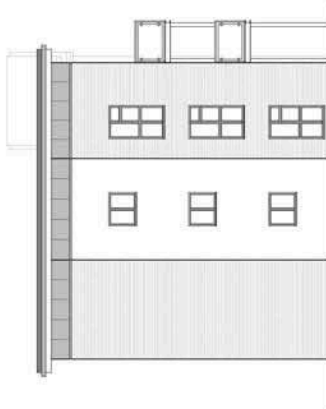
DRAYTON GARDEN VILLAGE
 PORTERS WAY
 WEST DRAYTON

PROJECT	BLOCK G3 - PLANS
DRAWING NO.	MDL-1188-G3-PL01
STATUS	PLANNING
DATE	AUG 2013
SCALE	1:100



NOTES

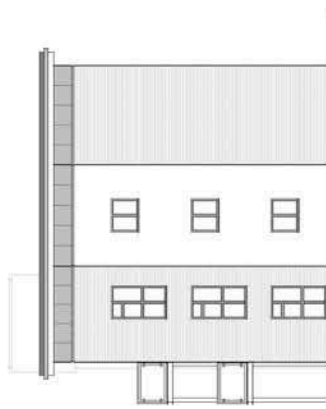
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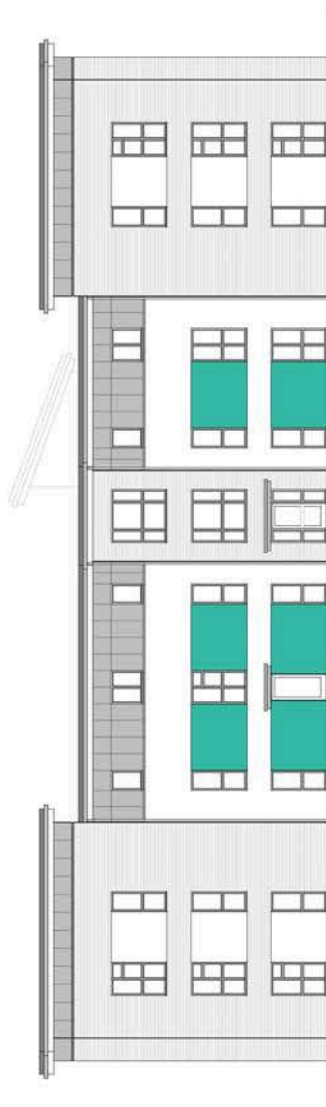
LHS ELEVATION - G1



FRONT ELEVATION - G1



RHS ELEVATION - G1



REAR ELEVATION - G1



SCALE - 1:100

REV	DATE	DESCRIPTION	BY

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www.mikodadesigns.co.uk



DRAYTON GARDEN VILLAGE
PORTERS WAY
WEST DRAYTON

BLOCK G1 - ELEVATIONS

MDL-1188-G1-PL02

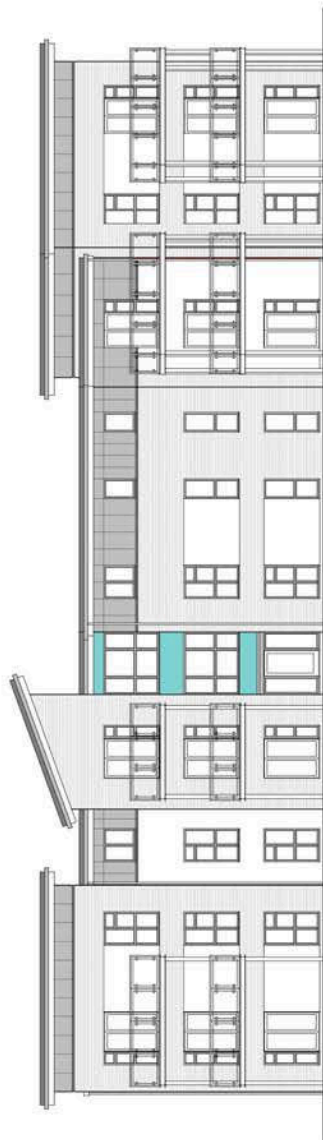
PLANNING

AUG 2013

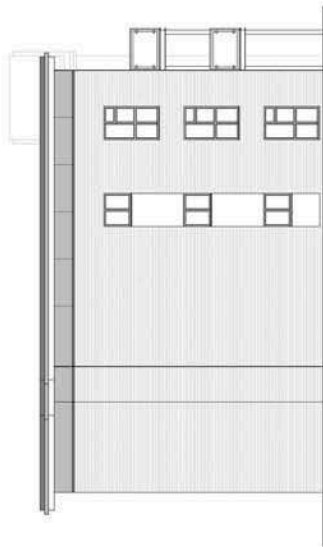
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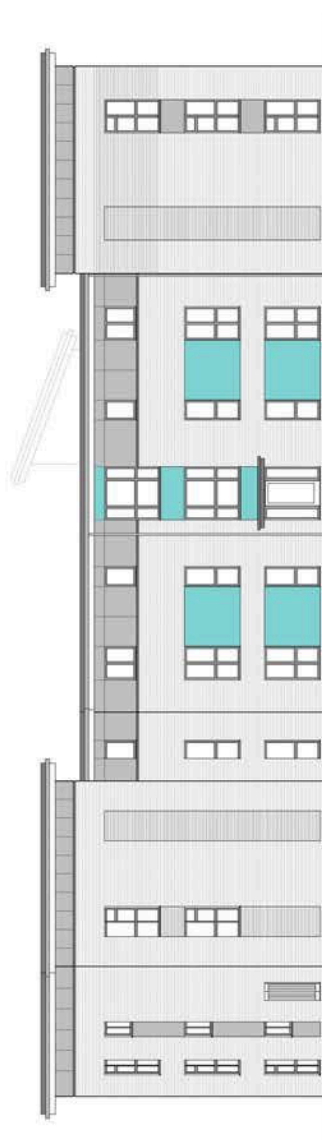
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FRONT ELEVATION - G2



LHS ELEVATION - G2



REAR ELEVATION - G2



RHS ELEVATION - G2

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DRAYTON GARDEN VILLAGE
PORTERS WAY
WEST DRAYTON

BLOCK G2 - ELEVATIONS

MDL-1188-G2-PL02

PLANNING

JAN

AUG 2013

1:100

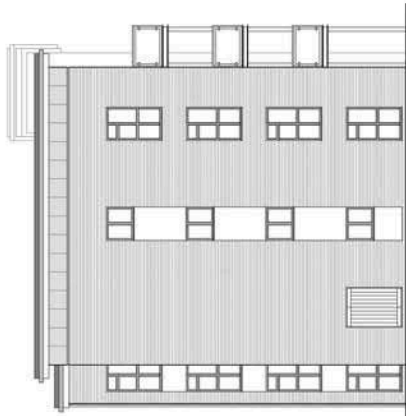


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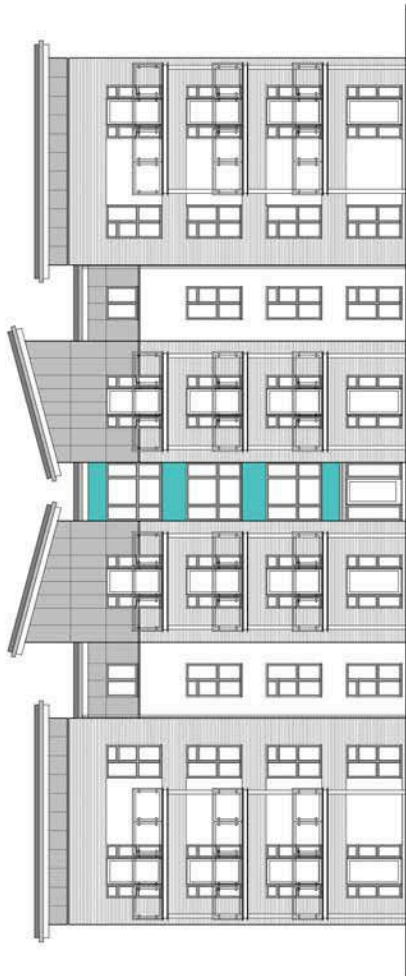
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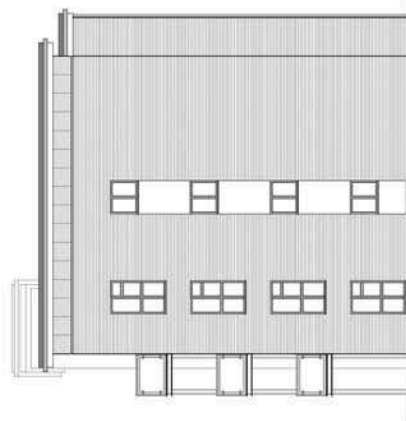
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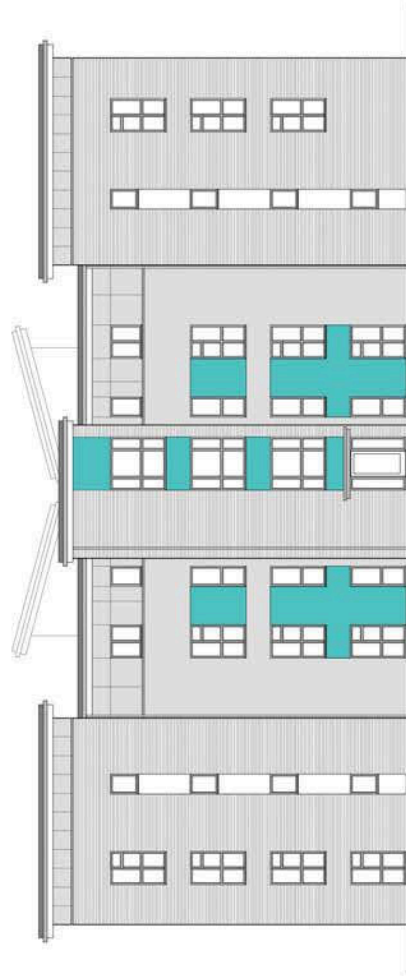
LHS ELEVATION - G3



FRONT ELEVATION - G3



RHS ELEVATION - G3



REAR ELEVATION - G3



SCALE - 1:100

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DRAYTON GARDEN VILLAGE
PORTERS WAY
WEST DRAYTON

BLOCK G3 - ELEVATIONS

MDL-1188-G3-PL02

PLANNING

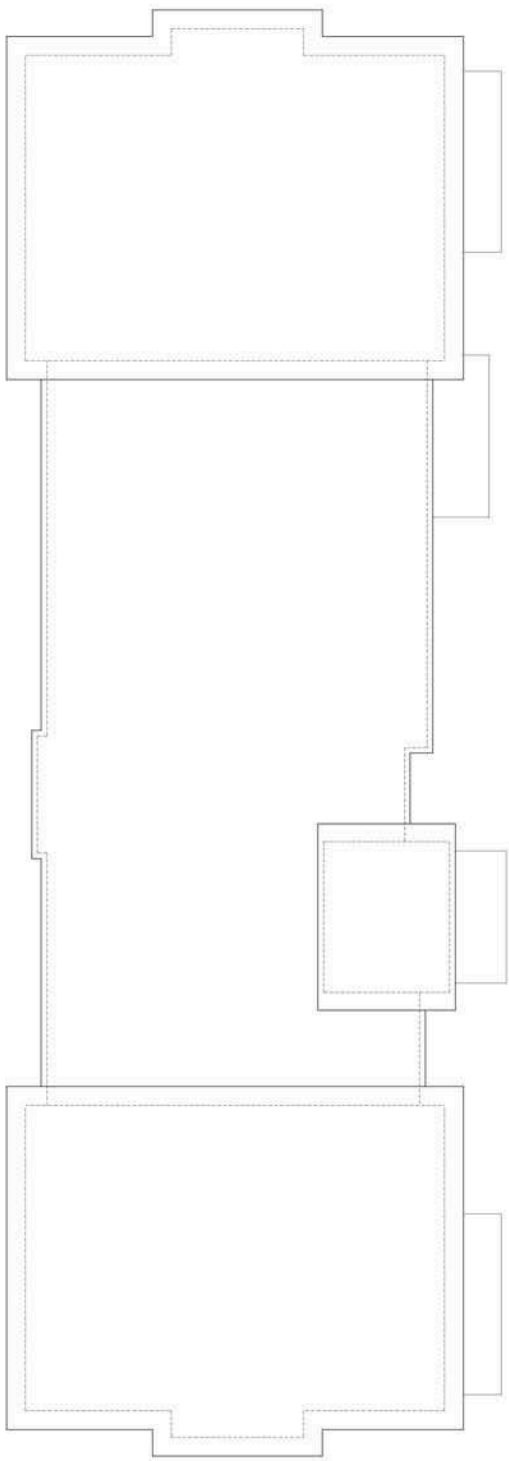
JAN

AUG 2013

1:100

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ROOF PLAN - G1



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 e-mail: info@mikodadesigns.co.uk web: www.mikodadesigns.co.uk



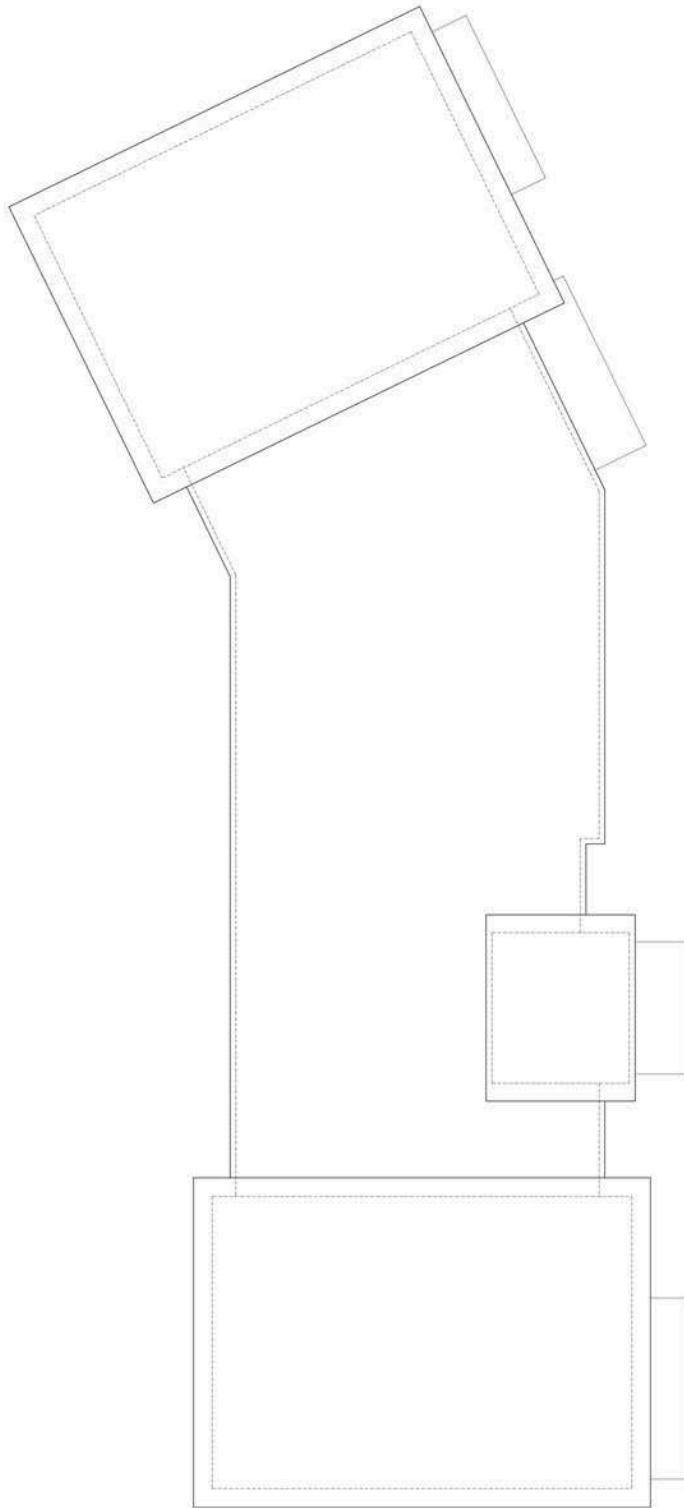
DRAYTON GARDEN VILLAGE
PORTERS WAY
WEST DRAYTON

BLOCK G1 - ROOF PLAN

CLIENT:	PROJECT:	DRAWING No:	ISSUE:
Inland homes	DRAYTON GARDEN VILLAGE	MDL-1188-G1-PL03	1
STATUS:	DATE:	SCALE:	
PLANNING	AUG 2013	1:100	
DRN:	NG	CRD:	

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ROOF PLAN - G2



REV	DATE	DESCRIPTION	INITIALS

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Tel : 01235 831111
www.mikodadesigns.co.uk
e mail : info@mikodadesigns.co.uk info@mikodadesigns.co.uk



DRAYTON GARDEN VILLAGE
PORTERS WAY
WEST DRAYTON

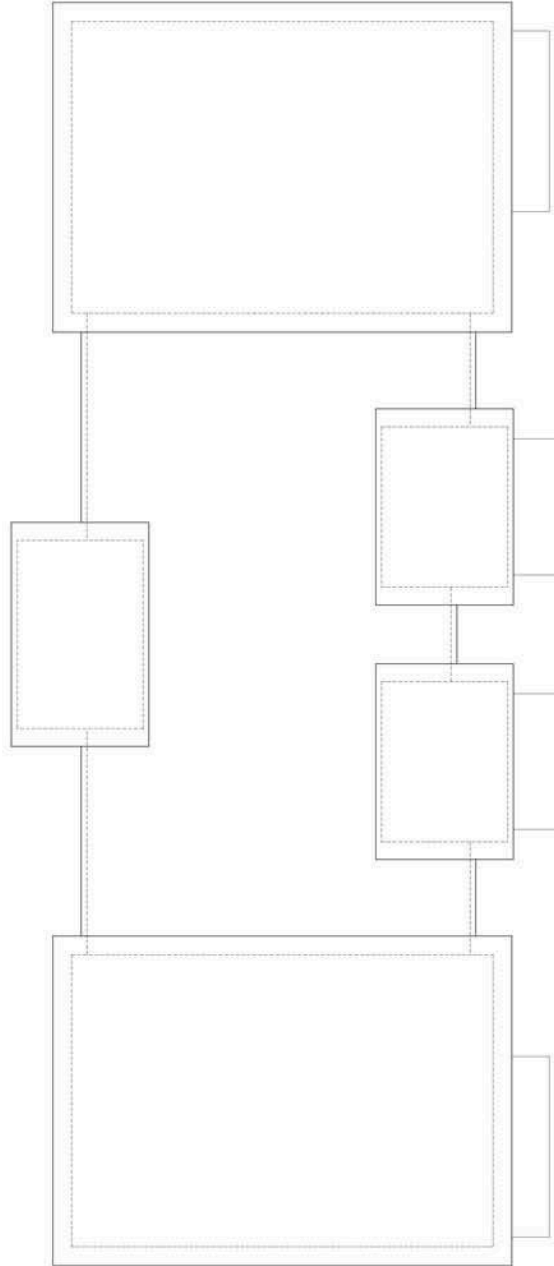
BLOCK G2 - FLOOR PLANS

DRAWING No:	MDL-1188-G2-PL03	ISSUE:	
STATUS:	PLANNING	SCALE:	1:100
DRN:	A.W.	CRD:	
		DATE:	AUG 2013

ORIGINAL SIZE : A1

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ROOF PLAN - G3



SCALE - 1:100

REV	DATE	DESCRIPTION	INITIALS

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ARCHITECTURAL DESIGN SERVICES

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 London : Boreham : Oxon : OX9 1EG
 Tel: 01235 831111
 e-mail: info@mikodadesigns.co.uk web: www.mikodadesigns.co.uk



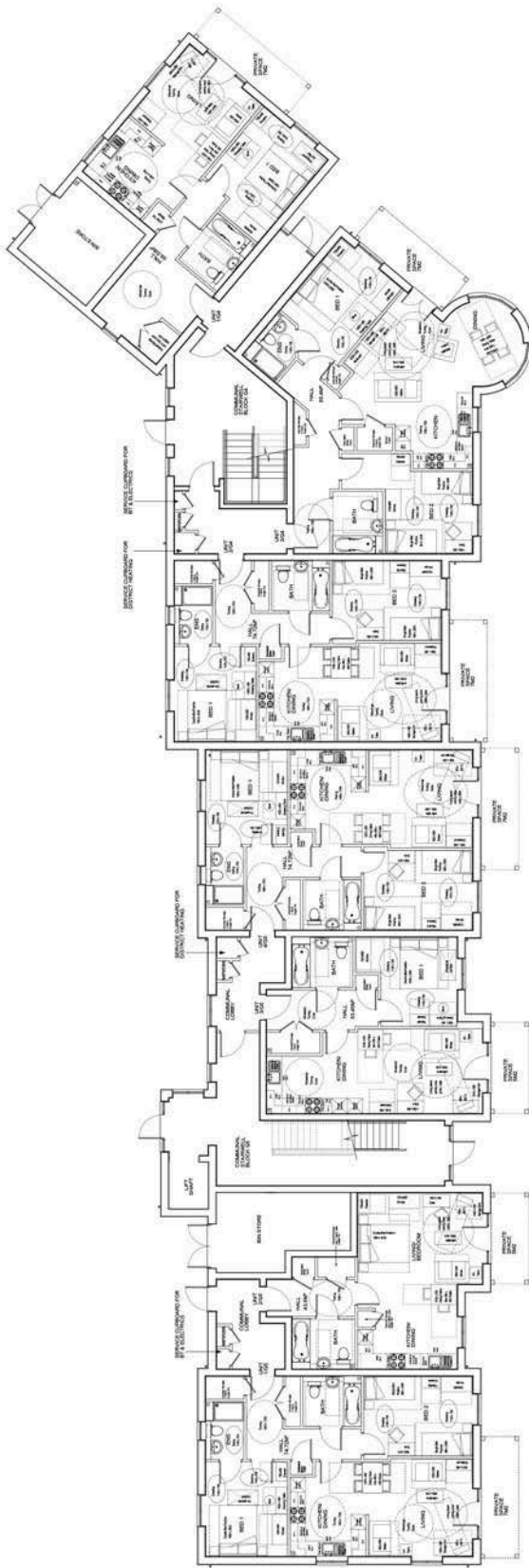
PROJECT:
 DRAYTON GARDEN VILLAGE
 PORTERS WAY
 WEST DRAYTON

TITLE:	BLOCK G3 - ROOF PLAN
DRAWING No:	MDL-1188-G3-PL03
ISSUE:	
STATUS:	PLANNING
SCALE:	1:100
DRN:	A.W.
CRD:	
DATE:	AUG 2013

ORIGINAL SIZE - A2

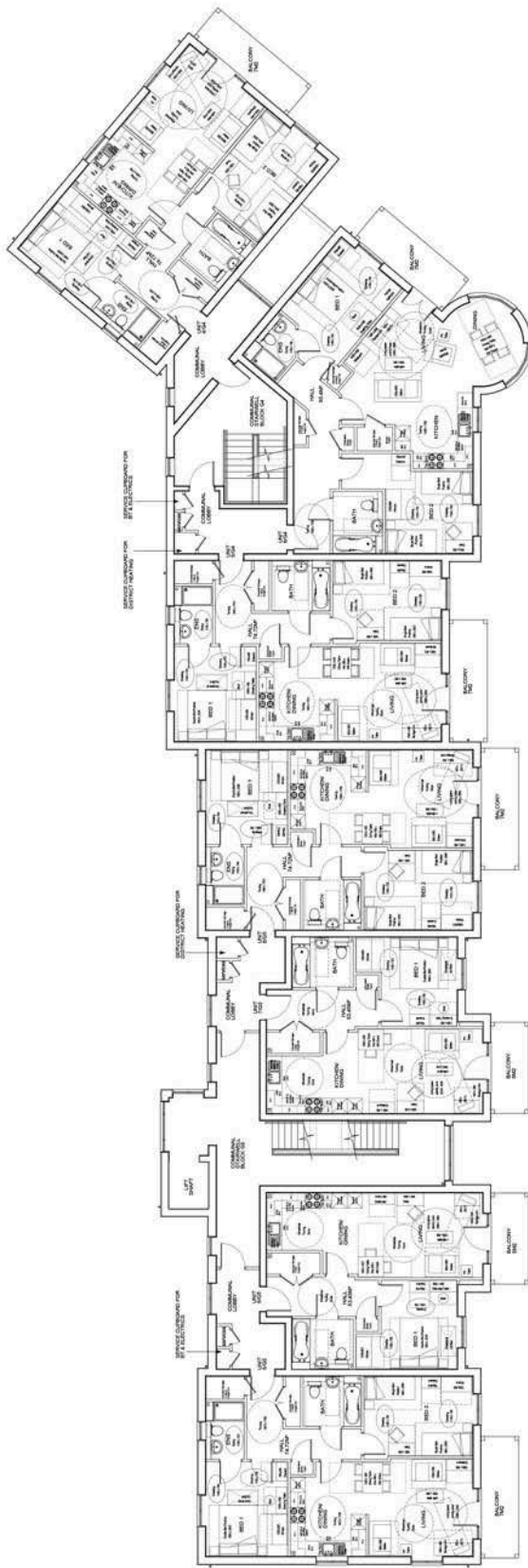
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GROUND FLOOR PLAN - G4

GROUND FLOOR PLAN - G5



FIRST FLOOR PLAN - G4

FIRST FLOOR PLAN - G5



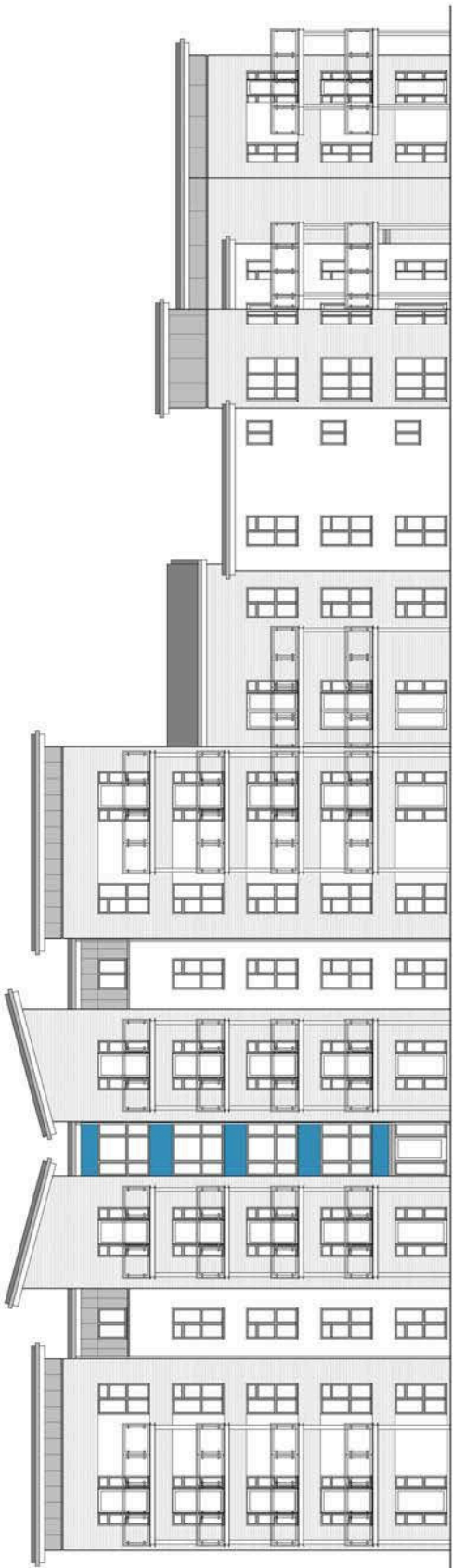
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1001-1003, The Arcade, West Drayton, Middlesex, UK
Tel: 0181-606-1111
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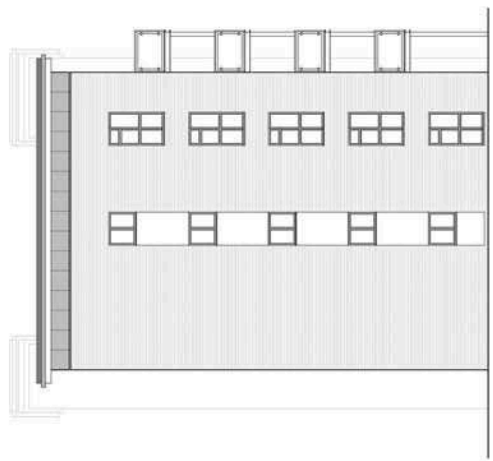
PROJECT
DRAYTON GARDEN VILLAGE
PORTERS WAY
WEST DRAYTON

FILE	BLOCK G4 AND G5 - GROUND AND FIRST FLOOR PLANS
DRAWING NO.	MDL-1188-G4/G5-PL01
DATE	PLANNING
DATE	1 AUG 2013
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FRONT ELEVATION - G4-G5



LHS ELEVATION - G4-G5



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 Email: info@mikodadesigns.co.uk



PROJECT
 DRAYTON GARDEN VILLAGE
 PORTERS WAY
 WEST DRAYTON

TITLE
 BLOCK G4 AND G5
 ELEVATIONS - SHEET 1

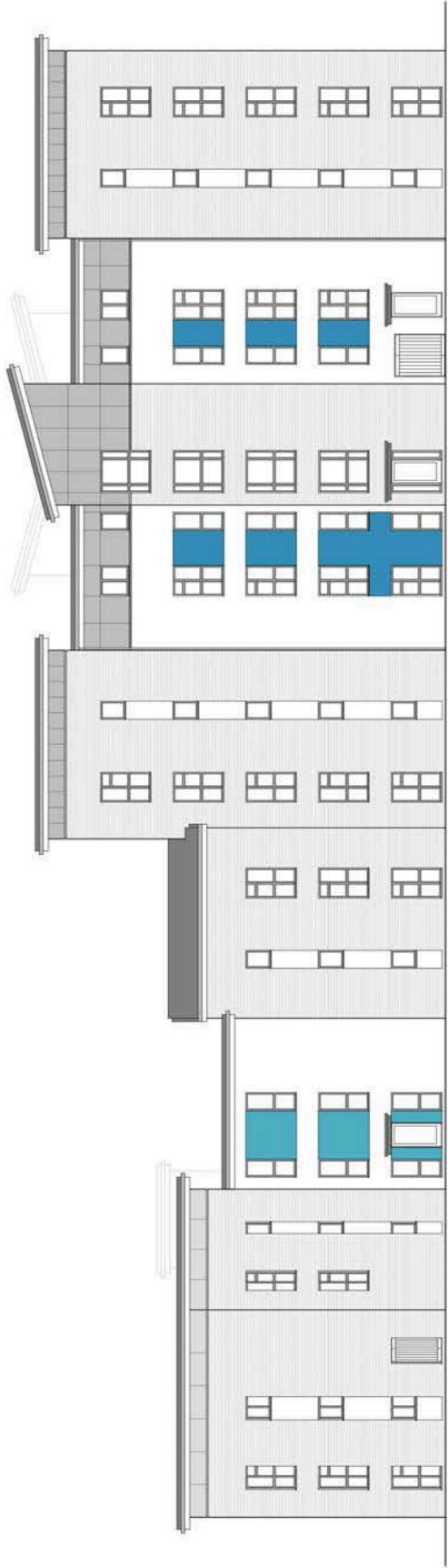
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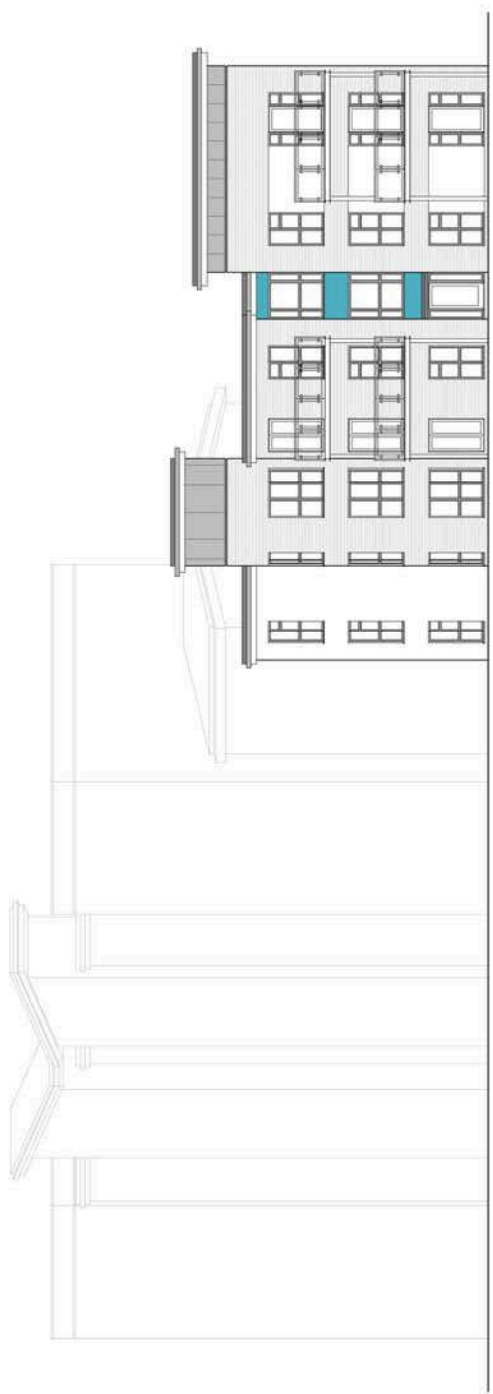
DATE
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REAR ELEVATION - G4-G5



RHS FRONT ELEVATION - G4-G5



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 ARCHITECTURAL DESIGN SERVICES
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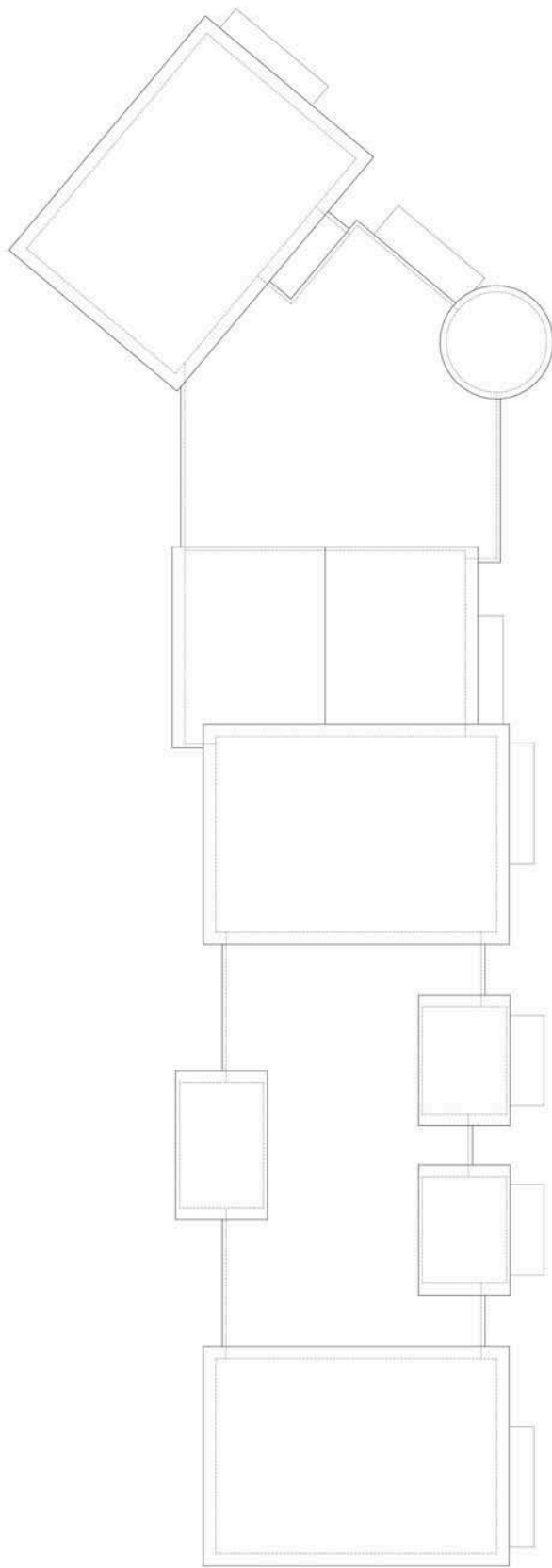


DRAYTON GARDEN VILLAGE
 PORTERS WAY
 WEST DRAYTON

PROJECT	DRAYTON GARDEN VILLAGE
FILE	BLOCK G4 AND G5 ELEVATIONS - SHEET 2
DATE	MDL-1188-G4/G5-PL05
SCALE	1:100
DATE	AUG 2013

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ROOF PLAN - G4

ROOF PLAN - G5

REV	DATE	DESCRIPTION	PREPARED

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 10th Floor, 100 Broad Street, Bristol, BS1 2TA
 Tel: 0117 924 4444 Fax: 0117 924 4445
 Email: info@mikodadesigns.co.uk Web: www.mikodadesigns.co.uk



PROJECT
 DRAYTON GARDEN VILLAGE
 PORTERS WAY
 WEST DRAYTON

TITLE
 BLOCK G4 AND G5 -
 ROOF PLANS

CLIENT
 MDL-1188-G4/G5-PL06

DATE
 JAN 2013

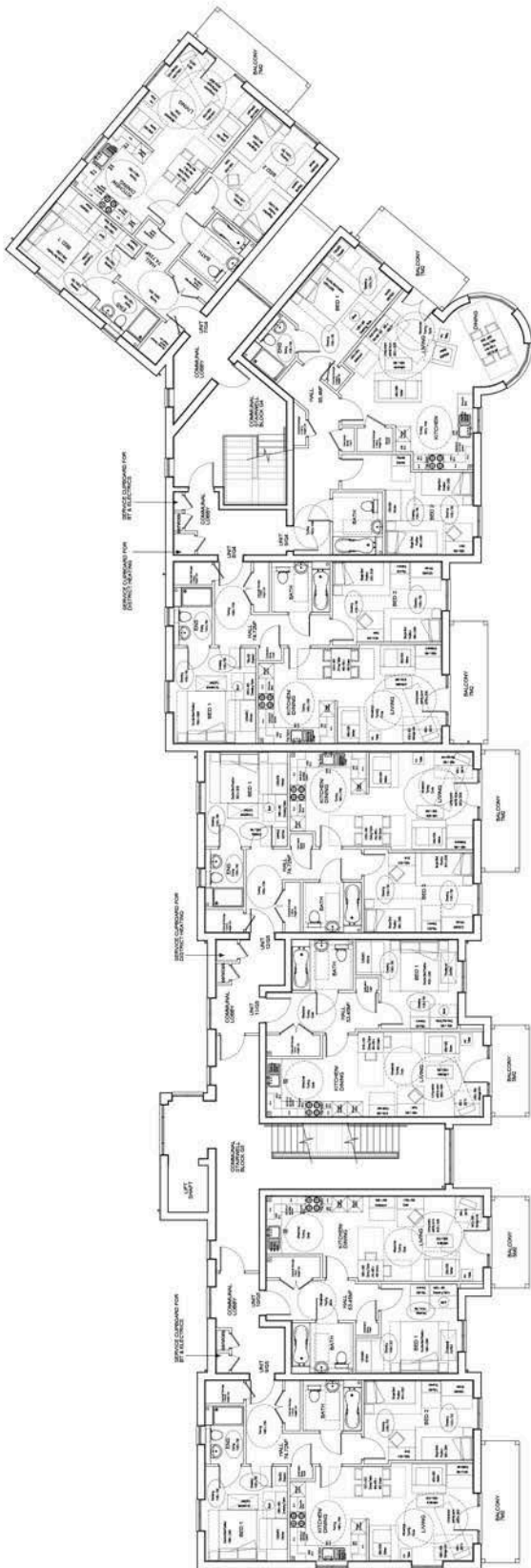
SCALE
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DATE
 AUG 2013



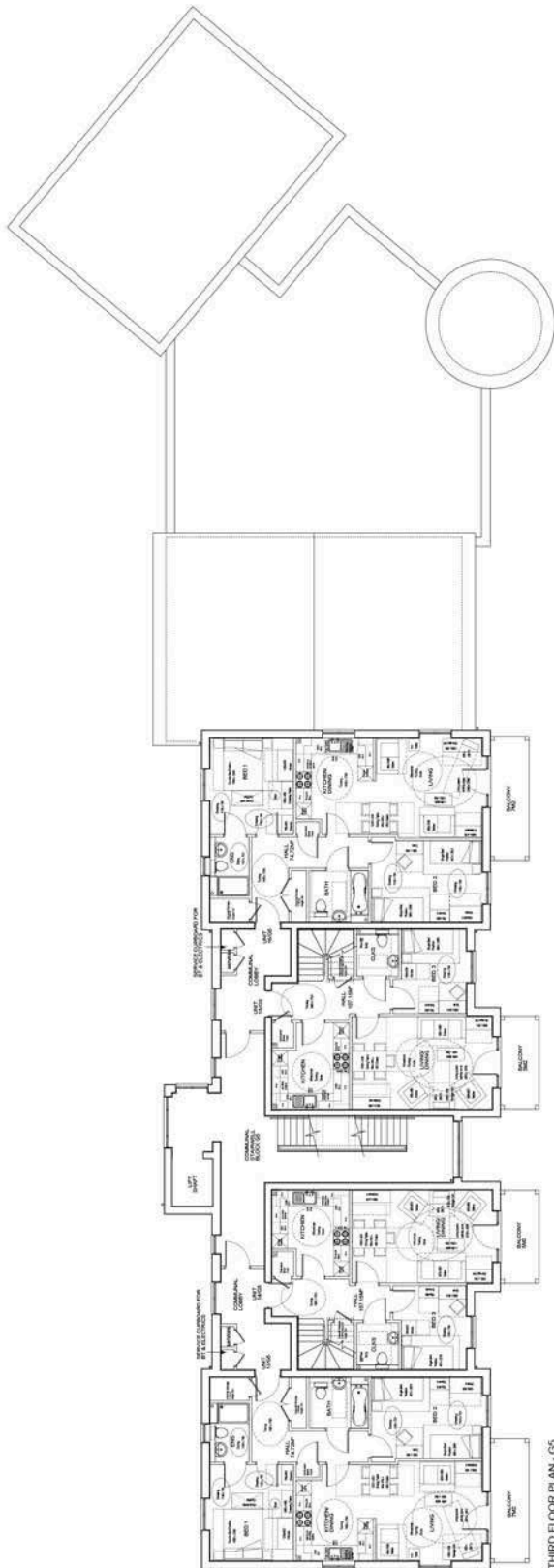
NOTES

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MISCELLANEOUS TO THE DRAWING.



SECOND FLOOR PLAN - G4

SECOND FLOOR PLAN - G5



THIRD FLOOR PLAN - G5



REV	DATE	DESCRIPTION	BY/CHKD
1			
2			

MIKODA DESIGNS LTD
 ARCHITECTURAL DESIGN SERVICES
 UNIT 11, GANGE WALK, WEST DRAYTON
 UX8 3LH
 TEL: 0181 608 8888
 WWW.MIKODADESIGNS.CO.UK



DRAYTON GARDEN VILLAGE
 PORTERS WAY
 WEST DRAYTON

FILE: **BLOCK G4 AND G5 - SECOND AND THIRD FLOOR PLANS**

DRAWING NO: **MDL-1188-G4/G5-PL02**

DATE: **PLANNING** SCALE: **1:100**

DATE: **AUG 2013**

NOTES

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MIKODA DESIGNS LTD

ARCHITECTURAL DESIGN SERVICES
1001-1003
LONDON E1 1AA
Tel: 020 7464 1001
Fax: 020 7464 1002
www.mikodadesigns.co.uk



DRAYTON GARDEN VILLAGE
PORTERS WAY
WEST DRAYTON

**BLOCK G6 AND G8 - SECOND
AND THIRD FLOOR PLANS**

PROJECT NO: MDL-1185-G6-G8-PL02
DATE: 11/08/2013
SCALE: 1:100

NOTES

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NO	DATE	DESCRIPTION	BY	CHKD
1				
2				

MIKODA DESIGNS LTD
 ARCHITECTURAL DESIGN SERVICES
 UNIT 1, CROFT WAY, WEST DRAYTON
 LEICESTERSHIRE, LE11 1JG
 TEL: 0116 254 1111
 FAX: 0116 254 1112
 WWW.MIKODADESIGNS.CO.UK



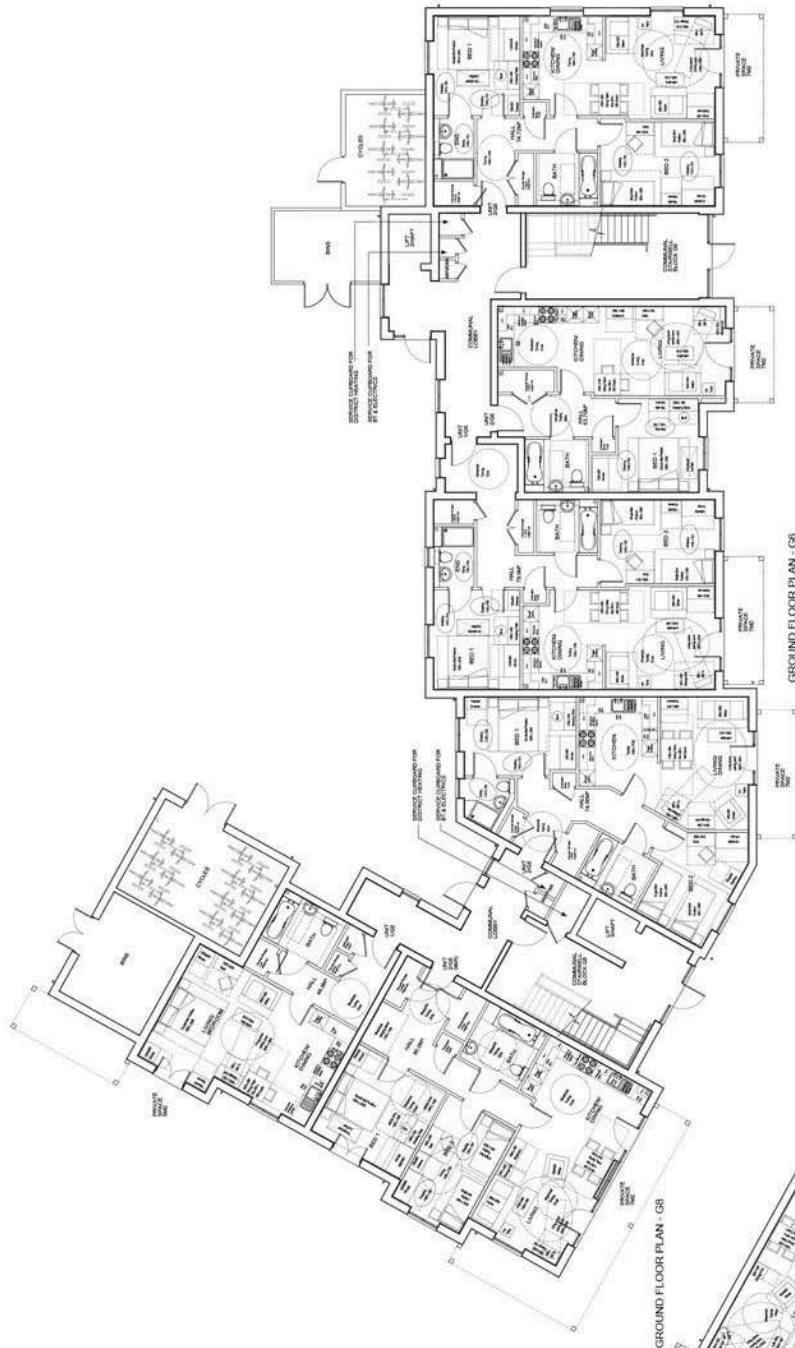
DRAYTON GARDEN VILLAGE
 PORTERS WAY
 WEST DRAYTON

**BLOCK G6 AND G8 - GROUND
 AND FIRST FLOOR PLANS**

PROJECT NO: MDL-1185-G6-G8-PL01

DATE: AUG 2013

SCALE: 1:100



GROUND FLOOR PLAN - G6

GROUND FLOOR PLAN - G8



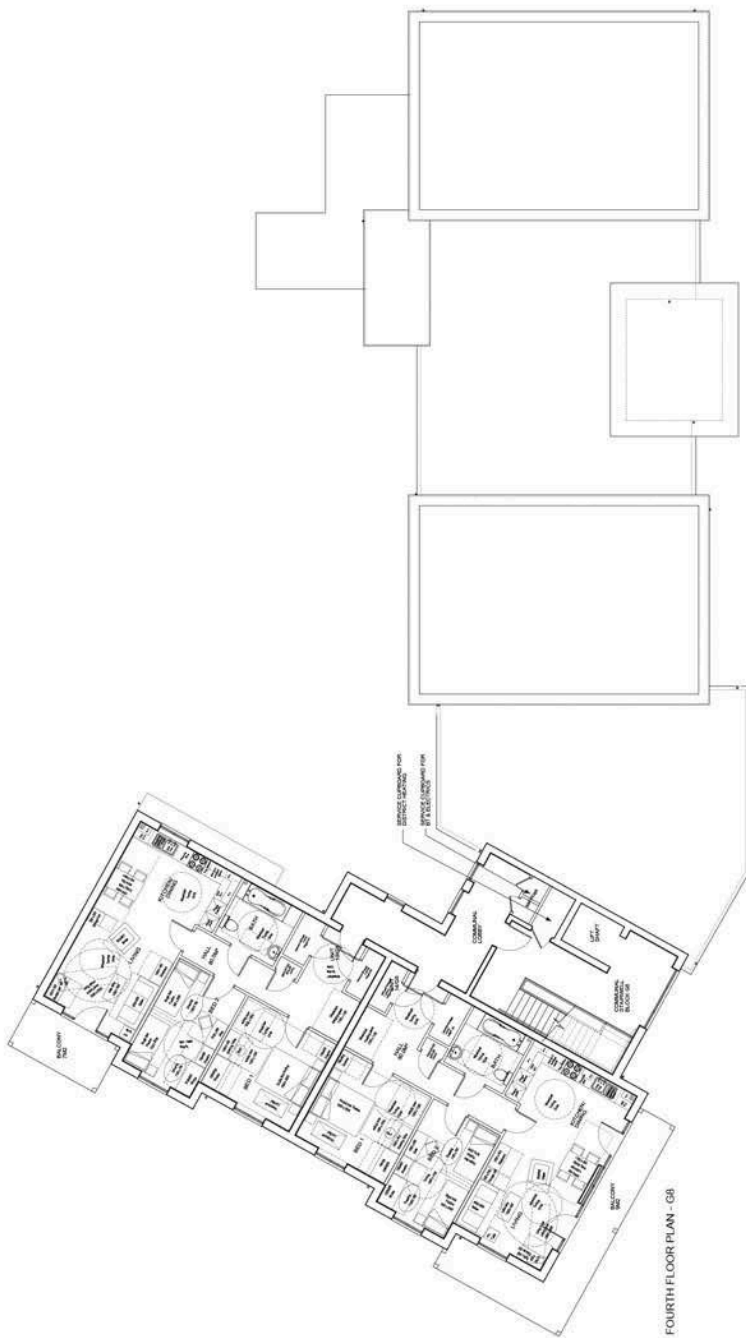
FIRST FLOOR PLAN - G6

FIRST FLOOR PLAN - G8



NOTES

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SCALE - 1:100

NO.	DATE	DESCRIPTION	BY/CHKD

MIKODA DESIGNS LTD
 ARCHITECTURAL DESIGN SERVICES
 UNIT 10, GARDEN HOUSE, WEST DRAYTON
 LONDON, MIDDLESEX, U.K. UB8 3PH
 TEL: 0181 606 8888
 FAX: 0181 606 8889
 WWW.MIKODADDESIGNS.CO.UK



DRAYTON GARDEN VILLAGE
 PORTERS WAY
 WEST DRAYTON

BLOCK G6 AND G8 - FOURTH FLOOR PLAN

MDL-1188-G6-G8-PL03

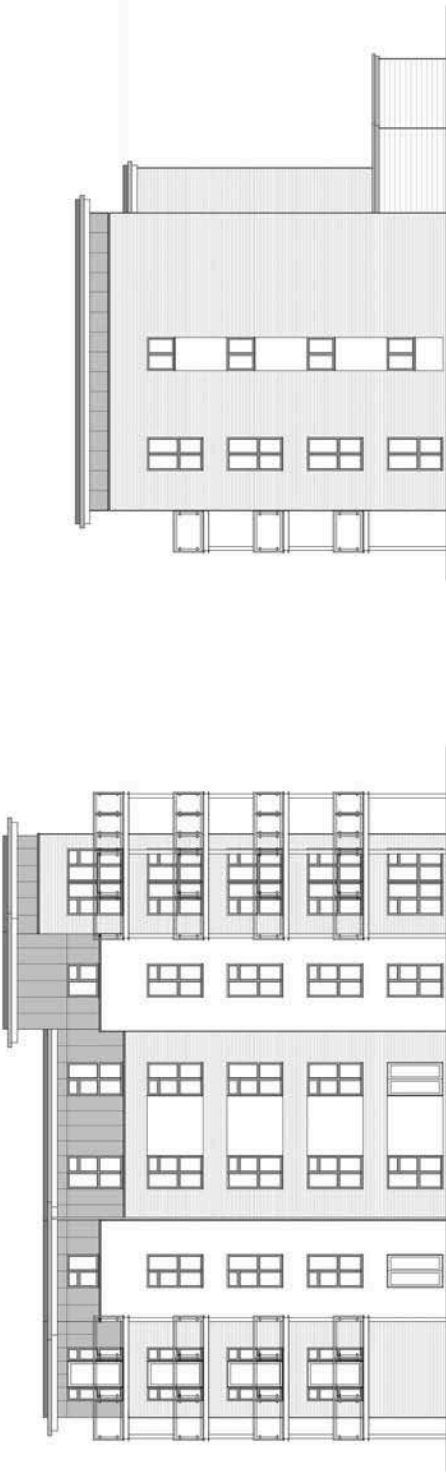
DATE	BY	SCALE	ISSUE

1:100

AUG 2013

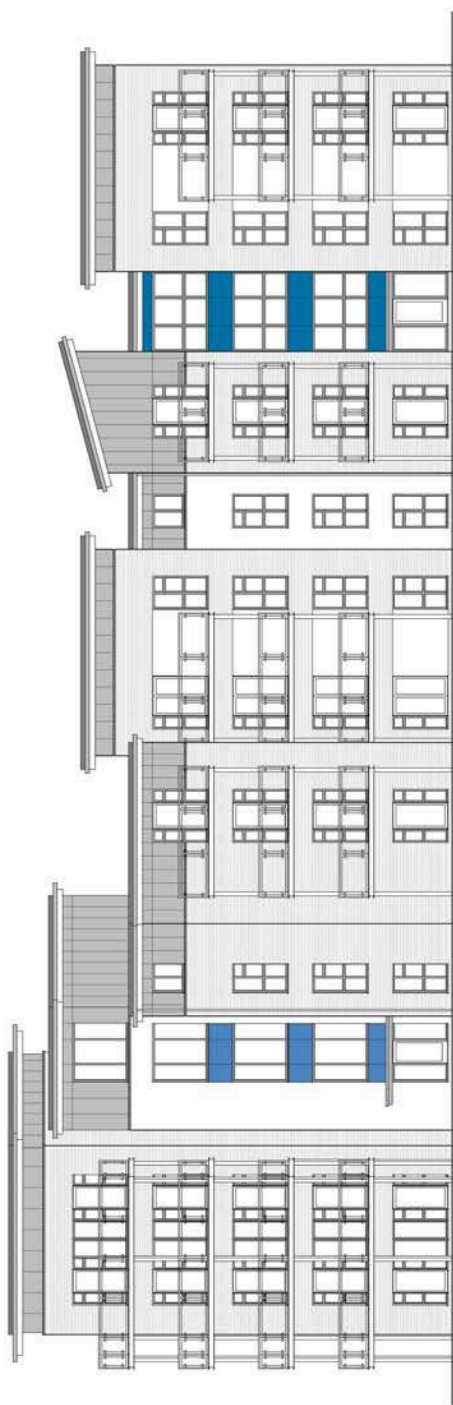
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RHS ELEVATION - G6 + G8

LHS ELEVATION - G6 + G8



FRONT LHS ELEVATION - G6 + G8



REV	DATE	DESCRIPTION	APPVAL

MIKODA DESIGNS LTD
ARCHITECTURAL DESIGN SERVICES
1001 - 1002 Kingsway - Suite 1001 - 1002
West Drayton - Middlesex - UB7 8PH
Tel: 01895 831111 | Email: info@miakodadesigns.co.uk

Inland homes

PROJECT: DRAYTON GARDEN VILLAGE
PORTERS WAY
WEST DRAYTON

TITLE: BLOCK G6 AND G8
ELEVATIONS - SHEET 1

DATE: 11/08/2013
SCALE: 1:100

DATE: 11/08/2013
SCALE: 1:100

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REAR ELEVATION - G6 + G8



FRONT ELEVATION - G6 + G8



SCALE - 1:100

REV	DATE	DESCRIPTION	BY

MIKODA DESIGNS LTD
 ARCHITECTURAL DESIGN SERVICES
 10th Floor, 100 Broad Street, Birmingham, B1 2HT
 Tel: 0121 633 1000 | Email: info@mikodadesigns.co.uk



DRAYTON GARDEN VILLAGE
 PORTERS WAY
 WEST DRAYTON

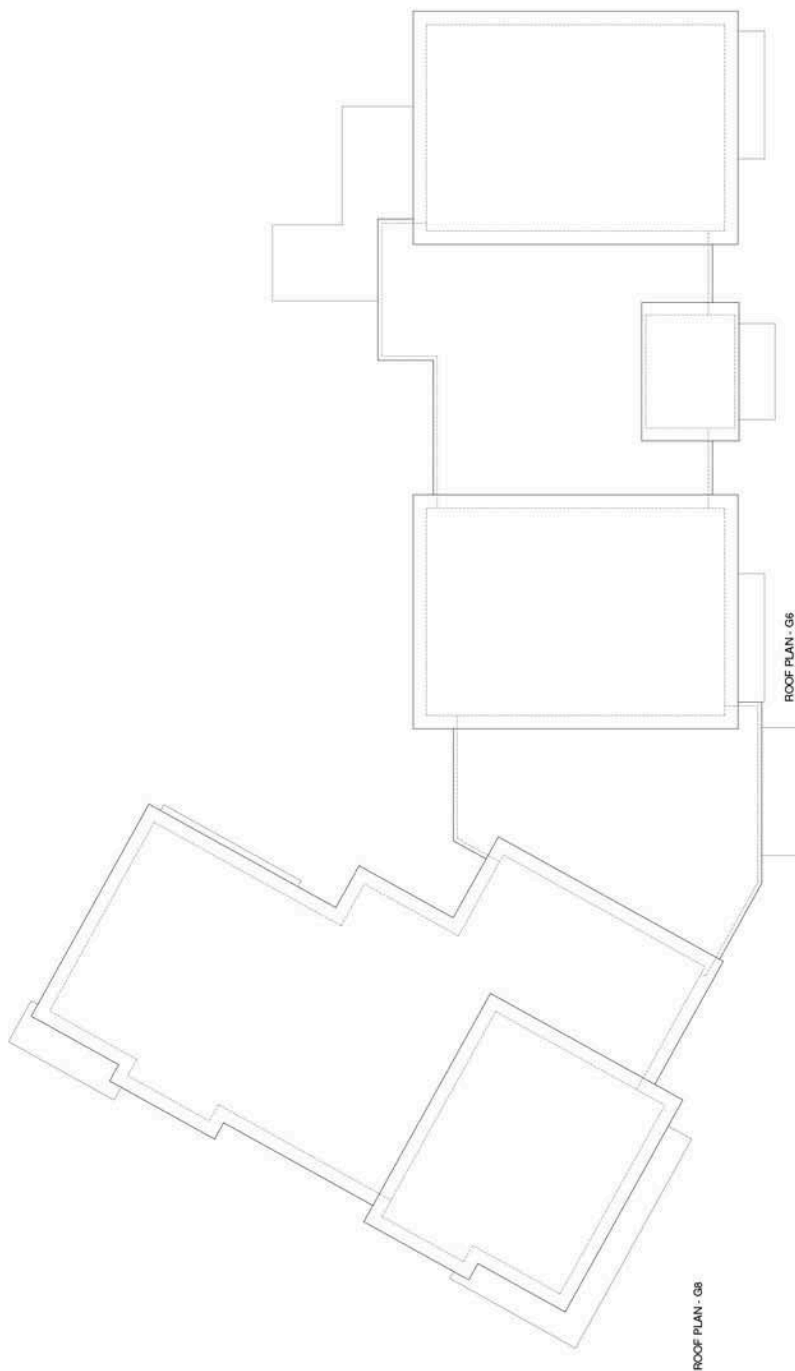
BLOCK G6 AND G8
 ELEVATIONS - SHEET 2

MDL-1188-G6-G8-PL05

DATE: JAN
 SCALE: 1:100
 DATE: AUG 2013

NOTES

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ARCHITECTURAL DESIGN SERVICES
10th Floor, 100 Broad Street, Birmingham B15 1RN
Tel: 0121 633 1000
www.miakodadesigns.co.uk



PROJECT
DRAYTON GARDEN VILLAGE
PORTERS WAY
WEST DRAYTON

FILE
BLOCK G6 AND G8 -
ROOF PLAN

CLIENT
MDL-1188-G6-G8-PL06

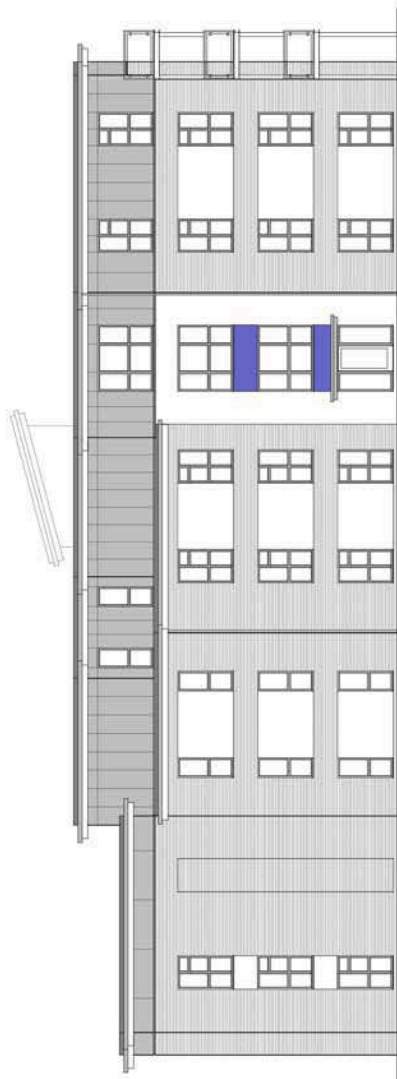
DATE
JAN 2013

SCALE
1:100

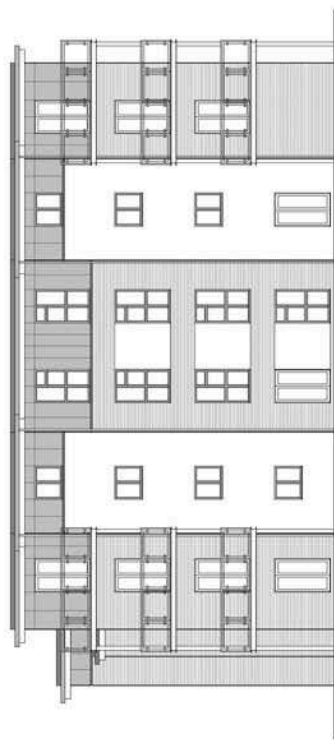
DATE
AUG 2013

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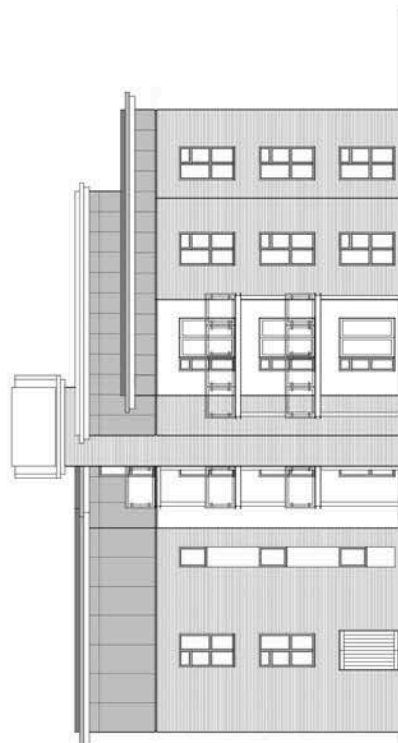
REAR ELEVATION - G7



LHS ELEVATION - G7



FRONT ELEVATION - G7



RHS ELEVATION - G7

REV	DATE	DESCRIPTION	BY

MIKODA DESIGNS LTD
 ARCHITECTURAL DESIGN SERVICES
 10th Floor, 100 Broad Street, Birmingham, B1 2DT, UK
 Tel: +44 (0)121 633 1000
 Email: info@mikodadesigns.co.uk



DRAYTON GARDEN VILLAGE
 PORTERS WAY
 DRAYTON GARDEN

PROJECT	BLOCK G7 - ELEVATIONS
DRAWING NO.	MDL-1188-G7-PL03
STAGE	PLANNING
DATE	AUG 2013
SCALE	1:100



NOTES

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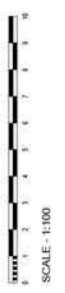
REV	DATE	DESCRIPTION

MIKODA DESIGNS LTD
ARCHITECTURAL DESIGN & CONSULTANTS
Unit 1, Orange House, West Park Road,
Llanelli, Carmarthen, SA31 3JL
Tel: 01292 340000
www.mikodadesigns.co.uk



DRAYTON GARDEN VILLAGE
PORTERS WAY
WEST DRAYTON

FILE	PROJECT	DATE	SCALE	DATE
BLOCK G7 - GROUND AND FIRST FLOOR PLANS	DRAYTON GARDEN VILLAGE			
MDL-1188-G7-PL01				

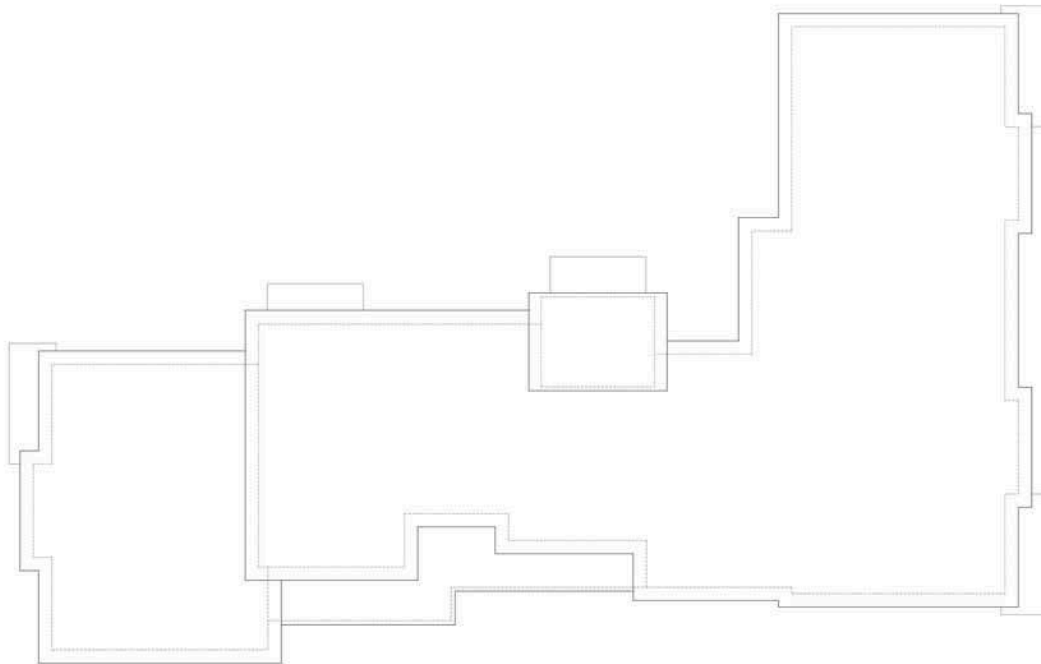


FIRST FLOOR PLAN - G7

GROUND FLOOR PLAN - G7

NOTES

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ROOF PLAN - G7



SCALE - 1:100

REV	DATE	DESCRIPTION	BY

MIKODA DESIGNS LTD

ARCHITECTURAL DESIGN SERVICES
10th Floor, 100 Broad Street, Birmingham, B2 4DB
Tel: 0121 633 1000
www.mikodadesigns.co.uk



DRAYTON GARDEN VILLAGE
PORTERS WAY
WEST DRAYTON

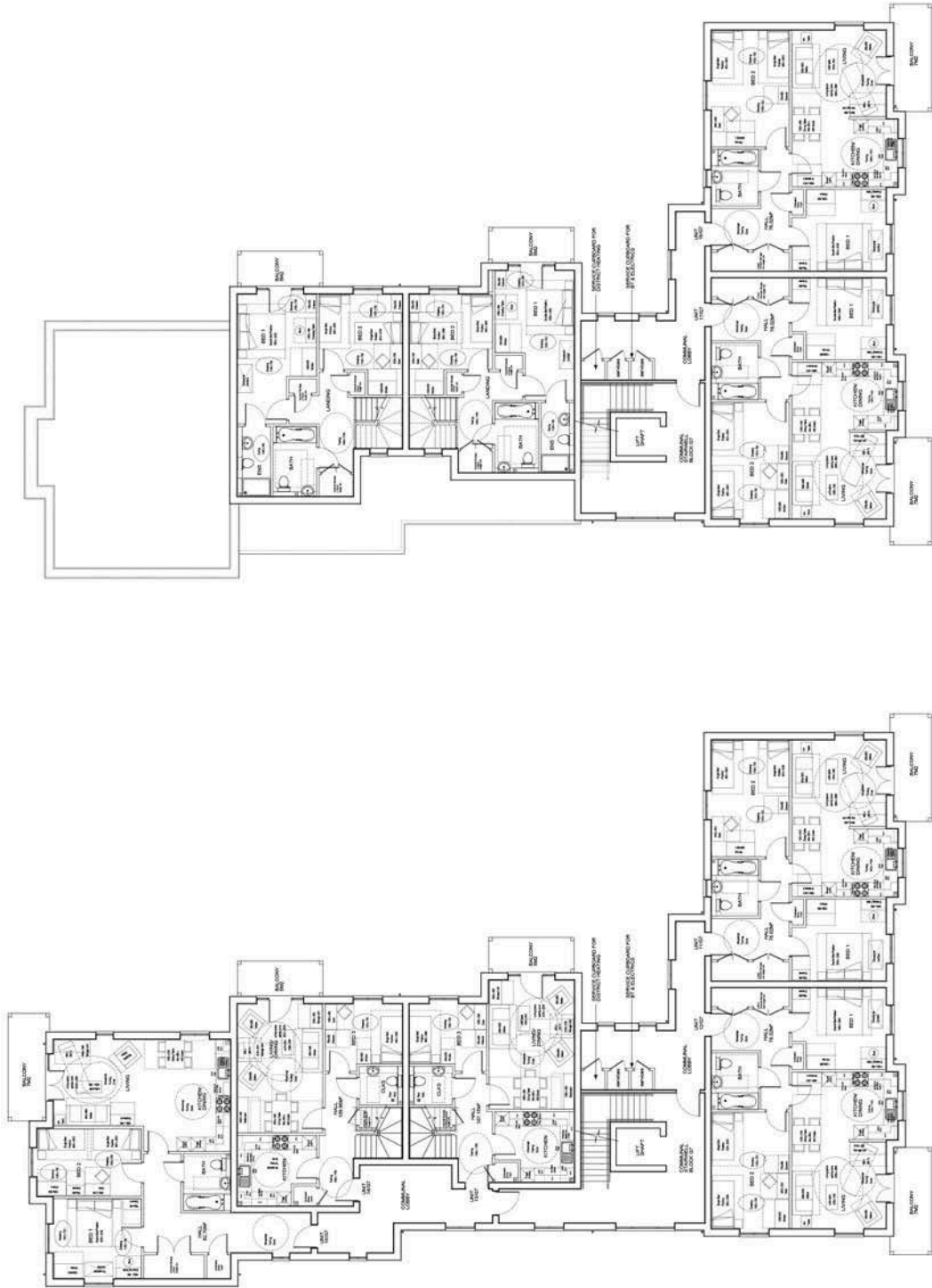
BLOCK G7 -
ROOF PLANS

MDL-1188-G7-PL04

DATE	BY	SCALE
JAN		1:100

AUG 2013

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THIRD FLOOR PLAN - G7

SECOND FLOOR PLAN - G7



REV	DATE	DESCRIPTION	BY/CHKD
1			
2			

MIKODIA DESIGNS LTD
 ARCHITECTURAL DESIGN & CONSULTING
 UNIT 1, Orange House, West Park Road,
 Lutterell, Drayton, Northampton NN2 6JG
 Tel: 01603 710000 Fax: 01603 710001
 Email: info@mikodiadesigns.co.uk www.mikodiadesigns.co.uk



PROJECT:
DRAYTON GARDEN VILLAGE
 PORTERS WAY
 WEST DRAYTON

FILE:	BLOCK G7 - SECOND AND THIRD FLOOR PLANS
DRAWING NO.:	MDL-1188-G7-PL02
STATUS:	PLANNING
DATE:	AUG 2013
SCALE:	1:100

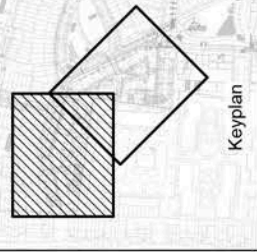
NOTES

- These coordinates are given to enable the buildings to be accurately located when the site.
- THE SETTING OUT ENGINEER SHOULD CONSULT THE FOUNDATION CONTRACTOR TO VERIFY THE FOUNDATION DETAILS SUCH AS CHIMNEYS, PORCHES, PLUMBING, GARAGES WHERE APPLICABLE; BAY WINDOWS ETC. AND SATISFY HIMSELF THAT HIS SETTING OUT COORDINATES WITH THE HOUSE TYPE WORKING DRAWINGS.
- Handings of houses must be checked against the approved planning layout.

IMPORTANT CHECKS

- A check must be made between the coordinates of buildings quoted in the drawings and with the architects working drawings/structural engineers drawing Engineering before work begins. Discrepancy must be reported back to TCC.
- A check of each house, building or landscaped site set out must be made by the boundaries of the site before digging any foundation or structural element.

THIS DRAWING IS TO BE READ IN CONJUNCTION WITH DRAWING NUMBER INL/E4137/106



POINT	EASTINGS	NORTHINGS
1	506776.362	170679.185
2	506783.814	170680.404
3	506798.819	170681.693
4	506802.963	170675.666
5	506810.262	170674.588
6	506825.460	170687.405
7	506835.231	170686.556
8	506850.149	170685.136
9	506842.830	170677.911
10	506858.719	170677.108
11	506858.200	170677.809
12	506853.069	170678.341
13	506858.750	170679.842
14	506858.135	170681.123
15	506818.615	170682.898

POINT	EASTINGS	NORTHINGS
1	506734.841	170660.316
2	506742.475	170670.897
3	506752.837	170671.555
4	506752.622	170673.184
5	506755.355	170673.900
6	506761.674	170675.652
7	506761.792	170675.004
8	506768.844	170680.415
9	506769.777	170680.593
10	506785.155	170684.138
11	506787.489	170687.857
12	506790.581	170685.522
13	506796.795	170684.031
14	506795.149	170685.618
15	506792.704	170683.476
16	506790.407	170682.989
17	506740.283	170681.425
18	506740.167	170681.890
19	506732.690	170679.650
20	506732.156	170676.503
21	506733.779	170672.958

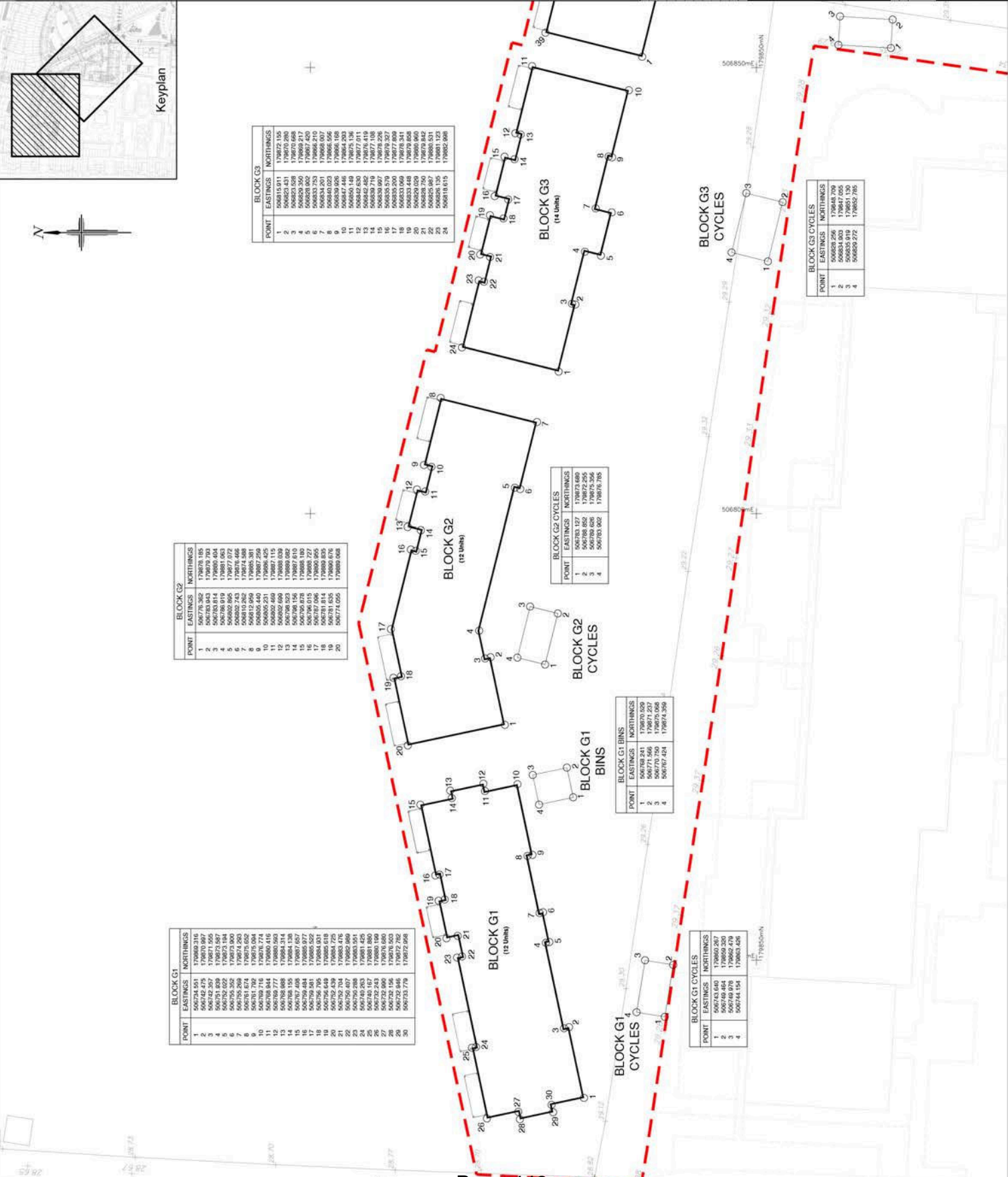
POINT	EASTINGS	NORTHINGS
1	506815.911	170672.155
2	506825.431	170670.280
3	506835.260	170669.917
4	506850.350	170667.450
5	506858.902	170667.450
6	506854.293	170668.607
7	506840.023	170666.556
8	506832.426	170666.189
9	506850.149	170675.136
10	506842.830	170677.911
11	506858.719	170677.108
12	506858.200	170677.809
13	506853.069	170678.341
14	506858.750	170679.842
15	506858.135	170681.123
16	506818.615	170682.898

POINT	EASTINGS	NORTHINGS
1	506793.127	170673.880
2	506798.652	170672.255
3	506798.652	170675.356
4	506793.622	170679.758

POINT	EASTINGS	NORTHINGS
1	506748.943	170670.329
2	506774.566	170671.237
3	506779.750	170670.068
4	506767.424	170674.359

POINT	EASTINGS	NORTHINGS
1	506733.601	170660.897
2	506740.464	170660.320
3	506749.978	170662.479
4	506744.154	170665.426

POINT	EASTINGS	NORTHINGS
1	506829.256	170669.790
2	506834.003	170647.025
3	506835.919	170651.130
4	506859.272	170657.765



Rev	Date	Details	By	Check

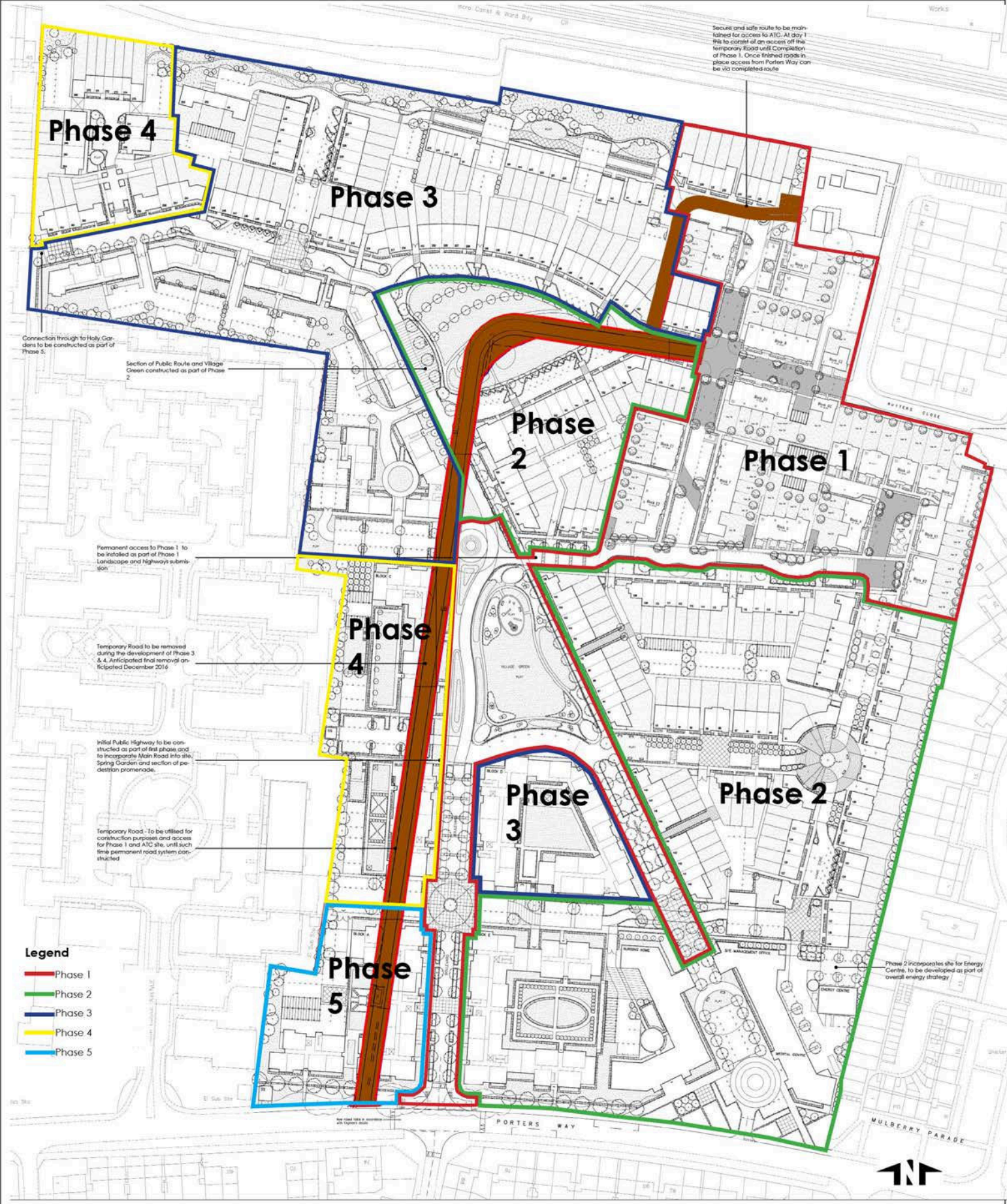
Client:-
 DGV Ltd
 2 Anglo Office Park
 67 White Lion Road
 Amersham
 Bucks HP7 9EB

Drawing Title:-
 BUILDING SETTING
 OUT LAYOUT
 SHEET 1 OF 2

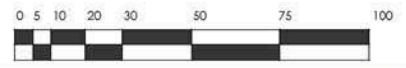
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 Date: August 2013
 Drawn: AC
 Checked:

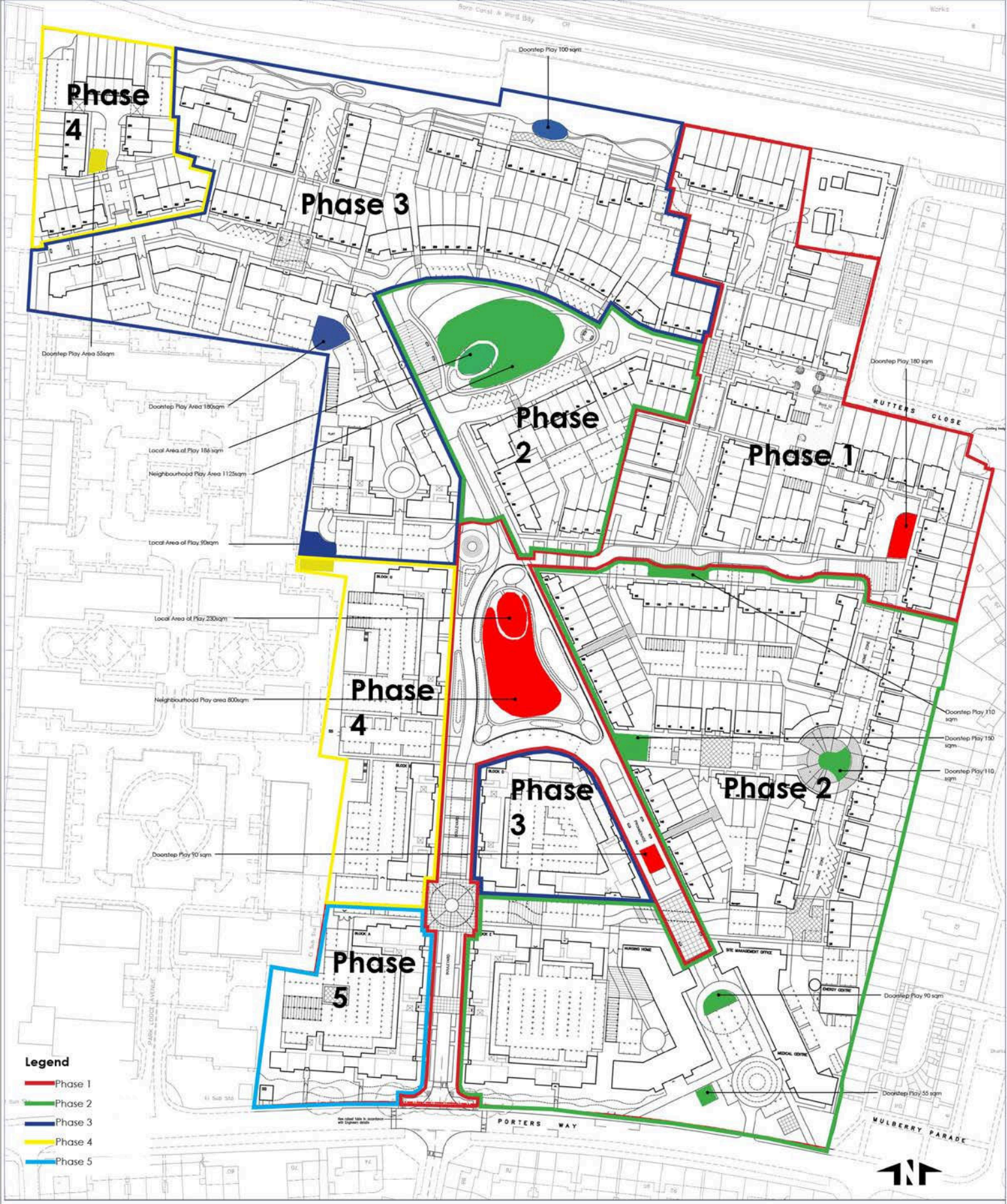
Drawing No. **INL/E4137/102**

Rogers Cory Partnership
 Civil, Structural and Architectural Consultants
 The Old School Old School Road
 Hook Hampton RG7 2JG
 Tel: 01256 753458 Fax: 01256 753459
 www.rogerscory.co.uk
 www.rogerscory.com



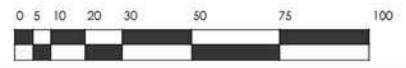
Application Drawing

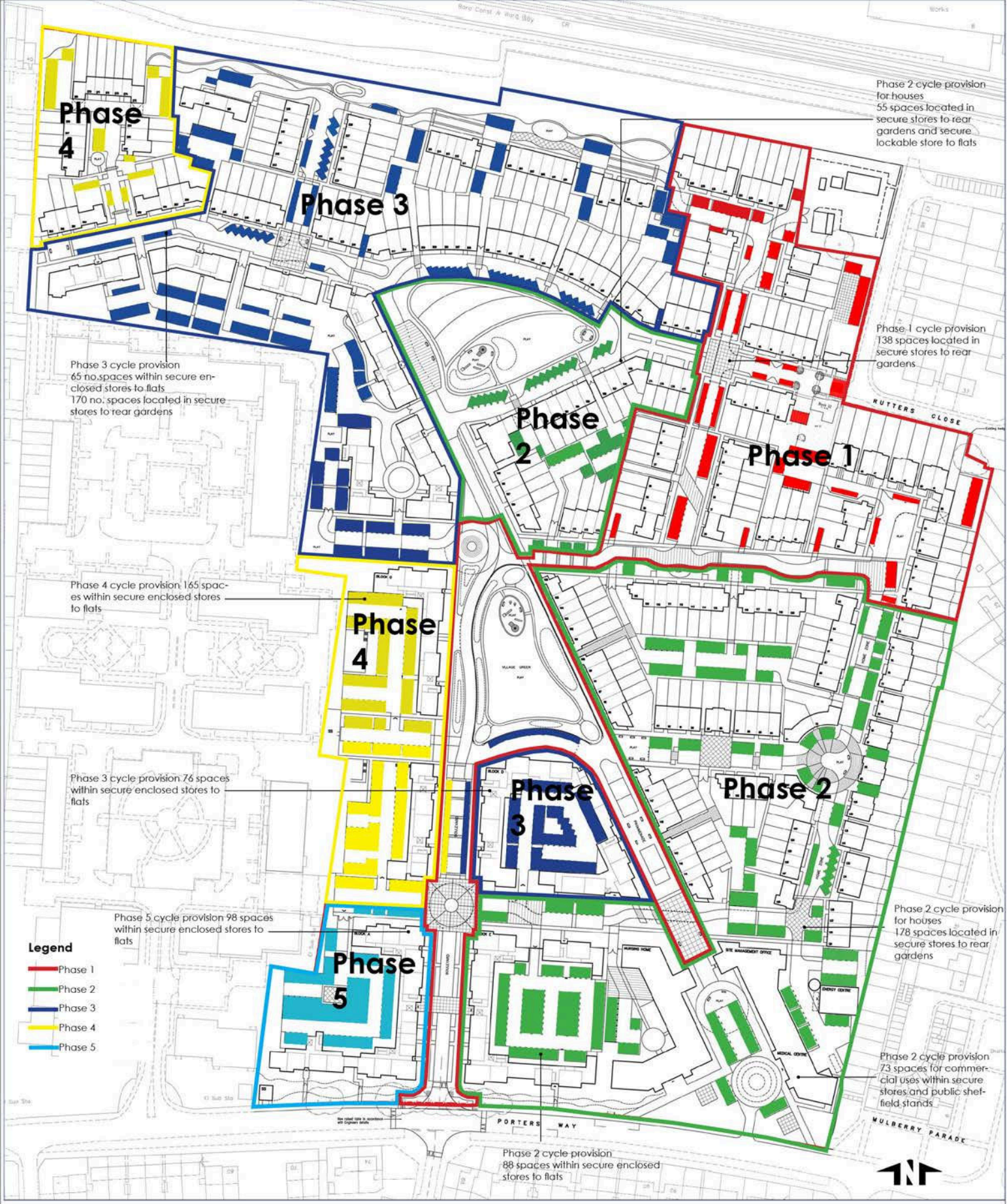




- Legend**
- Phase 1
 - Phase 2
 - Phase 3
 - Phase 4
 - Phase 5

Application Drawing





Phase 2 cycle provision for houses
55 spaces located in secure stores to rear gardens and secure lockable store to flats

Phase 1 cycle provision
138 spaces located in secure stores to rear gardens

Phase 3 cycle provision
65 no. spaces within secure enclosed stores to flats
170 no. spaces located in secure stores to rear gardens

Phase 4 cycle provision 165 spaces within secure enclosed stores to flats

Phase 3 cycle provision 76 spaces within secure enclosed stores to flats

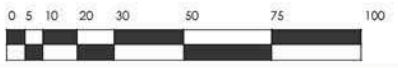
Phase 5 cycle provision 98 spaces within secure enclosed stores to flats

Phase 2 cycle provision for houses
178 spaces located in secure stores to rear gardens

Phase 2 cycle provision
73 spaces for commercial uses within secure stores and public shel-field stands

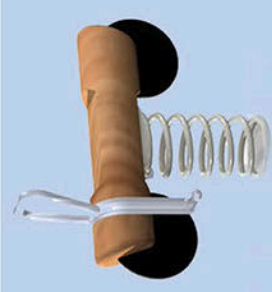
Phase 2 cycle provision
88 spaces within secure enclosed stores to flats

- Legend**
- Phase 1
 - Phase 2
 - Phase 3
 - Phase 4
 - Phase 5



Application Drawing





Proposed bike springer for 3+ years, Product ref. 13019, as supplied by Lars Laj Tel: 07817 850050 or similar

Proposed Yosemite play structure for 3+ years, Product ref. 13104, as supplied by Lars Laj Tel: 07817 850050 or similar

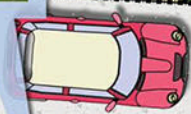


Page 447

Proposed Birch along the frontage of the play area, planted within curved shrub beds



P85



Proposed wooden bin as supplied by Woodscape Product ref. LBR 90, Tel. 01254 685185 or similar



P93

P94

P95

Proposed square wooden bollards supplied by Woodscape Tel: 01254 685185 or similar



Proposed wooden bench providing seating for parents and carers visiting the play area, as supplied by Woodscape Product ref. Type 2, Tel: 01254 685185 or similar



Proposed Hornbeam within hedge planting along the play area boundary



Proposed grass mat within impact zone of equipment

Phase 3, Drayton Garden Village

Detailed Extract: Doorstep LAP 1

client: Inland Homes
 scheme: Phase 3, Drayton Garden Village
 Detailed Extract: Doorstep Play Area 1
 drawing date: Aug. 2013 scale: 1:100@A3
 drawn: ALK checked: HCS
 display: INL 18767 12

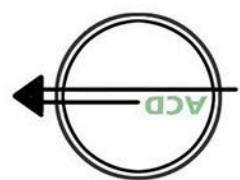
ACD Landscape Architects
 Roubourne Rail Business Centre,
 Greengate Lane, Malmesbury,
 WILTSHIRE, SN16 0ES
 t: 01666 822646 f: 01666 824654

ACD Southampton
 12 Southgate Street
 WINCHESTER
 SO23 9EF
 t: 01962 855604

ACD Arboriculture,
 Courtyard House, Mill Lane,
 Godalming, SURREY, GU7 1EY
 t: 01483 425714



Ecology
 Arboriculture
 Landscape Architecture



Phase 3, Drayton Garden Village

Detailed Extract: Doorstep LAP 2

Client: Inland Homes

Phase: Phase 3,
Drayton Garden Village

Project: Detailed Extract:
Doorstep Play Area 2

Date: Aug. 2013

Scale: 1:100@A3

Author: ALK

Checker: HCS

Project No: INL 18767 13

ACD Landscape Architects
Rodbourn Hall Business Centre,
Grange Lane, Malmesbury,
WILTSHIRE, SN16 0ES

Tel: 01666 822546 F: 01666 824654

ACD Southampton
12 Southgate Street
WINCHESTER
SO23 9EF

Tel: 01962 855604

ACD Arboriculture,
Courtyard House, Mill Lane,
Godalming, SURREY, GU7 1EY

Tel: 01483 423714



Ecology
Arboriculture
Landscape Architecture



Proposed multi-stemmed birch planted within gravel bed and play boulders. Boulders in varying sizes supplied by Playdale or similar Tel: 015395 39837



Proposed Birch along the frontage of the play area, planted within curved shrub beds P46 P47

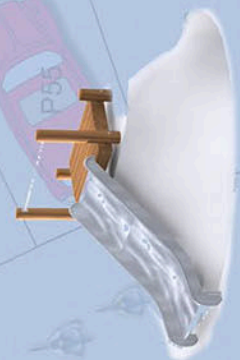
Proposed wooden bin as supplied by Woodscape Product ref. LBR 90, Tel: 01254 685185 or similar



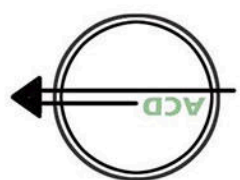
Proposed wooden bench providing seating for parents and carers visiting the play area, as supplied by Woodscape Product ref. Type 2, Tel: 01254 685185 or similar



Proposed embankment slide, 1.2m high 3+, Product code: 13003D, as supplied by Lars Laj Tel: 07817 850050 or similar. Situated on top of an earth mound



Proposed grass mat within impact zone of equipment



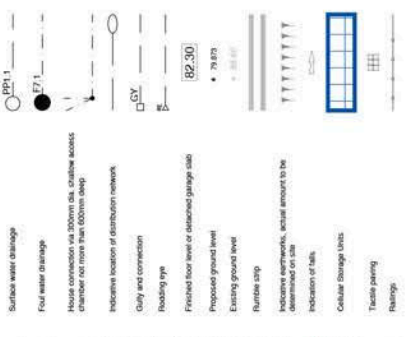
NOTES

1. PVI (Pitch) drainage is to be constructed in accordance with the Building Regulations & BS5531.
2. Drains are to be constructed using heavy grommet cast pipes unless EN 12451 (cast iron) or EN 12452 (PVC-U) are specified. All drains are to be installed in accordance with manufacturer's instructions.
3. All drains are to be installed in accordance with BS5531:19-9.
4. Access through & inspection chambers as table below:

TYPE	DEPTH RANGE	IDENTIFICATION
1	0 to 1.5m	100mm diameter Polypropylene
2	1.5m to 2.5m	100mm diameter A.C. concrete rings
3	1.5m to 2.5m	100mm diameter A.C. concrete rings
4	1.5m to 2.5m	100mm diameter A.C. concrete rings
5	1.5m to 2.5m	100mm diameter A.C. concrete rings
6	1.5m to 2.5m	100mm diameter A.C. concrete rings
7	1.5m to 2.5m	100mm diameter A.C. concrete rings
8	1.5m to 2.5m	100mm diameter A.C. concrete rings
9	1.5m to 2.5m	100mm diameter A.C. concrete rings
10	1.5m to 2.5m	100mm diameter A.C. concrete rings

5. As an alternative to the construction of domestic drainage channels deeper than 1.5m, a 100mm diameter A.C. concrete ring may be used subject to the approval of the local building inspector or the HBC's Inspector.
6. All drains are to be installed in accordance with BS5531:19-9. All drains are to be installed in accordance with manufacturer's instructions.
7. All drains are to be installed in accordance with BS5531:19-9. All drains are to be installed in accordance with manufacturer's instructions.
8. The position of DVP's, sub stacks, WC cisterns, Bath room panes, etc. & manometer dampers are to be accurately located from the house type working drawings.
9. All drains are to be installed in accordance with BS5531:19-9. All drains are to be installed in accordance with manufacturer's instructions.
10. Gates situated in areas accessible to unattended vehicles to be 1500mm diameter.

KEY



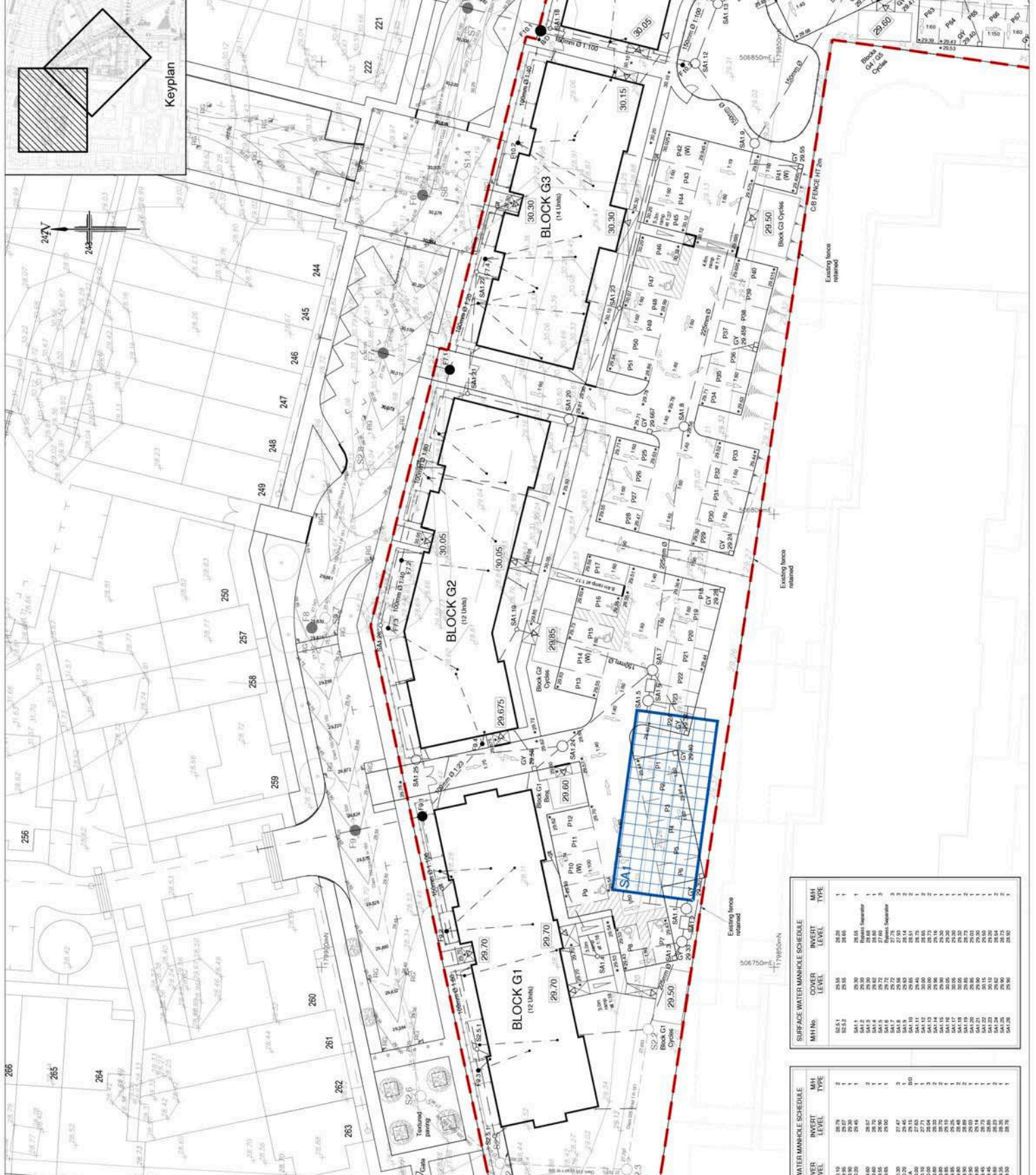
Rev	Date	Details	By	Check

DGV Ltd
 2 Anglo Office Park
 67 White Lion Road
 Amersham
 Bucks HP7 9EB

Drawing Title:
ENGINEERING LAYOUT SHEET 1 OF 2

Drawing No.
INL/E4137/100

Rogers Cory Partnership
 civil, structural and architectural engineers
 The old school old school road
 Hook Hampshire RG27 2JY
 t: 01256 753548 w: www.rcpartnership.co.uk



SURFACE WATER MANHOLE SCHEDULE

MH No.	COVER LEVEL	INVERT LEVEL	MH TYPE
82.5.1	29.58	28.30	1
82.5.2	29.68	28.68	1
84.1.1	29.30	28.68	1
84.1.2	29.30	28.68	1
84.1.3	29.30	28.68	1
84.1.4	29.30	28.68	1
84.1.5	29.30	28.68	1
84.1.6	29.30	28.68	1
84.1.7	29.30	28.68	1
84.1.8	29.30	28.68	1
84.1.9	29.30	28.68	1
84.1.10	29.30	28.68	1
84.1.11	29.30	28.68	1
84.1.12	29.30	28.68	1
84.1.13	29.30	28.68	1
84.1.14	29.30	28.68	1
84.1.15	29.30	28.68	1
84.1.16	29.30	28.68	1
84.1.17	29.30	28.68	1
84.1.18	29.30	28.68	1
84.1.19	29.30	28.68	1
84.1.20	29.30	28.68	1
84.1.21	29.30	28.68	1
84.1.22	29.30	28.68	1
84.1.23	29.30	28.68	1
84.1.24	29.30	28.68	1
84.1.25	29.30	28.68	1
84.1.26	29.30	28.68	1
84.1.27	29.30	28.68	1
84.1.28	29.30	28.68	1
84.1.29	29.30	28.68	1
84.1.30	29.30	28.68	1

DOMESTIC FOUL WATER MANHOLE SCHEDULE

MH No.	COVER LEVEL	INVERT LEVEL	MH TYPE
F1.1	29.19	28.79	2
F1.2	29.30	29.30	1
F1.3	29.30	29.30	1
F1.4	29.30	29.30	1
F1.5	29.30	29.30	1
F1.6	29.30	29.30	1
F1.7	29.30	29.30	1
F1.8	29.30	29.30	1
F1.9	29.30	29.30	1
F1.10	29.30	29.30	1
F1.11	29.30	29.30	1
F1.12	29.30	29.30	1
F1.13	29.30	29.30	1
F1.14	29.30	29.30	1
F1.15	29.30	29.30	1
F1.16	29.30	29.30	1
F1.17	29.30	29.30	1
F1.18	29.30	29.30	1
F1.19	29.30	29.30	1
F1.20	29.30	29.30	1
F1.21	29.30	29.30	1
F1.22	29.30	29.30	1
F1.23	29.30	29.30	1
F1.24	29.30	29.30	1
F1.25	29.30	29.30	1
F1.26	29.30	29.30	1
F1.27	29.30	29.30	1
F1.28	29.30	29.30	1
F1.29	29.30	29.30	1
F1.30	29.30	29.30	1

NOTES

DRAWING COMPLETED BY THE PROPERTY OF MIKAKODA DESIGN LTD.
ANY CHANGES IN DRAWING TO BE MADE TO BE MADE TO THE
MIKAKODA DESIGN LTD FOR CLARIFICATION.



BLOCK G7 CYCLES



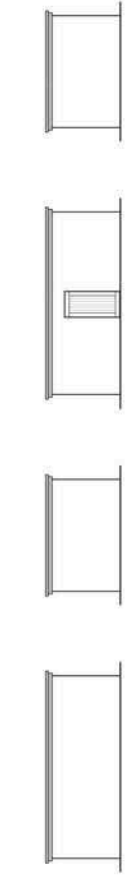
BLOCK G1 CYCLES



BLOCK G2 CYCLES



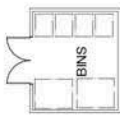
BLOCK G4/G5 CYCLES



BLOCK G3 CYCLES



BLOCK G5 CYCLES



BLOCK G1 BIN STORE



SCALE - 1:100

REV	DATE	DESCRIPTION	BY

MIKAKODA DESIGNS LTD
 ARCHITECTURAL DESIGN & SERVICES
 104A - 104B Kingsway, West Drayton, Middlesex UB7 8JH
 Tel: 01895 830000 | Fax: 01895 830001
 Email: info@miakodadesigns.co.uk | www.miakodadesigns.co.uk



DRAYTON GARDEN VILLAGE
PORTERS WAY
WEST DRAYTON

PROJECT:	EXTERNAL BIN AND CYCLE STORES
REFERENCE:	MDL-198-BC-PL01
STATUS:	PLANNING
DATE:	SEPT 2013
SCALE:	1:100

NOTES

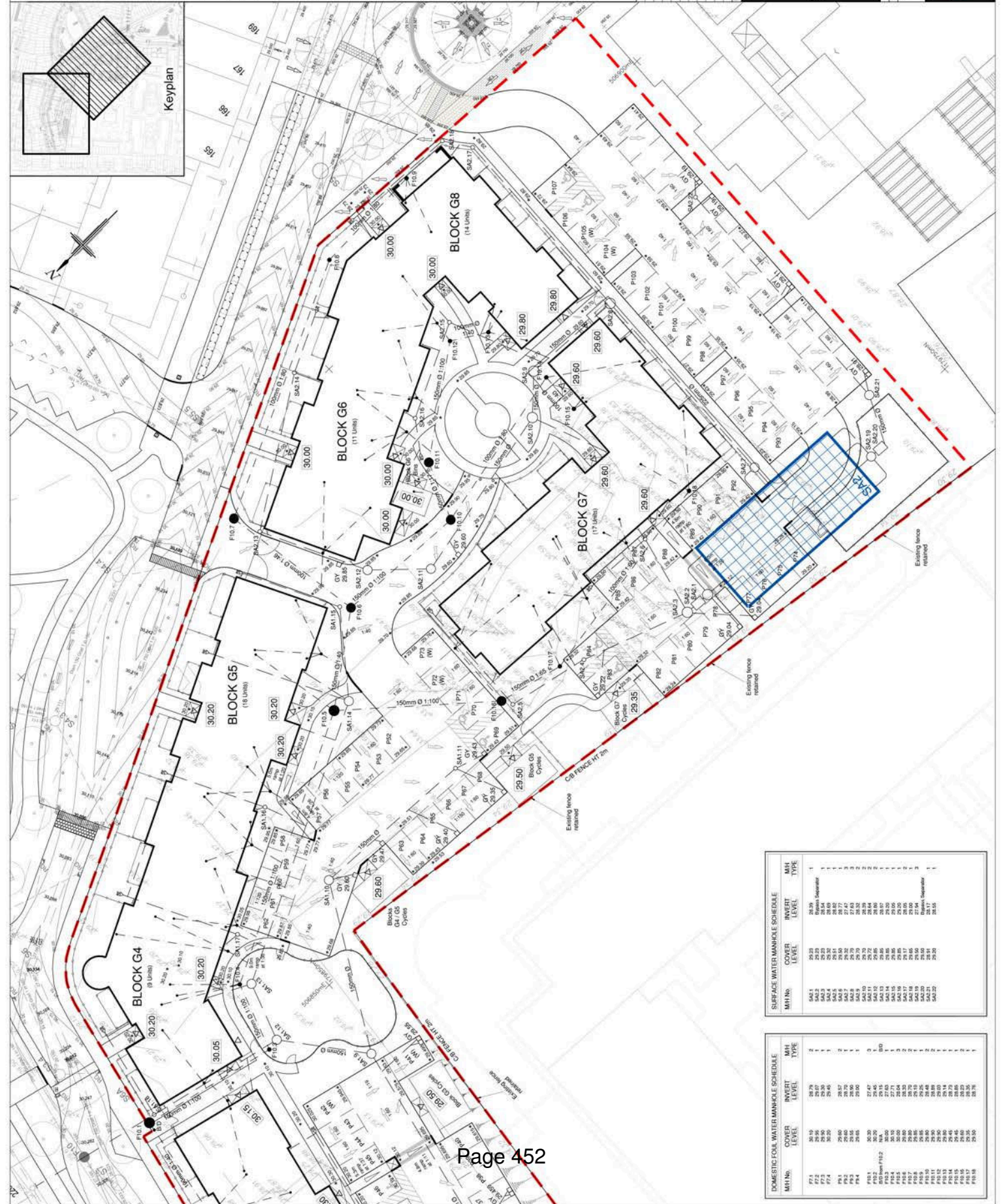
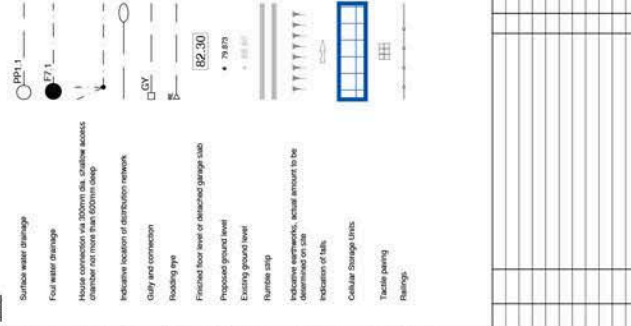
- 1. All pipe sizes are to be constructed in accordance with the following standards, unless otherwise stated:
- 2. Drains are to be constructed using heavy duty vitrified clay pipes unless otherwise stated.
- 3. All manholes are to be constructed using heavy duty vitrified clay pipes unless otherwise stated.
- 4. Access to existing and proposed manholes is to be in accordance with BS5951:1996.
- 5. All access to existing and proposed manholes is to be in accordance with BS5951:1996.

IDENTIFICATION

TYPE	DEPTH RANGE	IDENTIFICATION
1	0 to 1.5m	Blue - Domestic Sewer
2	1.5 to 2.0m	Green - Surface Water
3	2.0 to 2.5m	Red - Fire Water
4	2.5 to 3.0m	Yellow - Gas
5	3.0 to 3.5m	Orange - Electricity
6	3.5 to 4.0m	Purple - Water
7	4.0 to 4.5m	Brown - Sewer
8	4.5 to 5.0m	Black - Sewer
9	5.0 to 5.5m	Dark Blue - Sewer
10	5.5 to 6.0m	Light Blue - Sewer

- 6. All manholes are to be constructed in accordance with the following standards, unless otherwise stated:
- 7. All manholes are to be constructed in accordance with the following standards, unless otherwise stated:
- 8. All manholes are to be constructed in accordance with the following standards, unless otherwise stated:
- 9. All manholes are to be constructed in accordance with the following standards, unless otherwise stated:
- 10. All manholes are to be constructed in accordance with the following standards, unless otherwise stated:

KEY



SURFACE WATER MANHOLE SCHEDULE

MH No.	COVER LEVEL	INVERT LEVEL	MH TYPE
SA2.1	29.25	28.79	1
SA2.2	29.25	28.79	1
SA2.3	29.25	28.79	1
SA2.4	29.25	28.79	1
SA2.5	29.25	28.79	1
SA2.6	29.25	28.79	1
SA2.7	29.25	28.79	1
SA2.8	29.25	28.79	1
SA2.9	29.25	28.79	1
SA2.10	29.25	28.79	1
SA2.11	29.25	28.79	1
SA2.12	29.25	28.79	1
SA2.13	29.25	28.79	1
SA2.14	29.25	28.79	1
SA2.15	29.25	28.79	1
SA2.16	29.25	28.79	1
SA2.17	29.25	28.79	1
SA2.18	29.25	28.79	1
SA2.19	29.25	28.79	1
SA2.20	29.25	28.79	1
SA2.21	29.25	28.79	1
SA2.22	29.25	28.79	1
SA2.23	29.25	28.79	1

DOMESTIC FOUL WATER MANHOLE SCHEDULE

MH No.	COVER LEVEL	INVERT LEVEL	MH TYPE
F11	29.30	28.79	2
F12	29.30	28.79	2
F13	29.30	28.79	2
F14	29.30	28.79	2
F15	29.30	28.79	2
F16	29.30	28.79	2
F17	29.30	28.79	2
F18	29.30	28.79	2
F19	29.30	28.79	2
F20	29.30	28.79	2
F21	29.30	28.79	2
F22	29.30	28.79	2
F23	29.30	28.79	2
F24	29.30	28.79	2
F25	29.30	28.79	2
F26	29.30	28.79	2
F27	29.30	28.79	2
F28	29.30	28.79	2
F29	29.30	28.79	2
F30	29.30	28.79	2
F31	29.30	28.79	2
F32	29.30	28.79	2
F33	29.30	28.79	2
F34	29.30	28.79	2
F35	29.30	28.79	2
F36	29.30	28.79	2
F37	29.30	28.79	2
F38	29.30	28.79	2
F39	29.30	28.79	2
F40	29.30	28.79	2
F41	29.30	28.79	2
F42	29.30	28.79	2
F43	29.30	28.79	2
F44	29.30	28.79	2
F45	29.30	28.79	2
F46	29.30	28.79	2
F47	29.30	28.79	2
F48	29.30	28.79	2
F49	29.30	28.79	2
F50	29.30	28.79	2

NOTES

1) These co-ordinates are given to enable the kerbs to be accurately located when the site is built.

IMPORTANT CHECKS

1) Any variance or discrepancy must be reported back to RCP Engineering before work begins.

THIS DRAWING IS TO BE READ IN CONJUNCTION WITH DRAWING NUMBER INL/E4137/106

KEY

Kerb Types:

Half Battered Kerb (100mm Upstand)

Bull Nose Kerb (200mm Upstand)

Flush Edging



Rev: Date: Details: By: Check:

Client:- DGV Ltd
2 Anglo Office Park
67 White Lion Road
Ampersham
Bucks HP7 5EB

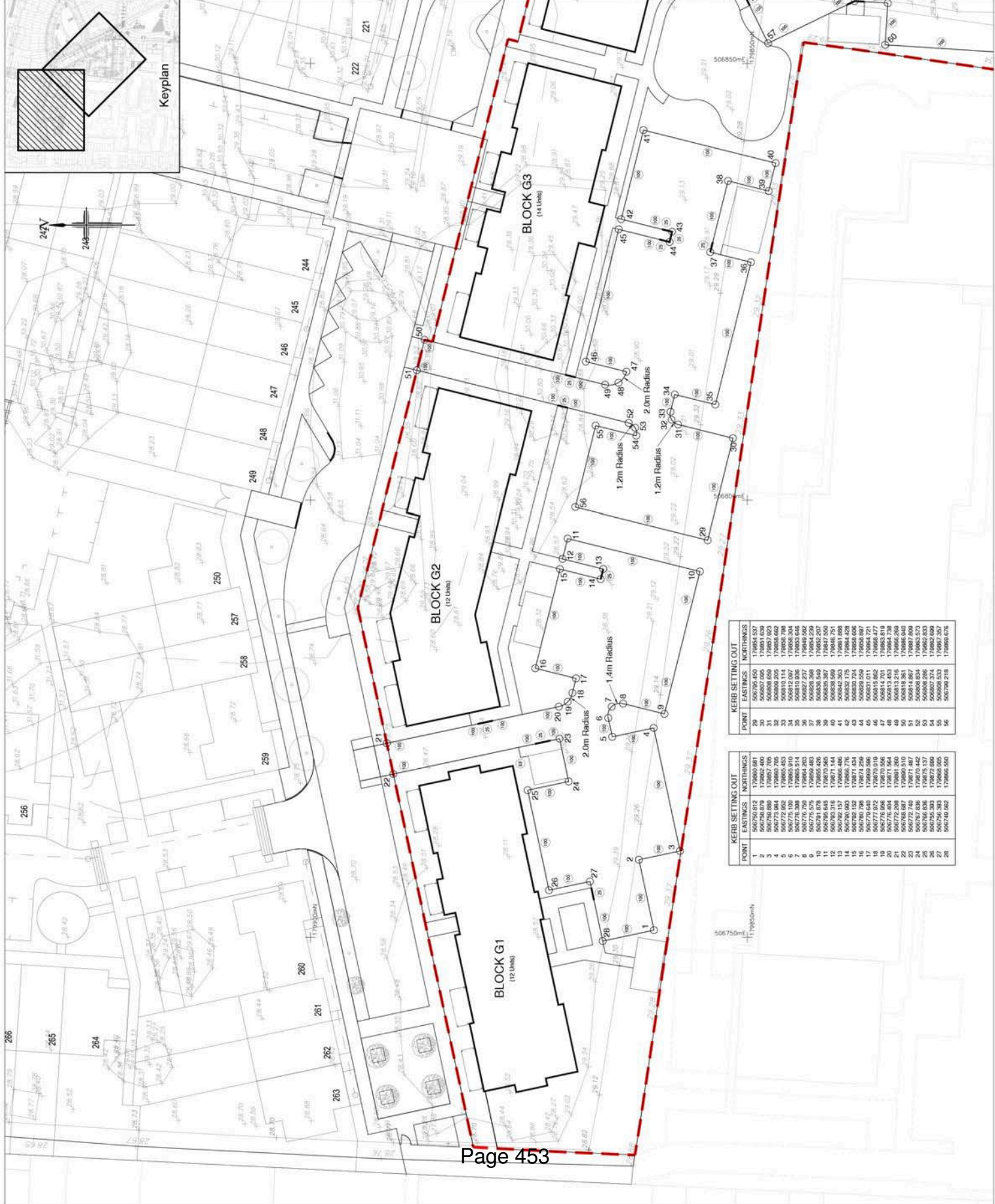
Drawing Title:-
KERB SETTING OUT LAYOUT
SHEET 1 OF 2

Date: August 2013 Scale: 1:200 at A1

Drawing No. **INL/E4137/104**

Rogers Cory Partnership
Civil, Structural and Architectural Consultants

The old school old school road,
Hook Hampton HP27 6JF
01295 752558 w: www.rcp-consultants.co.uk



KERB SETTING OUT - NORTHINGS		
POINT	EASTINGS	NORTHINGS
29	506795.450	179854.537
30	506795.450	179854.537
31	506800.659	179857.925
32	506800.205	179858.662
33	506811.137	179858.326
34	506810.808	179853.646
35	506827.237	179854.255
36	506836.548	179852.207
37	506838.397	179847.550
38	506832.175	179844.429
39	506842.353	179851.889
40	506842.353	179850.559
41	506831.011	179864.721
42	506831.011	179864.721
43	506814.701	179853.819
44	506818.261	179858.040
45	506818.261	179857.925
46	506814.887	179860.890
47	506808.298	179862.823
48	506808.298	179862.823
49	506796.233	179856.071
50	506796.233	179856.071

KERB SETTING OUT - NORTHINGS		
POINT	EASTINGS	NORTHINGS
1	506795.812	179860.881
2	506795.812	179857.925
3	506795.812	179857.925
4	506773.864	179850.705
5	506773.864	179850.705
6	506772.855	179855.480
7	506778.388	179855.914
8	506773.529	179854.283
9	506773.529	179855.426
10	506791.878	179850.465
11	506795.812	179857.925
12	506795.812	179857.925
13	506792.157	179856.486
14	506790.965	179856.486
15	506792.157	179856.486
16	506792.157	179856.486
17	506770.798	179874.259
18	506770.798	179874.259
19	506773.864	179850.705
20	506773.864	179850.705
21	506773.864	179850.705
22	506772.855	179855.480
23	506772.855	179855.480
24	506778.388	179855.914
25	506773.529	179854.283
26	506773.529	179855.426
27	506795.812	179857.925
28	506795.812	179857.925

NOTES

1) These co-ordinates are given to enable the kerbs to be accurately located when the site.

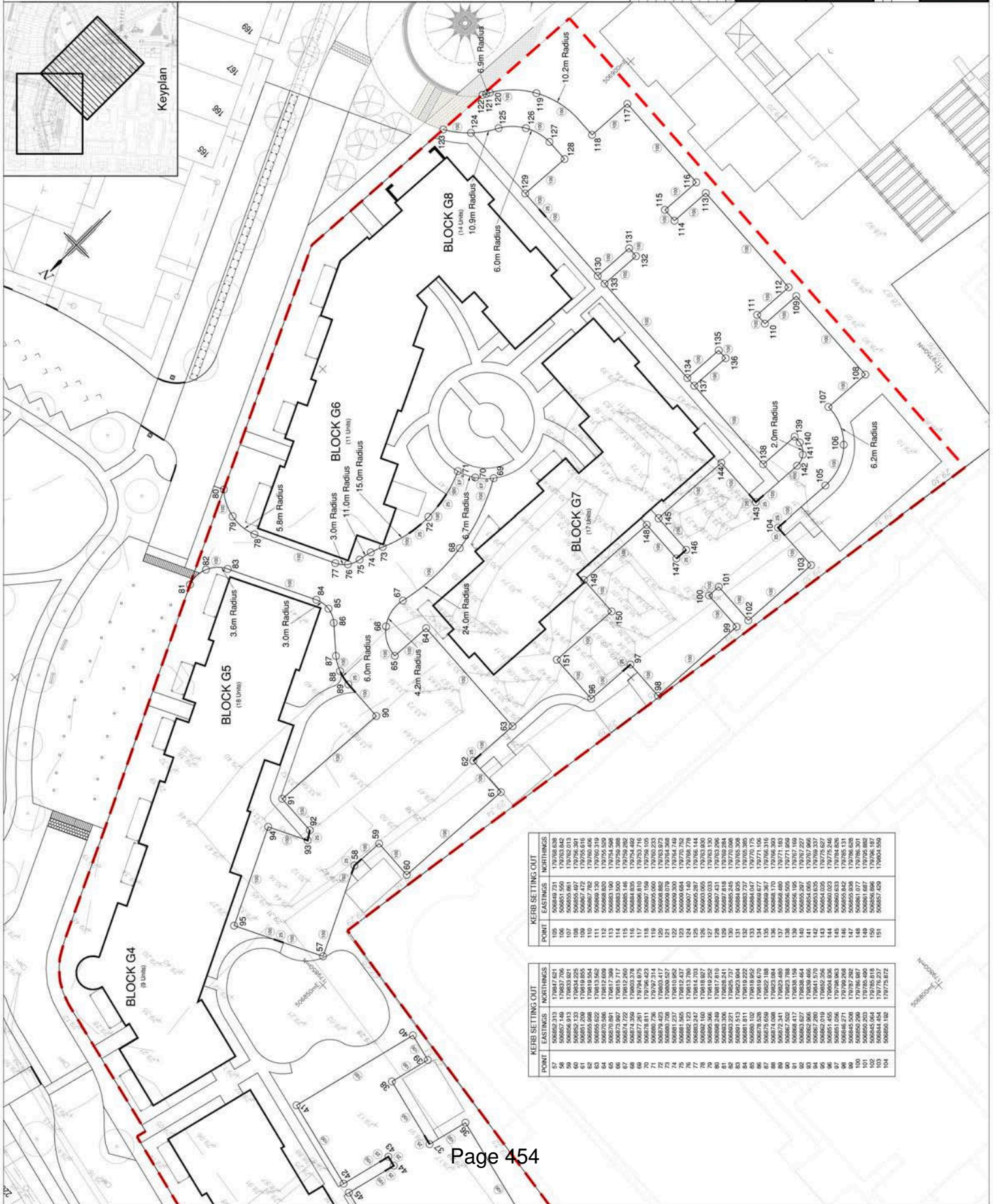
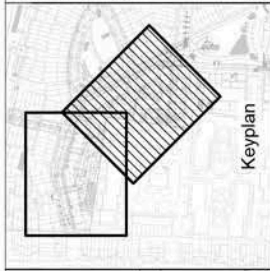
IMPORTANT CHECKS

1) Any variance or discrepancy must be reported back to RCP Engineering before work begins.

THIS DRAWING IS TO BE READ IN CONJUNCTION WITH DRAWING NUMBER INL/E4137/106

KEY

- Kerb Types:
 - Half Battered Kerb (100mm Upstand)
 - Bull Nosed Kerb (20mm Upstand)
 - Flush Edging



POINT	EASTINGS	NORTHINGS
105	506649.731	170788.638
106	506650.146	170789.252
107	506650.561	170789.865
108	506650.976	170790.479
109	506651.391	170791.092
110	506651.806	170791.706
111	506652.221	170792.319
112	506652.636	170792.933
113	506653.051	170793.546
114	506653.466	170794.160
115	506653.881	170794.773
116	506654.296	170795.387
117	506654.711	170796.000
118	506655.126	170796.614
119	506655.541	170797.227
120	506655.956	170797.841
121	506656.371	170798.454
122	506656.786	170799.068
123	506657.201	170799.681
124	506657.616	170800.295
125	506658.031	170800.908
126	506658.446	170801.522
127	506658.861	170802.135
128	506659.276	170802.749
129	506659.691	170803.362
130	506660.106	170803.976
131	506660.521	170804.589
132	506660.936	170805.203
133	506661.351	170805.816
134	506661.766	170806.430
135	506662.181	170807.043
136	506662.596	170807.657
137	506663.011	170808.270
138	506663.426	170808.884
139	506663.841	170809.497
140	506664.256	170810.111
141	506664.671	170810.724
142	506665.086	170811.338
143	506665.501	170811.951
144	506665.916	170812.565
145	506666.331	170813.178
146	506666.746	170813.792
147	506667.161	170814.405
148	506667.576	170815.019
149	506667.991	170815.632
150	506668.406	170816.246
151	506668.821	170816.859

POINT	EASTINGS	NORTHINGS
57	506662.313	170807.821
58	506662.728	170808.434
59	506663.143	170809.048
60	506663.558	170809.661
61	506663.973	170810.275
62	506664.388	170810.888
63	506664.803	170811.502
64	506665.218	170812.115
65	506665.633	170812.729
66	506666.048	170813.342
67	506666.463	170813.956
68	506666.878	170814.569
69	506667.293	170815.183
70	506667.708	170815.796
71	506668.123	170816.410
72	506668.538	170817.023
73	506668.953	170817.637
74	506669.368	170818.250
75	506669.783	170818.864
76	506669.198	170819.477
77	506670.013	170820.091
78	506670.828	170820.704
79	506671.643	170821.318
80	506672.458	170821.931
81	506673.273	170822.545
82	506674.088	170823.158
83	506674.903	170823.772
84	506675.718	170824.385
85	506676.533	170825.000
86	506677.348	170825.613
87	506678.163	170826.227
88	506678.978	170826.840
89	506679.793	170827.454
90	506680.608	170828.067
91	506681.423	170828.681
92	506682.238	170829.294
93	506683.053	170829.908
94	506683.868	170830.521
95	506684.683	170831.135
96	506685.498	170831.748
97	506686.313	170832.362
98	506687.128	170832.975
99	506687.943	170833.589
100	506688.758	170834.202
101	506689.573	170834.816
102	506690.388	170835.429
103	506691.203	170836.043
104	506692.018	170836.656

<p>Client:- DGV Ltd 2 Anglo Office Park 67 White Lion Road Amersham Bucks HP7 9EB</p>	<p>Drawing Title:- KERB SETTING OUT LAYOUT SHEET 2 OF 2</p>	<p>Scale:- 1:200 at A1</p>
<p>Rev: Date: Details: By: Check:</p>	<p>Site:- Drawing Title:- KERB SETTING OUT LAYOUT SHEET 2 OF 2</p>	<p>Date: August 2013 Drawn: AC Checked: SW</p>
<p>Drawing No. INL/E4137/105</p>		
<p>Rogers Cory Partnership Civil, Structural and Architectural Engineers The old school old school road Hook Hampton HP7 2JY www.rcpartnerships.co.uk T 01295 753548 W rcpartnerships@rcpartnerships.co.uk</p>		

SPECIFICATION
Forestry Commission Practice Note 8
All native species should be of local stock. Native plants should be used wherever possible. All plants and shrubs should be either mature plants or well advanced saplings.

All planting should comply with the following:
All planting preparation, handling, planting & watering should comply with BS 5831 Part 1 Code for Handling and Establishing Plants.
All trees and shrubs to be planted in accordance with the Landscape Specification.
All works generally, to comply with the written 500mm specification.
The planting should be backfilled to the level of the surrounding ground.
For a list of approved suppliers, see the list of suppliers provided in the appendices to this drawing.
For a list of approved plant species, see the list of plants provided in the appendices to this drawing.

NOTE: DO NOT SCALE FROM DRAWING

Proposed tree pit (within soft landscape)
Proposed soft landscape

Roburum Urban tree irrigation system as supplied from approved irrigation in line with suppliers recommendations

HARD LANDSCAPE PROPOSALS LEGEND

Proposed surface surfacing sub base and installation in line with engineers details

Proposed permeable light buff sub base and installation in line with engineers details

Proposed granite aggregate setts (F 990/400) 100x100x10mm Silver Grey as supplied from Marshall's to be laid in stretcher bond formation. Sub base and installation in line with engineers details

Proposed paving on residential units Charwood (F 700/100) 450x450x40mm buff setts as supplied from Marshall's to be laid in stretcher bond formation. Sub base and installation in line with engineers details

Proposed paving on residential units Charwood (F 700/100) 450x450x40mm buff setts as supplied from Marshall's to be laid in stretcher bond formation. Sub base and installation in line with engineers details

Proposed 450mm concrete slabs 450x450x40mm as supplied from Marshall's to be laid in stretcher bond formation. Sub base and installation in line with engineers details

Proposed 150mm concrete slabs 150x150x40mm as supplied from Marshall's to be laid in stretcher bond formation. Sub base and installation in line with engineers details

Proposed 300mm concrete slabs 300x300x40mm as supplied from Marshall's to be laid in stretcher bond formation. Sub base and installation in line with engineers details

Proposed 600mm concrete slabs 600x600x40mm as supplied from Marshall's to be laid in stretcher bond formation. Sub base and installation in line with engineers details

Proposed 1200mm concrete slabs 1200x1200x40mm as supplied from Marshall's to be laid in stretcher bond formation. Sub base and installation in line with engineers details

Proposed 2400mm concrete slabs 2400x2400x40mm as supplied from Marshall's to be laid in stretcher bond formation. Sub base and installation in line with engineers details

Proposed 4800mm concrete slabs 4800x4800x40mm as supplied from Marshall's to be laid in stretcher bond formation. Sub base and installation in line with engineers details

Proposed 9600mm concrete slabs 9600x9600x40mm as supplied from Marshall's to be laid in stretcher bond formation. Sub base and installation in line with engineers details

Proposed 19200mm concrete slabs 19200x19200x40mm as supplied from Marshall's to be laid in stretcher bond formation. Sub base and installation in line with engineers details

Proposed 38400mm concrete slabs 38400x38400x40mm as supplied from Marshall's to be laid in stretcher bond formation. Sub base and installation in line with engineers details

Proposed 76800mm concrete slabs 76800x76800x40mm as supplied from Marshall's to be laid in stretcher bond formation. Sub base and installation in line with engineers details



Proposed Planting Schedule

Trees	Code	Quantity	Species	Notes
Amelanchier	P1	10	Amelanchier	10m x 10m x 400mm
Amelanchier	P2	10	Amelanchier	10m x 10m x 400mm
Amelanchier	P3	10	Amelanchier	10m x 10m x 400mm
Amelanchier	P4	10	Amelanchier	10m x 10m x 400mm
Amelanchier	P5	10	Amelanchier	10m x 10m x 400mm
Amelanchier	P6	10	Amelanchier	10m x 10m x 400mm
Amelanchier	P7	10	Amelanchier	10m x 10m x 400mm
Amelanchier	P8	10	Amelanchier	10m x 10m x 400mm
Amelanchier	P9	10	Amelanchier	10m x 10m x 400mm
Amelanchier	P10	10	Amelanchier	10m x 10m x 400mm
Amelanchier	P11	10	Amelanchier	10m x 10m x 400mm
Amelanchier	P12	10	Amelanchier	10m x 10m x 400mm
Amelanchier	P13	10	Amelanchier	10m x 10m x 400mm
Amelanchier	P14	10	Amelanchier	10m x 10m x 400mm
Amelanchier	P15	10	Amelanchier	10m x 10m x 400mm
Amelanchier	P16	10	Amelanchier	10m x 10m x 400mm
Amelanchier	P17	10	Amelanchier	10m x 10m x 400mm
Amelanchier	P18	10	Amelanchier	10m x 10m x 400mm
Amelanchier	P19	10	Amelanchier	10m x 10m x 400mm
Amelanchier	P20	10	Amelanchier	10m x 10m x 400mm
Amelanchier	P21	10	Amelanchier	10m x 10m x 400mm
Amelanchier	P22	10	Amelanchier	10m x 10m x 400mm
Amelanchier	P23	10	Amelanchier	10m x 10m x 400mm
Amelanchier	P24	10	Amelanchier	10m x 10m x 400mm
Amelanchier	P25	10	Amelanchier	10m x 10m x 400mm
Amelanchier	P26	10	Amelanchier	10m x 10m x 400mm
Amelanchier	P27	10	Amelanchier	10m x 10m x 400mm
Amelanchier	P28	10	Amelanchier	10m x 10m x 400mm
Amelanchier	P29	10	Amelanchier	10m x 10m x 400mm
Amelanchier	P30	10	Amelanchier	10m x 10m x 400mm

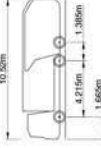
ACD
Ecology
Arboriculture
Landscape Architecture

ACD Ecology & Landcare
12 Redwood Way, West Wickham, London SE20 8JL
Tel: 0208 326 3260 Fax: 0208 326 3261
www.acdgroup.co.uk

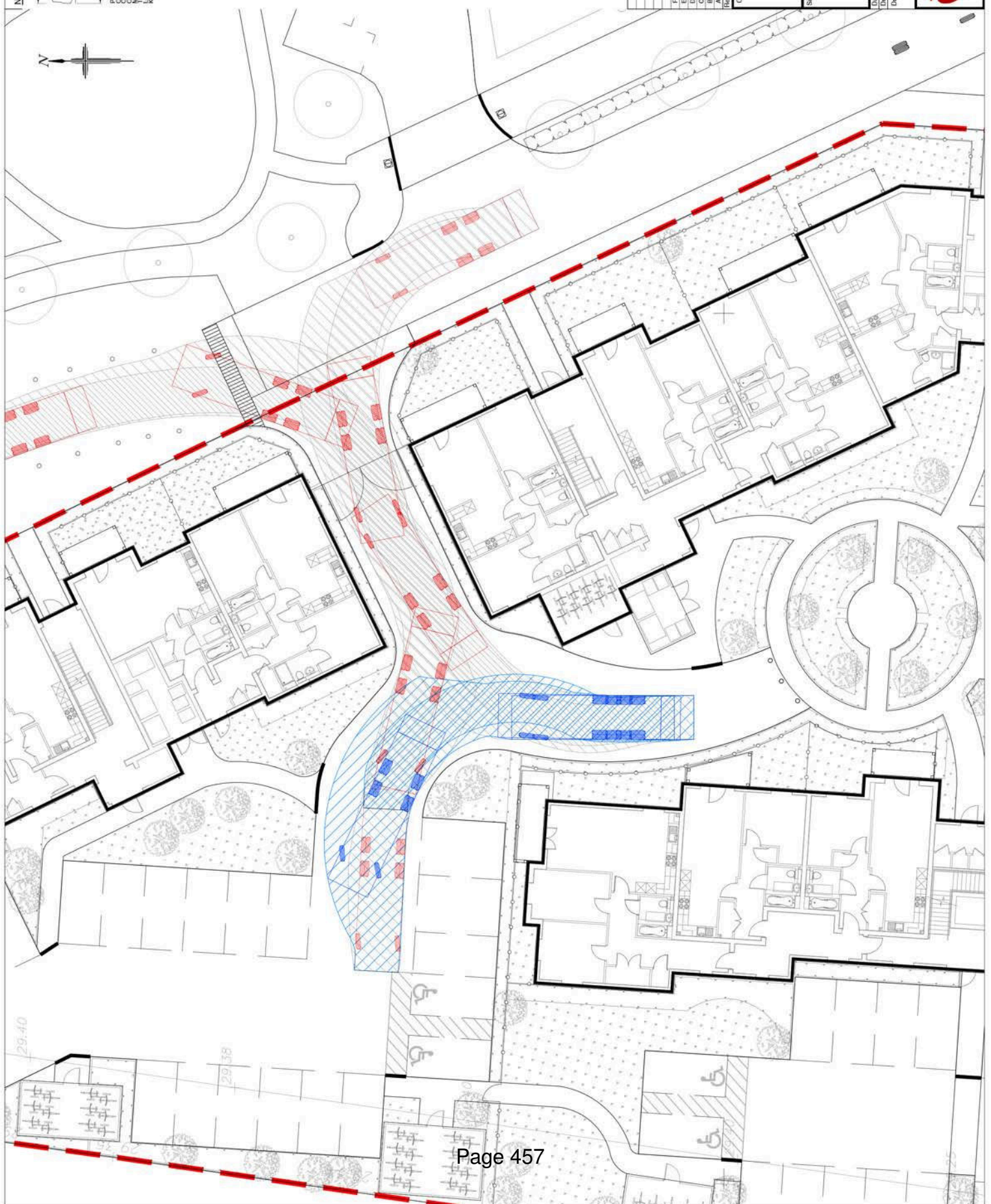
Project: 1000000000
Client: 1000000000
Date: 10/10/2013
Scale: 1:250@A1

Checked: JCS
Drawn: JS

NOTES



10.50m
 4.21m
 1.38m
 Overall Length
 Overall Body Height
 Overall Body Clearance
 Track Width
 Kerb to Kerb Turning Radius



Rev	Date	Details	By	Check
F	18.09.13	Gate widened at parking area entrance	AC	SLW
E	18.09.13	300mm offset from kerb / landscaping removed	AC	SLW
D	18.09.13	300mm offset from kerb / landscaping added	AC	SLW
C	18.09.13	Layout revised from kerb / landscaping added	AC	SLW
B	18.09.13	Layout revised to allow left turn out of parking area	AC	SLW
A	13.09.13	Layout revised	AC	SLW

Client:-
 DGV Ltd
 2 Anglo Office Park
 67 White Lion Road
 Amersham
 Bucks HP7 9EB

Drawing Title:-
 REFUSE VEHICLE
 SWEEP PATH
 BLOCKS G5 & G6

Drawing No.: INL/E4137/202 F

Date: Sep 2013
Scale: 1:100 @ A1
Drawn: AC
Checked: SLW

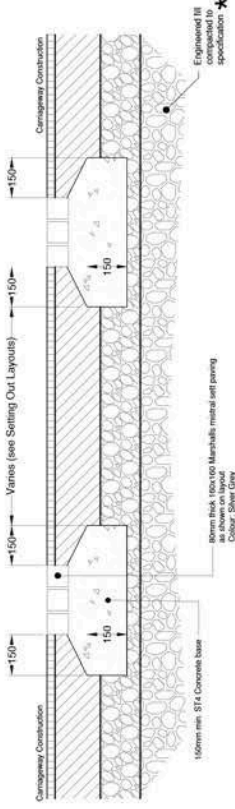
Logo: GARDEN VELAZUE

Logo: Rogers Cory Partnership
 civil, structural and architectural engineers
 The old school old school road
 Hook Hampton RG7 2JY
 F 01295 753548 W www.rco-partnership.co.uk

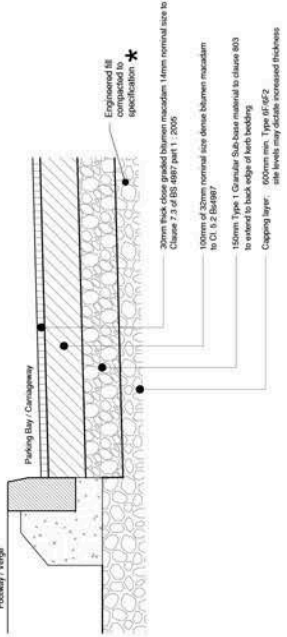
NOTES

- 1. All works to be in accordance with the Department of Transport Specifications for Highway Works.
- 2. Bituminous materials to comply with relevant Clause No. in BS2487 / BS EN 13186
- 3. Grading of granular sub-base material to comply with BS1377 - 1975.
- 4. Concrete to appropriate resisting class DS-1 of Table C2 of BRE Special Digest 1 SBI Part C (2005) ACPC class AC-1
- 5. Kerb foundation to be laid on rolled sub-base of minimum thickness 100mm
- 6. All in situ concrete to foundation and launch to be C16/20 to BS EN 206:185 8500
- 7. All kerbs to BS7533.
- 8. Contractor may lay the kerbs by the Window method.
- 9. All dimensions are in millimetres.

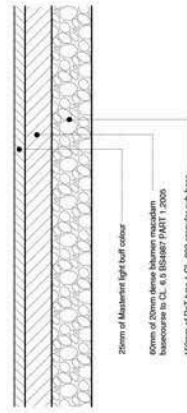
SETT PAVING FEATURE CONSTRUCTION



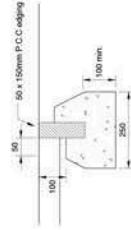
BITMAC PARKING BAY AND CARRIAGEWAY CONSTRUCTION



MASTERTINT CONSTRUCTION

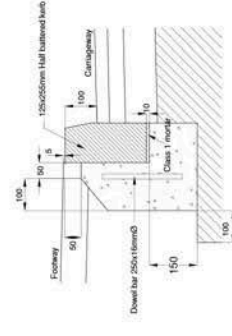


FOOTWAY/PAVING EDGE

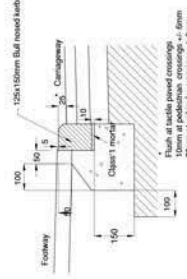


STANDARD KERB DETAIL (PC125)

TYPICAL EDGING CONSTRUCTION



BULLNOSE KERB DETAIL



*** EARTHWORKS MATERIALS CLASSIFICATION & COMPACTION REQUIREMENTS.**

To be used beneath type 1 sub-base material, where sub-base does not extend to existing ground level

All earthworks to be carried out in accordance with MCHW Series 600 - Earthworks Clause 612 - Compaction of Fills - Table 61.

Fill Material - Class 1A Well Graded Granular Material Compaction Requirements - Table 614, Method 2 Minimum & Maximum Fill Layer Depth is dependant on type of compaction plant to be used.

All material in soft spots to be removed and replaced with suitably compacted sub base material. Formation to be proof rolled.

Revised	Date	Details	By	Checked

Client:-
DGV Ltd
 2 Anglo Office Park
 67 White Lion Road
 Amersham
 Bucks HP7 9FB

Drawing Title:-
STANDARD CONSTRUCTION DETAILS

Sheet 1 of 3
 Scale: Not to Scale at A1
 Orientation: SW

Date: August 2013
 Drawn: AC
 Checked:

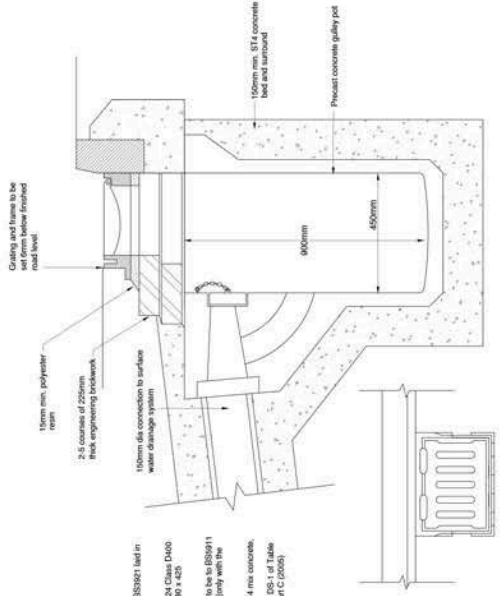
Drawing No. **INL/E4137/107**



REFER TO ACD DRAWINGS & DETAILS FOR LOCATION OF FEATURE PAVING & EXTERNAL FINISHES. WHERE DISCREPANCIES ARE NOTICED, ACD DRAWINGS + DETAILS SHALL TAKE PRECEDENCE.

NOTES

- See drainage layouts for location and orientation of infiltration devices.
- Soakaways designed to variable rise as confirmed in WD environmental report.
- In situ testing is to be carried out to verify the actual infiltration rate and the size of the soakaways recalculated if necessary.
- All adoptable works to be constructed in accordance with W8: Sewers for Adoption - 6th Edition.
- All based concrete to be suitable for Design Sulphate Class DS1 and ACEG Class AC-1.
- All connections shown on the Engineering 1, Laid out into the Infiltration Structures are to penetrate the structure to a maximum of 300mm. Care must be taken to ensure the protection is adequately applied at the joints to prevent the substrate from contaminating the permeable media.



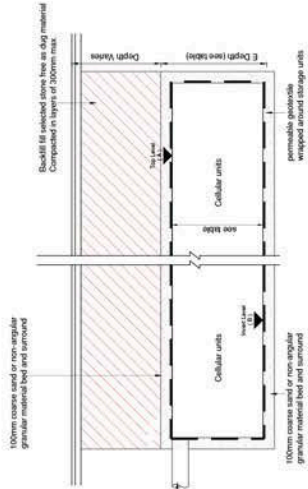
PLAN SECTION
GULLY CONSTRUCTION

GULLY NOTES:

- Block to be specified class B to BS5901 laid in Class 1 material in single bed.
- Gully pot frames to be BS EN 14 Class D400 with square inlet opening 300 x 425 minimum.
- Gully pots and cover slabs (if used) to be to BS5911 part 191; other materials permitted only with the approval of the Engineer.
- Cast in situ using form and S14 mix concrete. Concrete to sulphate resisting class BS-1 of Table A2EG class AC-1. Digest 1.301 Part C (2005) A2EG class AC-1.

CELLULAR INFILTRATION NOTES:

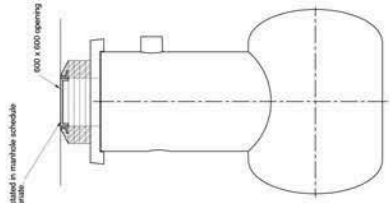
- The purpose of this detail is for the construction of the cellular unit only. Drainage layouts should be referred to for all other matters.
- Cellular units are designed assuming Aquadul is used. Alternative units may be used to approved to the Engineer. The location and depth to which they are placed for the location and depth to which they are placed, gully or catchpit.
- Connections to infiltration units must be by tapered gully or catchpit.
- Infiltration units and gullyholes are to be installed in accordance with the manufacturer's specifications.



TYPICAL SECTION THROUGH CELLULAR INFILTRATION

SOAKAWAY BLANKET NUMBER	LENGTH (C)	WIDTH (D)	DEPTH (E)	TOP LEVEL (A)	INERT LEVEL (B)	CONTRIBUTORY AREA
SA1	20.00	9.00	1.20	26.100	26.900	0.851
SA2	20.00	9.00	0.80	27.600	26.800	0.231

CELLULAR INFILTRATION BLANKET SCHEDULE



BYPASS SEPARATOR SCHEDULE

TYPE 1

CHAMBER NUMBER	CLASS	TYPE
SA1.2	1	CMBN/21
SA1.6	1	CMBN/21
SA2.2	1	CMBN/21
SA2.20	1	CMBN/21

CONDER BYPASS SEPARATOR

NOTE
Conder bypass separators have been approved for use in the following areas. Alternative suppliers of similar units can be used with the approval of the Engineer.

STANDARD CONSTRUCTION PRECAUTIONS

Many materials listed from others listed and during the construction process. All materials should be protected from contamination by oil, cement, washing water, etc. The Engineer shall be notified immediately if any such contamination occurs. Where it is found that the materials are contaminated, they should be replaced with clean materials.

It is recommended that, until all construction works have been completed within the site, the site should be fenced off to prevent access by the public. The site should be kept clear of all materials and debris. The site should be kept clear of all materials and debris. The site should be kept clear of all materials and debris.

It is recommended that, until all construction works have been completed within the site, the site should be fenced off to prevent access by the public. The site should be kept clear of all materials and debris. The site should be kept clear of all materials and debris.

Rev.	Date	Details	By	Check

Client:-
DGV Ltd
2 Anglo Office Park
67 White Lion Road
Amersham
Bucks HP7 9EB

Drawing Title:-
STANDARD CONSTRUCTION DETAILS

Sheet 2 of 3

Date: August 2013
Scale: Not to Scale of A1
Checked: SW

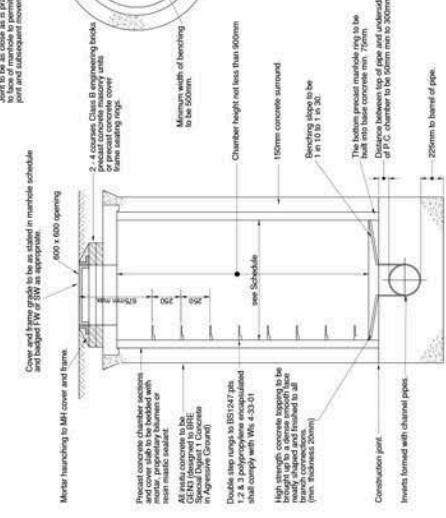
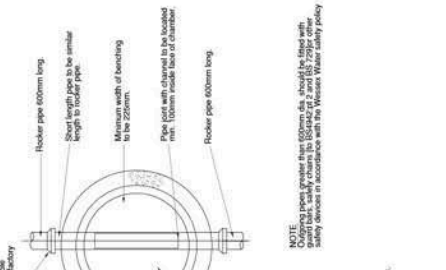
Drawing No. **IN/E4137/108**

GREEN GARDEN VILLAGE

Rogers Cory Partnership
Civil, Structural and Architectural Consultants
The old school old school road
Hook Hampton RG7 2JY
Tel: 01295 753548
Fax: 01295 753548
www.rogerscory.co.uk

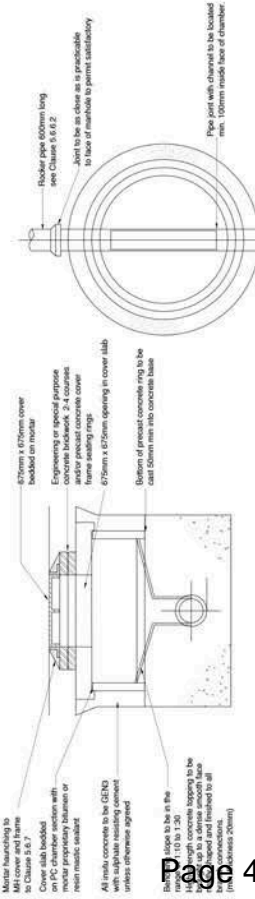
NOTES

1. All dimensions are in millimetres.
2. Internal dimensions of Type C manhole normally 600mm x 675mm but manhole width should be increased for pipe larger than 600mm dia. to give 225mm bearing each side and this thickness coded down to cut cover 6th Edition.
3. All works to be constructed in accordance with WSA Sowers for Adoption - 6th Edition.
4. Pipework should have spigot and socket flange joints.
5. Concrete to sulphate resisting class BS 5. of Table C2 of BRE Special Digest 1 S01 Part C (2009) A2CEC class AC-1.

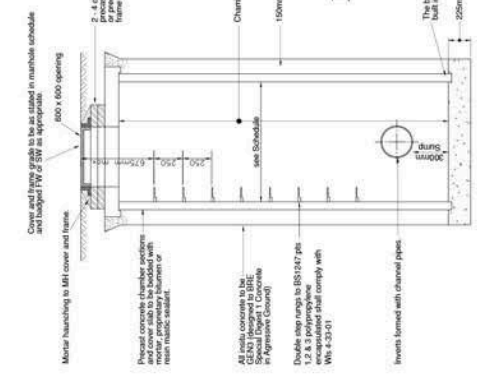


TYPE B MANHOLE CONSTRUCTION

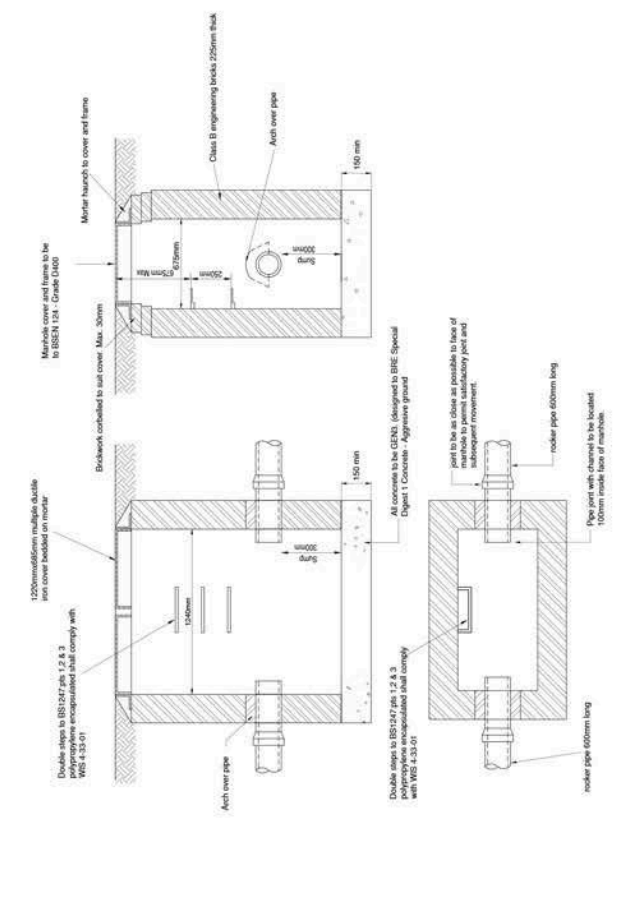
PIPE SIZE	CHAMBER DIAMETER	CRITICAL PIPE LENGTHS (for manhole and leaving manhole) Pipe joint at least 200mm	BEYOND MATERIAL SIZE	
			NOMINAL DIAMETER	GRAZED
375	450	150 to 150	150 to 150	150 to 150
375-450	1500	150 to 200	150 to 200	14 to 9
500-700	1800	200 to 300	11.2 to 20	14 to 9
700-900	1800	200 to 300	11.2 to 20	14 to 9
900-1200	2100	150 to 450	0.8 to 0.75	14 to 9
		450 to 700	0.75 to 1.2	14 to 9
		700 and over	1.2 and over	14 to 9



TYPE B CATCHPIT MANHOLE CONSTRUCTION

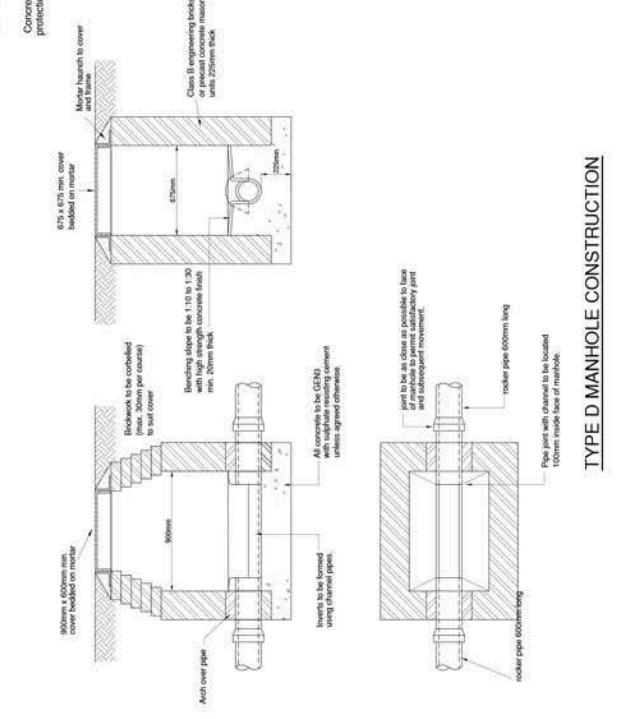


TYPE E MANHOLE CONSTRUCTION



TYPE C CATCHPIT MANHOLE CONSTRUCTION

PIPE BEDDING DETAILS

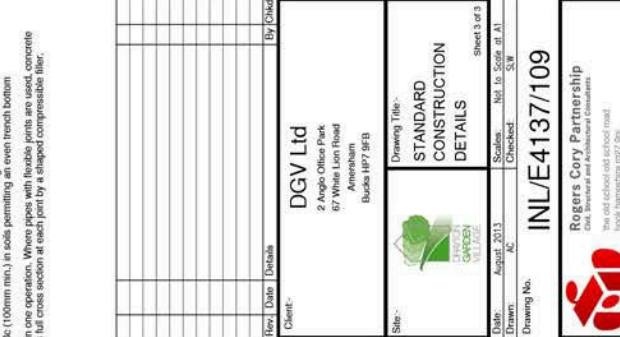


TYPE D MANHOLE CONSTRUCTION

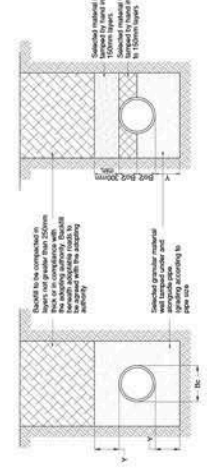
CLASS S SURROUND



CLASS B HAUNCH



UNREINFORCED CONCRETE SURROUND



NOTES

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MATERIAL SCHEDULE

- 1 BUFF FACING BRICKWORK
- 2 WHITE RENDER
- 3 COLOURED RENDER
- 4 SCORED RENDER

STREET SCENE EXTRACT 1 - BLOCK G3

REV	DATE	DESCRIPTION	BY/CHKD

MIKODIA DESIGNS LTD

ARCHITECTURAL VISUALISATION SERVICES
10th Floor, 100 Broad Street, Birmingham, B2 4DB
Tel: 0121 633 1000
www.mikodiadesigns.co.uk



PROJECT
DRAYTON GARDEN VILLAGE
PORTERS WAY
WEST DRAYTON

FILE #
STREET SCENE EXTRACT 1
BLOCK G3

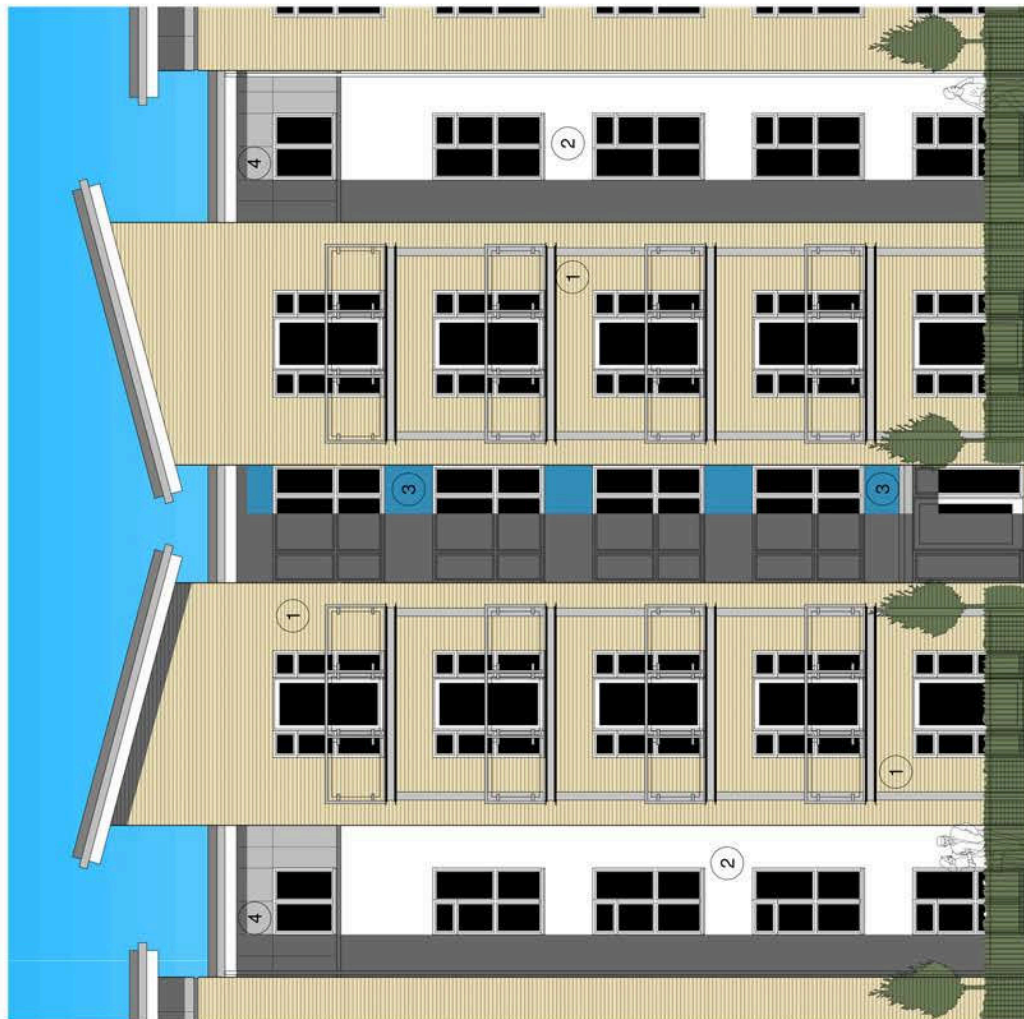
DATE
MDL-1188-PL13

SCALE
PLANNING
1:50

DATE
PLANNING
AUG-2013

NOTES

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STREET SCENE EXTRACT 1 - BLOCK G5

MATERIAL SCHEDULE

- 1 BUFF FACING BRICKWORK
- 2 WHITE RENDER
- 3 COLOURED RENDER
- 4 SCORED RENDER

REV	DATE	DESCRIPTION	BY/CHKD
-----	------	-------------	---------

MIKODA DESIGNS LTD
ARCHITECTURAL DESIGN SERVICES
10th Floor, 100 Broad Street, Birmingham, B2 4DB
Tel: 0121 633 1000
www.mikodadesigns.co.uk



PROJECT
DRAYTON GARDEN VILLAGE
PORTERS WAY
WEST DRAYTON

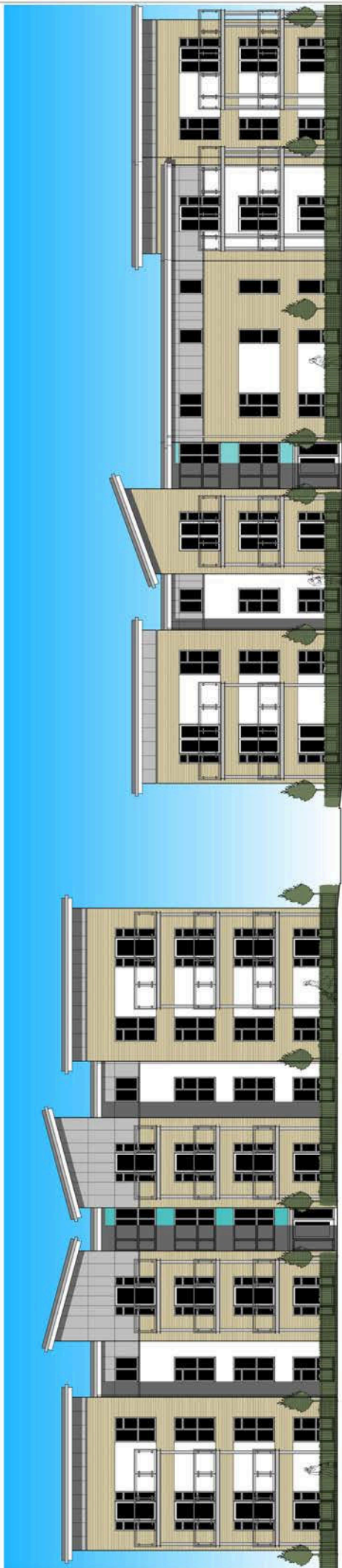
FILE #
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BLOCK G5

DATE
MDL-1188-PL114

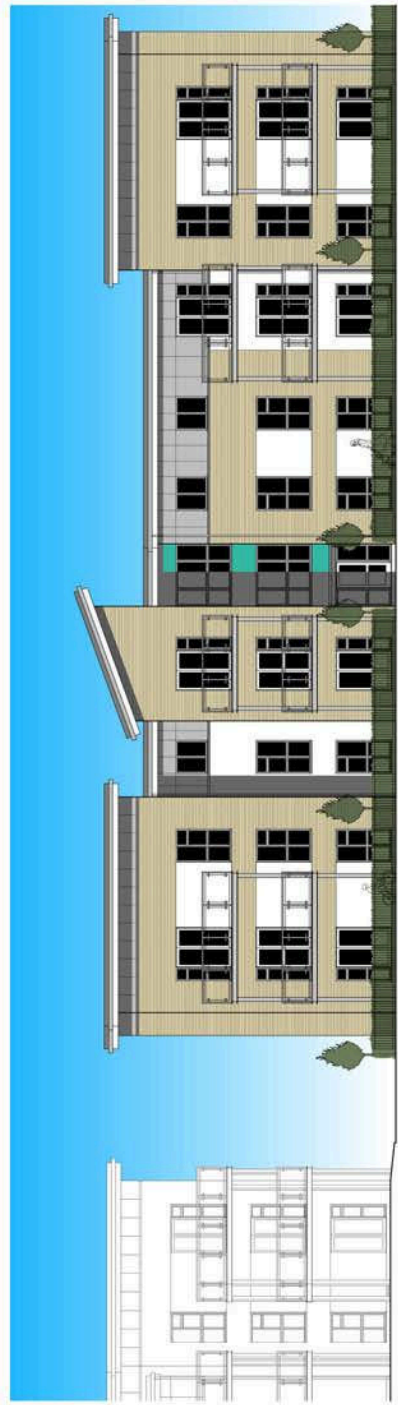
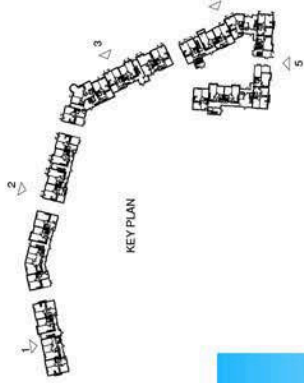
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PLANNING
1:50

DATE
AUG-2013

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STREET SCENE 2 - BLOCKS G2 & G3



STREET SCENE 1 - BLOCK G1

REV	DATE	DESCRIPTION	BY/CHKD

MIKODA DESIGNS LTD
 ARCHITECTURAL DESIGN SERVICES
 10th Floor, 100, The Quadrant, London, W1A 0AA
 Tel: +44 (0)20 7493 8888
 Email: info@mikodadesigns.co.uk



DRAYTON GARDEN VILLAGE
 PORTERS WAY
 WEST DRAYTON

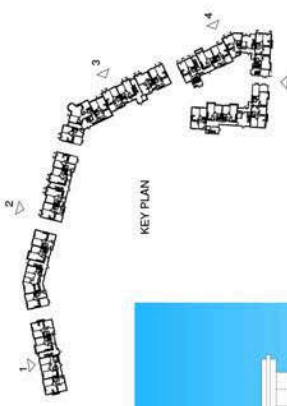
PROJECT	DRAYTON GARDEN VILLAGE
DATE	AUG 2013
SCALE	1:100
DATE	AUG 2013
SCALE	1:100
DATE	AUG 2013
SCALE	1:100

NOTES

INLAND HOMES IS THE PROPERTY OF MIKODA DESIGNS LTD.
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 MIKODA DESIGNS LTD FOR CLARIFICATION.



STREET SCENE 3 - BLOCKS G4 & G5



STREET SCENE 4 - BLOCKS G6 & G8

REV	DATE	DESCRIPTION	BY/CHKD

MIKODA DESIGNS LTD #

ARCHITECTURE | INTERIOR DESIGN | SERVICES

10th Floor, 100 Broad Street, Bristol, BS1 2TA, UK
 London: 020 7045 1000 | Bristol: 01273 800000
 www.mikodadesigns.co.uk | info@mikodadesigns.co.uk

Inland homes

PROJECT: DRAYTON GARDEN VILLAGE
 PORTERS WAY
 WEST DRAYTON

FILE: STREET SCENE 3 & 4
 BLOCKS G4, G5, G6 & G8

DATE: 11/18/2011

SCALE: 1:100

DATE: JAN 2013

NOTES

1. Survey Stations shown are based on MK Surveys topographical survey carried out in January 2012.
2. Grid and levels based on ODGB2010 national datum, derived from the national GPS network. LSF included.

COORDINATE TABLE				
STATION	DESCRIPTION	EASTINGS	NORTHINGS	LEVEL
1	Road Nail	507070.108	179500.301	26.464
S100	Hill Nail	506977.579	179498.352	26.464
S101	Hill Nail	506977.579	179500.301	26.464
S104	Hill Nail	506917.196	179718.579	26.796
S105	Hill Nail	507042.708	179697.130	26.074
S106	Hill Nail	507016.977	179857.200	26.031
S107	Hill Nail	506977.049	179843.179	26.257
S110	Hill Nail	507059.175	179536.348	26.636
S500	Hill Nail	507025.908	179561.700	26.747



Rev	Date	Details	By	Check

Client:-
DGV Ltd
 2 Anglo Office Park
 67 White Lion Road
 Amersham
 Bucks HP7 9EB

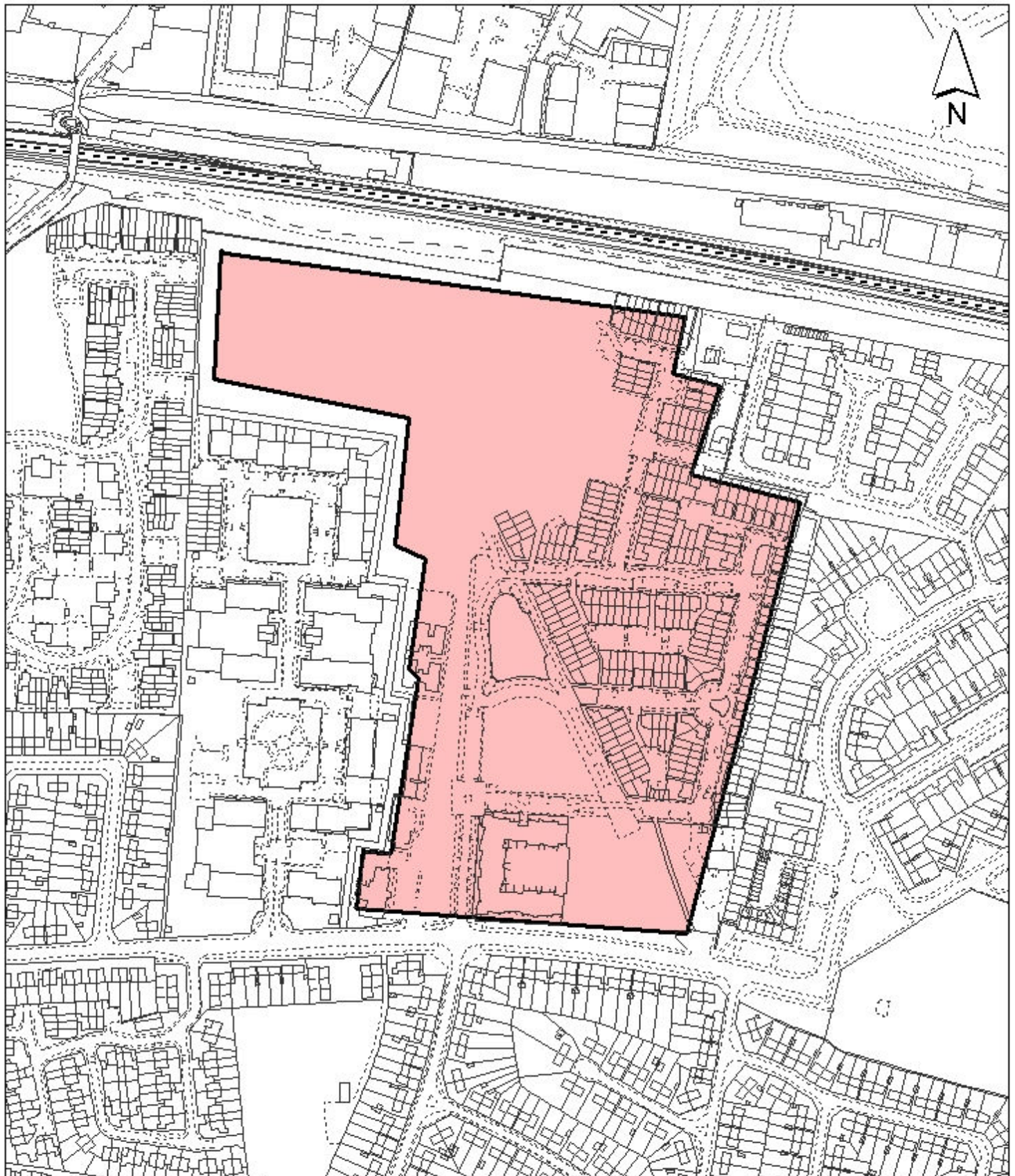
Date: September 2013
 Drawn: AC
 Checked: S.W



Scale: 1:1000, of A1

Drawing Title:-
SURVEY CONTROL STATIONS

Drawing No. **INL/E4137/106**

Rogers Cory Partnership
 Civil, Structural and Architectural Consultants
 The old school old school road
 Hook Hampton RG7 2JY
 Tel: 01256 763046
 Fax: 01256 763048
 www.rpconsultants.co.uk



<p>Notes</p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.</p> <p>© Crown copyright and database rights 2013 Ordnance Survey 100019283</p>	<p>Site Address</p> <p align="center">Former NATS Site Porters Way</p>		<p align="center">LONDON BOROUGH OF HILLINGDON</p> <p align="center">Residents Services</p> <p align="center">Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p align="center">51071APP/2013/2747</p>	<p>Scale</p> <p align="center">1:3,500</p>	 <p align="center">HILLINGDON</p> <p align="center">COUNCIL</p>
	<p>Planning Committee</p> <p align="center">Majors Page 466</p>	<p>Date</p> <p align="center">December 2013</p>	

Report of the Head of Planning, Sport and Green Spaces

Address 21 HIGH STREET YIEWSLEY

Development: Reserved matters (appearance, landscaping, layout and scale) in compliance with conditions 2 and 4 of planning permission ref: APP/R5510/A/10/2130048 dated 03/12/2010 for Redevelopment of site for mixed use development comprising a 44-unit apartment hotel, 1,320 m² of office space and 135 m² restaurant/bar, with associated access, car parking and landscaping (Outline application for approval of access).

LBH Ref Nos: 26628/APP/2013/2604

Date Plans Received: 09/09/2013

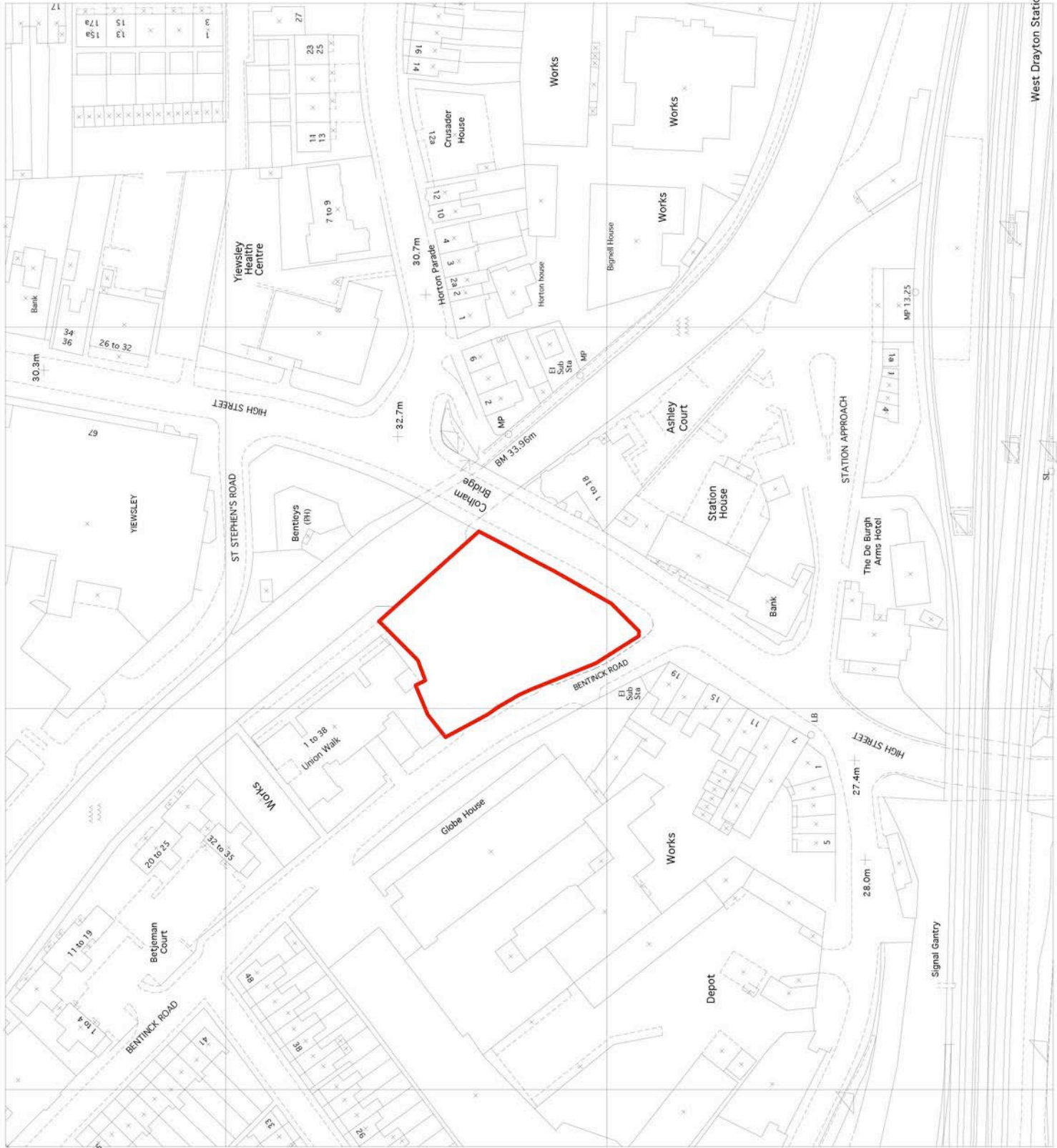
Date(s) of Amendment(s):

Date Application Valid: 20/09/2013

Notes: Do not Scale
 Draw at 1:500 scale on A3
 © Dunthome Parker Architects



No.	Date	By	Revision
1	2020	AS	1
Project: 21, High Street, Yewley			
Drawing: Location Plan			
Scale	1:500	Plot No	201
Date drawn	15/06/21	By	AS
Date checked	30/06/21	By	AS
Dunthome Parker Architects www.dunthomeparker.co.uk T: 01525 823411 E: info@dunthomeparker.co.uk A: 1, 15 The Parade, Dover, Kent, CT16 6GL			

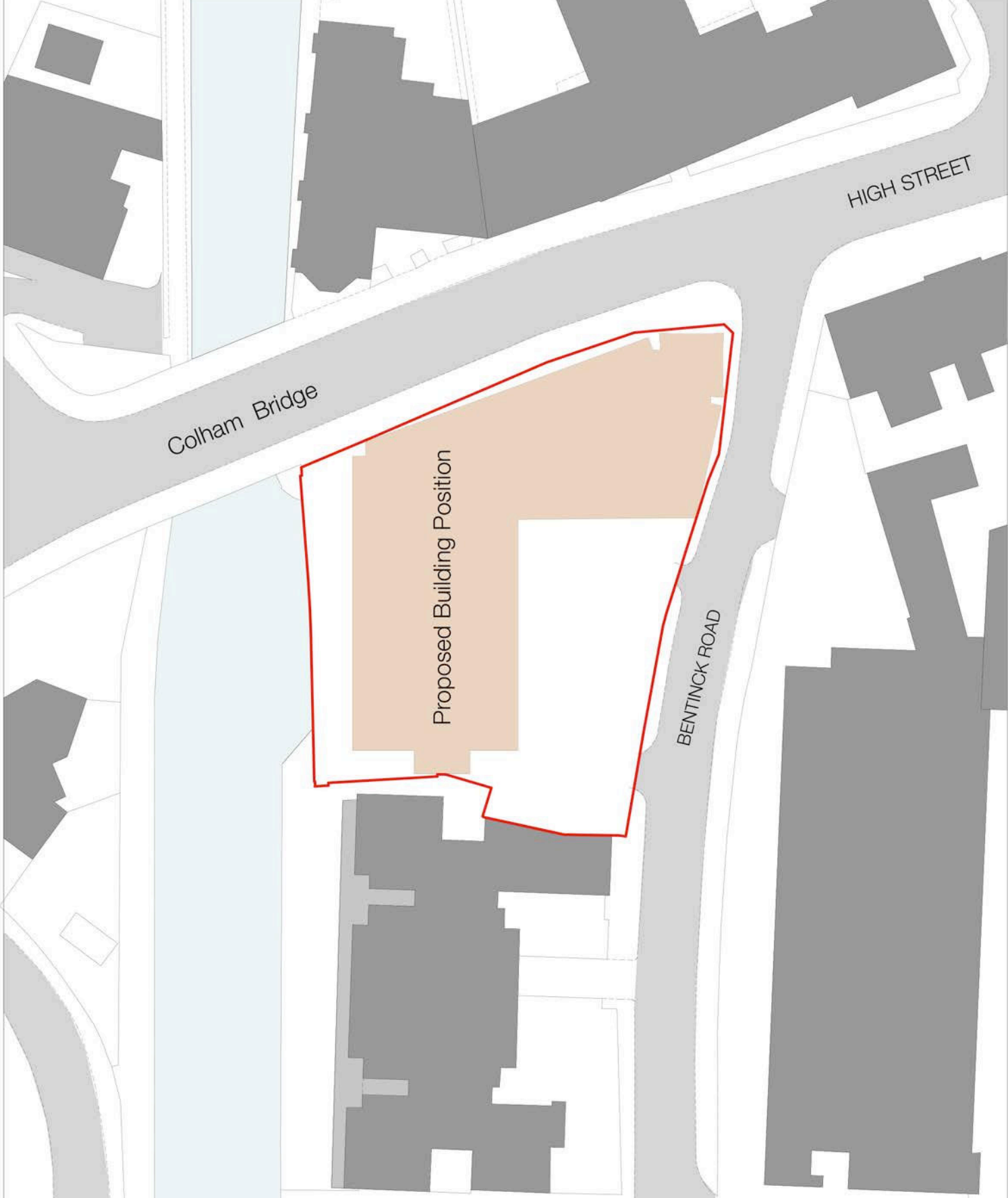


West Drayton Station

Notes: Do not Scale
Check all dimensions on site
© Dunthorne Parker Architects



No.	Date	By	Revision
1			
Project			
21, High Street, Wexley			
Drawing			
Proposed Site Plan			
Ref	Draw No	By	Date drawn
2300	210		
Scale	By	Date drawn	Scale
1:200 (A1)	PA	30.08.13	
DunthorneParker Architects www.dunthorneparker.co.uk			
T 01263 846411			
E info@dunthorneparker.co.uk			
A 1, St Michaels, Dunster Street, London, W1F 6SL			



Colham Bridge

Proposed Building Position

BENTINCK ROAD

HIGH STREET

Notes: Do not Scale
 Check all dimensions on site
 © Dunthorne Parker Architects

Key:

- Individual Units
- Office space
- Communal Areas

Space Planning

General

Planning Provision	30 beds (incl 4 disabled)
Bed Storage	34 sqm
Cycle parking	52
Amenity space	750 sqm
Amenity space	8556 sqm

Apartment

Floor to floor	2650 mm
Storage/Chillers	366.67 sqm
Plant	750.00 sqm
Unisex WCs	18.00 sqm
Office	15.00 sqm
Restaurant	114.00 sqm
44 Units Total	2020.00 sqm

Offices

Floor to floor	3000 mm
Reception	59.00 sqm
Core Level 1,2,3,4	200.00 sqm
Riser	118.40 sqm
Plant	60.00 sqm
Office Level 1	933.00 sqm
Office Level 2	933.00 sqm
Office Level 3	933.00 sqm
Office Level 4	900.00 sqm
Total Office (NA)	1299.00 sqm

Schedule of Accommodation for the 3 Types of Apartment Units

Standard Unit Type A	45	sqm	454.50	sqm
End Unit Type B	48	sqm	459.14	sqm
Long End Unit Type C	67	sqm	721.18	sqm
Long End Unit Type D	52	sqm	559.72	sqm

No. Date Rev. Reason

Project: 21, High Street, Wexford

Drawing: Proposed Apartment - Lower Ground & Office Level 1 Plan

Scale: 1:250

Date drawn: 25/06/13

Date checked: 25/06/13

Dunthorne Parker Architects
 www.dunthorneparker.co.uk

T: 053 9334641
 E: info@dunthorneparker.co.uk
 A: 1, St Nicholas Green, Dublin, D01 E64



Notes: Do not Scale
 Check all dimensions on site
 © Dunthorne Parker Architects

Key:

- Individual Units
- Office space
- Communal Areas

Space Planning

General

Planning Provision	30 beds (not included)
Bed Storage	34 sqm 365.84 sqft
Cycle parking	52
Amenity space	780 sqm 8396 sqft

Apartment Hotel

Floor to floor	2650 m
Storage/Chillers	45 sqm 486.67 sqft
Unisex WCs	16 sqm 172.22 sqft
Office	16 sqm 172.22 sqft
Chow	16 sqm 172.22 sqft
Restaurant	114 sqm 1227.71 sqft
44 Units Total	2020 sqm 21775 sqft

Offices

Floor to floor	3900 m
Reception	59 sqm 635.21 sqft
Core (Level 1,2,3,4)	200 sqm 2162.8 sqft
Riser	11 sqm 118.40 sqft
Plant	60 sqm 648.93 sqft
Office (Level 1)	333 sqm 3584 sqft
Office (Level 2)	333 sqm 3584 sqft
Office (Level 3)	333 sqm 3584 sqft
Office (Level 4)	300 sqm 3229 sqft
Total Office (NA)	1299 sqm 13982 sqft

Schedule of Accommodation for the 3 Types of Apartment-Hotel Units

Standard Unit Type A	45	30m	454.50 sqft
End Unit Type B	48	30m	496.14 sqft
Long End Unit Type C	47	30m	721.18 sqft
Long End Unit Type D	52	30m	559.72 sqft

No. Date By Revision

Project: 21, High Street, Wexley

Drawing: Proposed Apartment Ground floor & Core Level 2 Plan

Scale: 1:250

Date: 22/11/2023

By: [Signature]

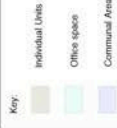
Date drawn: 30/06/13

1:100/04/11 PR

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Notes: Do not Scale
Check all dimensions on site
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Space Planning

General

Parking Provision	38 bays (incl 4 disabled)
Bike Storage	34 bays
Cycle Storage	34 bays
Amenity Spaces	780 sqm

Apartment Hotel

Floor to floor	2650 mm
Staircase	14 sqm
Staircase	750 sqm
Unit 8	46 sqm
Unit 9	45 sqm
Unit 10	45 sqm
Unit 11	45 sqm
Unit 12	46 sqm
Unit 13	46 sqm
Unit 14	45 sqm
Unit 15	45 sqm
Unit 16	45 sqm
Unit 17	45 sqm
Unit 18	45 sqm
Unit 19	45 sqm
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Unit 192	45 sqm
Unit 193	45 sqm
Unit 194	45 sqm
Unit 195	45 sqm
Unit 196	45 sqm
Unit 197	45 sqm
Unit 198	45 sqm
Unit 199	45 sqm
Unit 200	45 sqm

Offices

Floor to floor	3000 mm
Reception	50 sqm
Core Level 1,2,3,4	200 sqm
Riser	11 sqm
Plant	60 sqm
Office Level 1	333 sqm
Office Level 2	333 sqm
Office Level 3	333 sqm
Office Level 4	300 sqm
Total Office (NA)	1399 sqm

Schedule of Accommodation for the 3 Types of Apartment-Hotel Units

Standard Unit Type A	45
End Unit Type B	48
Long End Unit Type C	47
Long End Unit Type D	52
Total	196

No. Date: / / Revision: /

Project: 21, High Street, Woking

Drawing: Proposed Apartment Hotel First Floor Plan

Client: / /

Scale: 1:100

Drawn by: / /

Checked by: / /

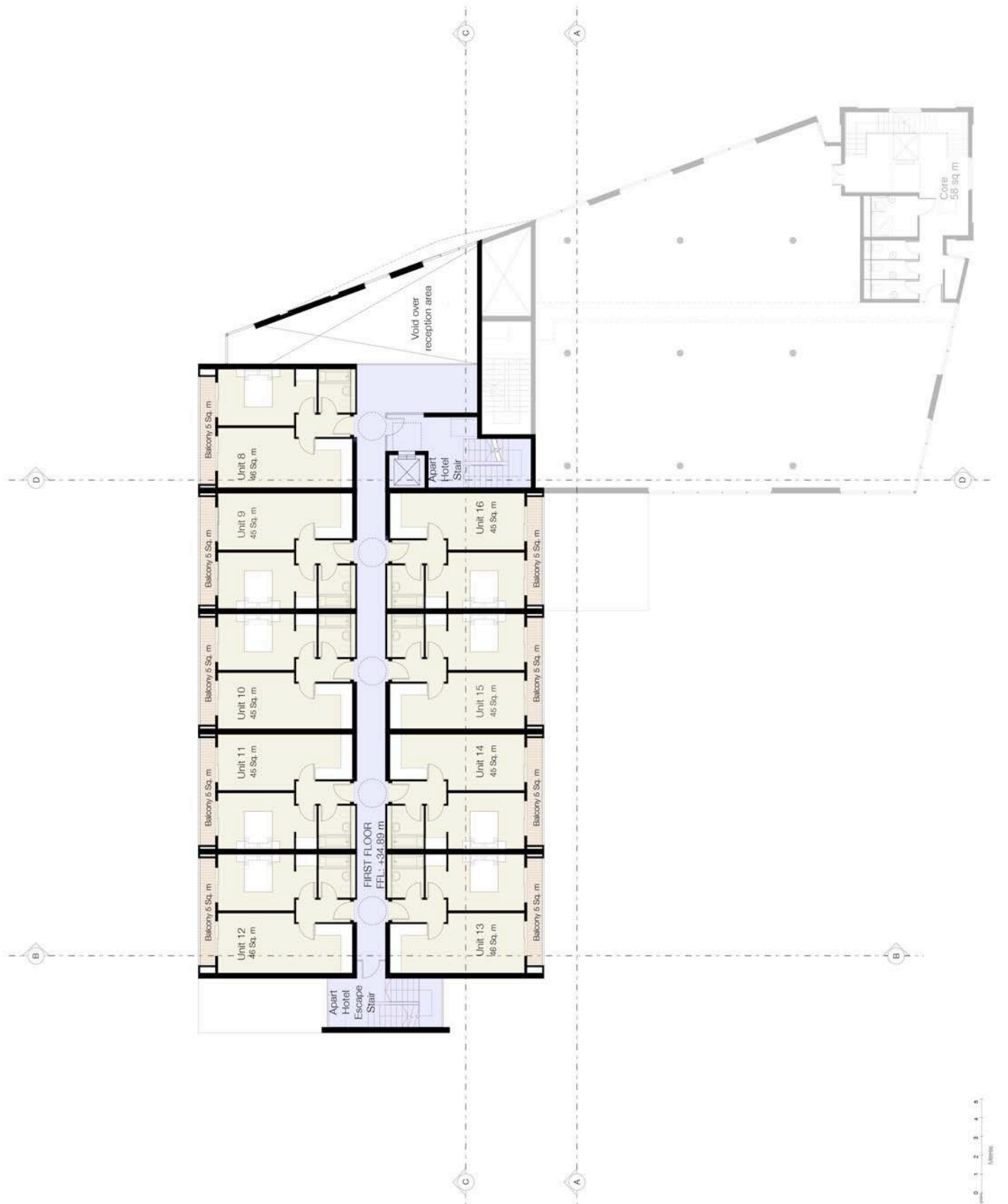
Project Manager: / /

Architect: Dunthorne Parker Architects

Address: 21, High Street, Woking, Surrey, GU24 0JF

Phone: 01483 811111

Website: www.dunthorneparker.co.uk



Notes: Do not Scale
 Check all dimensions on site
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Key:

- Individual Units
- Office space
- Communal Areas

Space Planning

General

Parking Provision	38 bays (incl 4 disabled)
Bike Storage	34 bays
Cycle Storage	52
Amenity Space	750 sqm
Apartment Hotel	2020 sqm

Apartment Hotel

Floor to floor	2650 m
Storage/Chillers	3466.87 sqft
Plant	750.96 sqft
Unisex WCs	172.22 sqft
Office	161.46 sqft
Restaurant	1227.1 sqft
44 Units Total	2020 sqm

Offices

Floor to floor	3900 m
Reception	59 sqm
Core (Level 1,2,3,4)	200 sqm
Riser	11 sqm
Plant	60 sqm
Office (Level 1)	933 sqm
Office (Level 2)	933 sqm
Office (Level 3)	933 sqm
Office (Level 4)	900 sqm
Total Office (NA)	1399 sqm

Schedule of Accommodation for the 3 Types of Apartment-Hotel Units

Standard Unit Type A	45	30m	454.50 sqft
End Unit Type B	48	30m	459.14 sqft
Long End Unit Type C	47	30m	721.18 sqft
Long End Unit Type D	52	30m	659.72 sqft

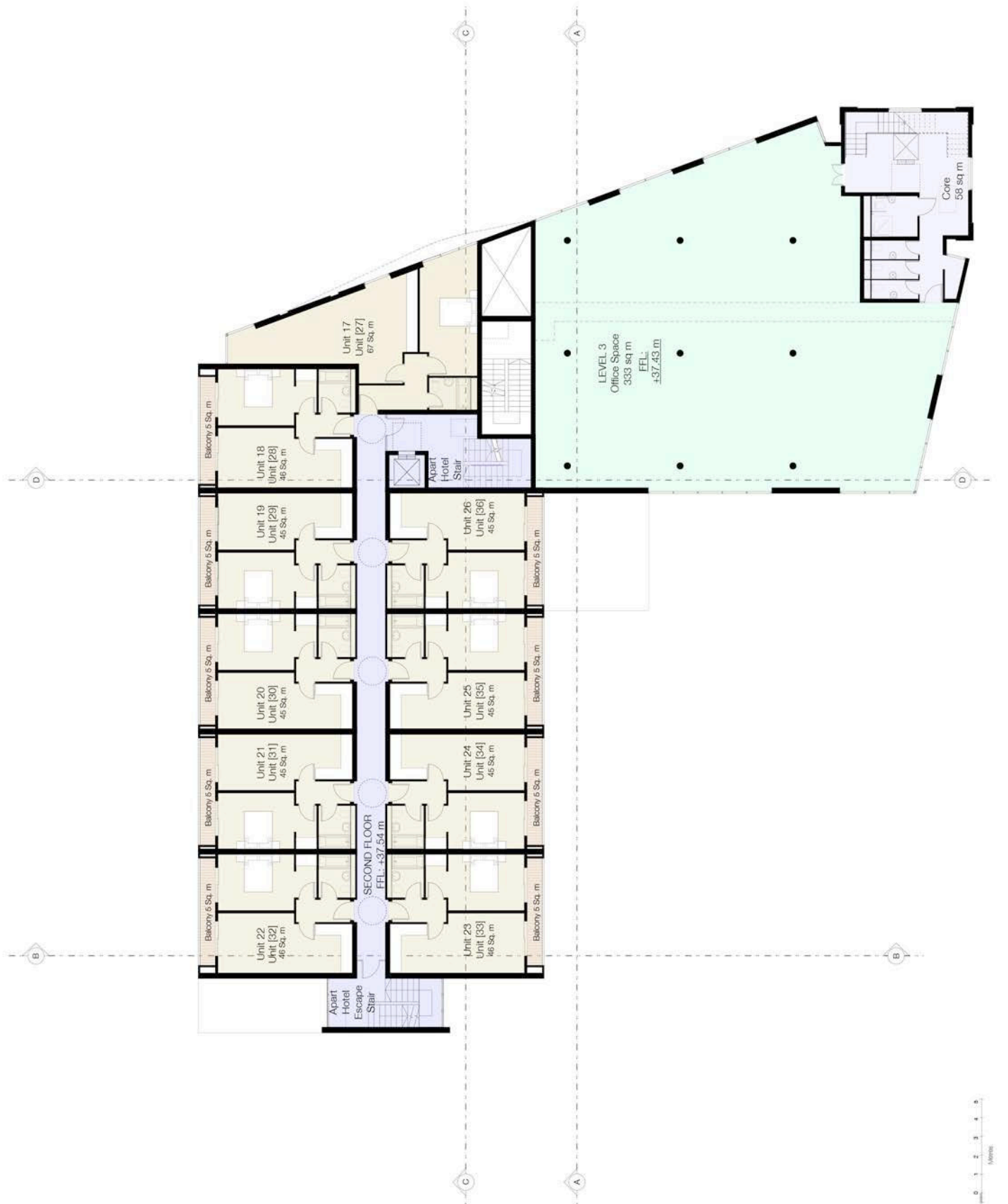
No. Date: / / Revision

Project: 21, High Street, Wexley

Drawing: Proposed Apartment Hotel
 Second floor & Office Level 3 Plan

Scale: 1:250
 Date: 2/3/20
 By: [Signature]
 Date drawn: 30/06/19

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Key:

- Individual Units
- Office space
- Communal Areas

Space Planning

General

Parking Provision	35 bays (incl. 4 disabled)
Bin Storage	34 sqm
Cycle Parking	40
Amenity Space	780 sqm
	8395 sqft

Apartment Hotel

Floor to floor	2650 m
Shops/Clubhouse	47 sqm
Reception	67 sqm
Lounge WC3	14.5 sqm
Office	19 sqm
Restaurant	139 sqm
44 Units Total	2043 sqm
	21466 sqft

Offices

Floor to floor	3800 m
Reception	24 sqm
Core (Level 1,2,3,4)	212 sqm
Plant	11 sqm
Other (Level 1)	66 sqm
Office (Level 2)	338 sqm
Office (Level 3)	338 sqm
Office (Level 4)	306 sqm
Total Office BMA	1320 sqm
	14166 sqft

Schedule of Accommodation for the 3 Types of Apartment-Hotel Units

Standard Unit Type A	45 sqm	464.38 sqft
Standard Unit Type B	70 sqm	750.47 sqft
Cornered End Unit Type C	54 sqm	581.04 sqft
4th Floor Unit Type D	45 sqm	484.38 sqft

No. Date

Project

21, High Street, Yeovil

Drawing

Proposed Apartment Hotel
 Third Floor & Club Level 4 Plan

Scale

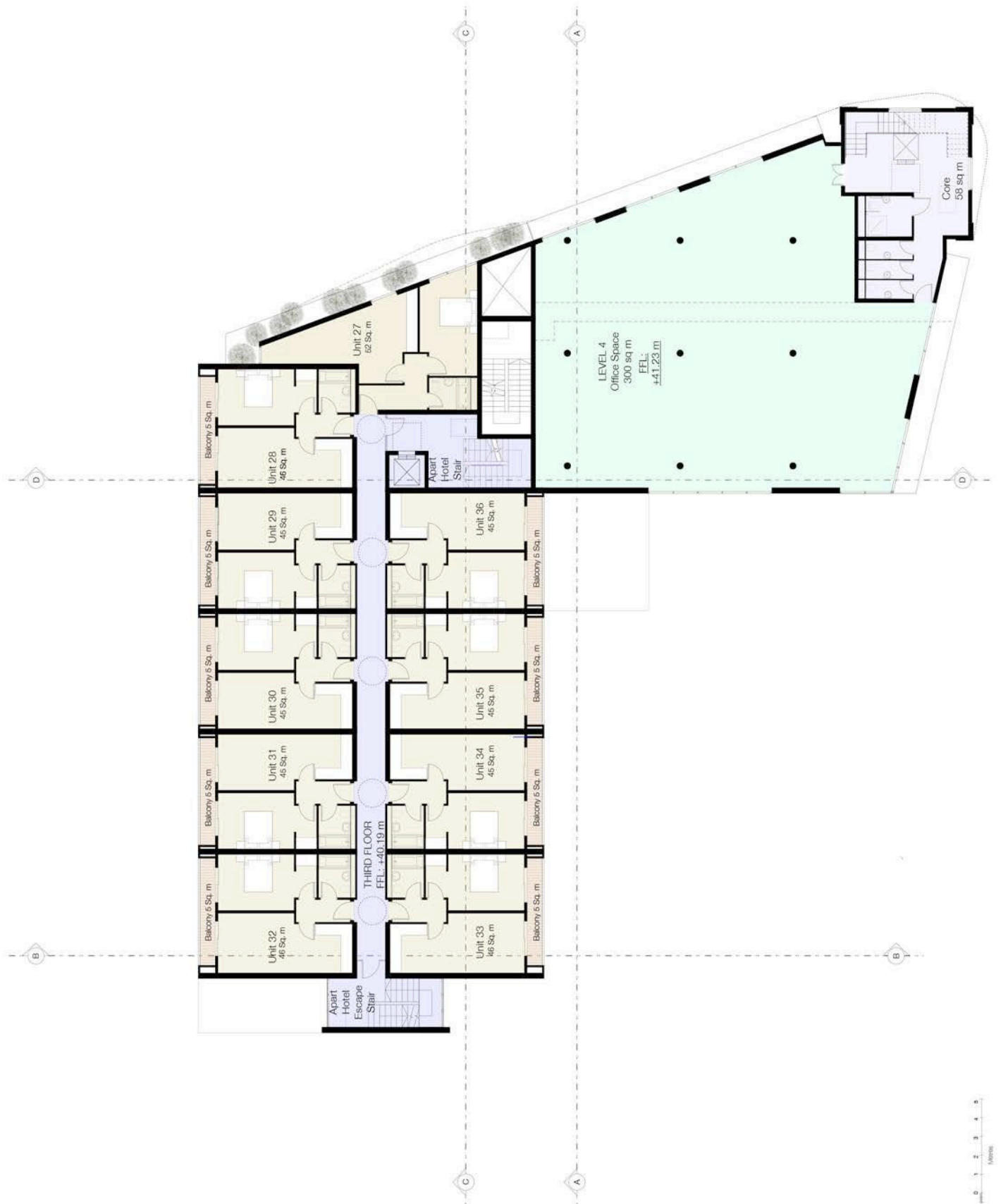
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Date drawn

25/4

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Key:

- Individual Units
- Office space
- Communal Areas

Space Planning

General

Parking Provision	38 bays (incl 4 disabled)
Bike Storage	34 bays
Cycle Storage	52
Amenity Space	780 sqm

Apartment Hotel

Floor to floor	2650 mm
Storage/Chillers	24 sqm
Plant	730 sqm
Unisex WCs	16 sqm
Office	15 sqm
Restaurant	114 sqm
44 Units Total	2020 sqm

Offices

Floor to floor	3800 mm
Reception	59 sqm
Core (Level 1,2,3,4)	200 sqm
Riser	11 sqm
Plant	60 sqm

Schedule of Accommodation for the 3 Types of Apartment Hotel Units

Standard Unit Type A	45 sqm
End Unit Type B	48 sqm
Long End Unit Type C	47 sqm
Long End Unit Type D	52 sqm

No. Date: B) Revision

Project: 21, High Street, Yoxley

Drawing: Proposed Apartment Hotel with Roof Terrace & Office-Road Park

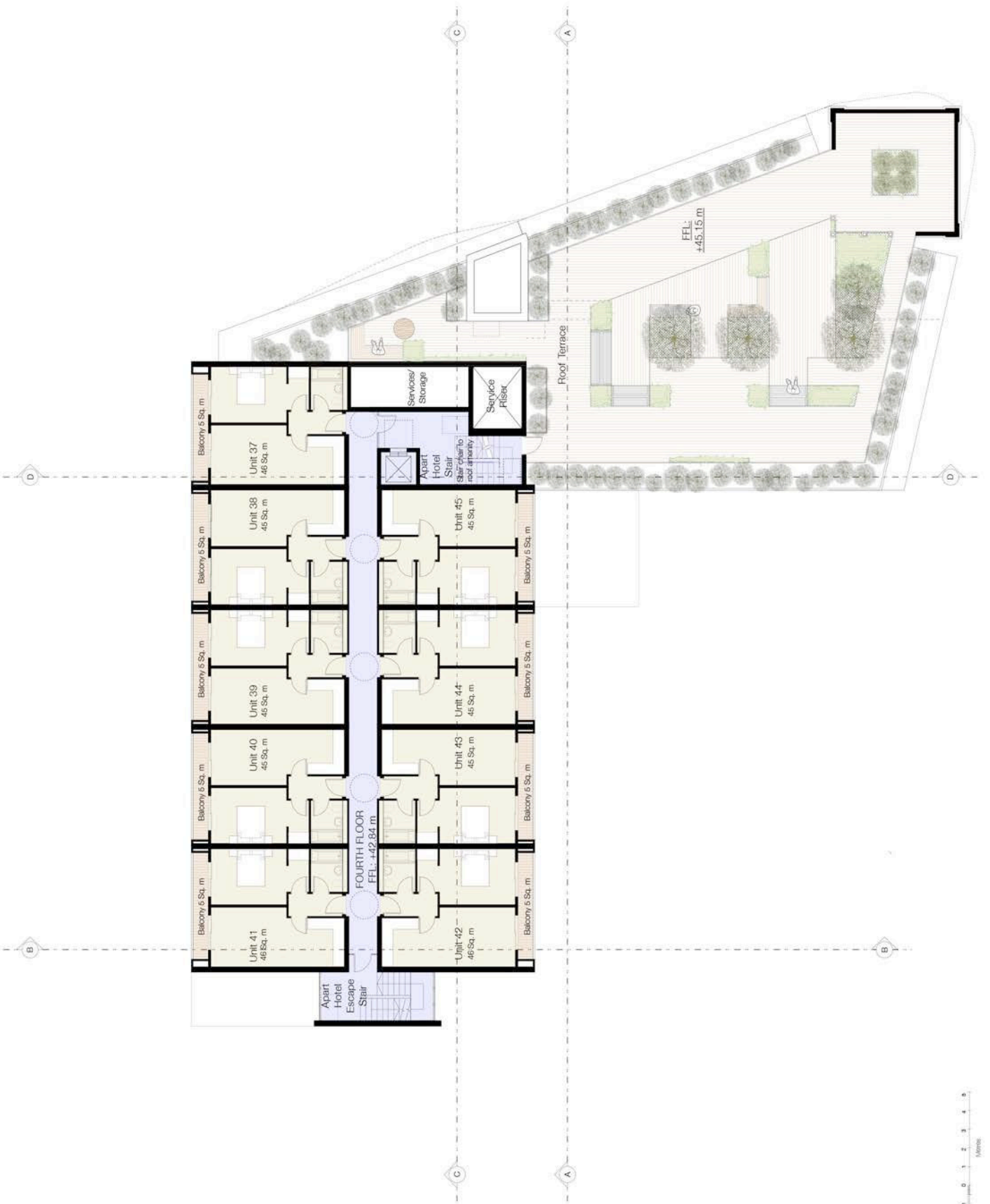
Scale: 1:250

Date drawn: 2/2/20

By: [Signature]

1:100/04/11 PR 30.06.13

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Notes: Do not Scale
 Check all dimensions on site
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Key:

- Individual Units
- Office space
- Communal Areas



Space Planning

General

Parking Provision	38 bays (incl 4 disabled)
Bike Storage	34 sqm
Cycle Storage	365 sqm
Amenity Space	780 sqm
Apartment	8396 sqm

Apartment

Floor to floor	2650 mm
Storage/Chillers	366.67 sqm
Plant/Services	759.99 sqm
Unisex WCs	16 sqm
Office	161.46 sqm
Restaurant	114 sqm
44 Units Total	2020 sqm
	21775 sqft

Offices

Floor to floor	3000 mm
Reception	59 sqm
Core Level 1,2,3,4	200 sqm
Riser	11 sqm
Plant	60 sqm
Office Level 1	933 sqm
Office Level 2	933 sqm
Office Level 3	933 sqm
Office Level 4	900 sqm
Total Office (NA)	1399 sqm
	13982 sqft

Schedule of Accommodation for the 3 Types of Apartment Units

Standard Unit Type A	45	sqm	484.59	sqft
End Unit Type B	48	sqm	496.14	sqft
Long End Unit Type C	67	sqm	721.18	sqft
Long End Unit Type D	52	sqm	559.72	sqft

No.	Date	By	Reason
Project	21, High Street, Wexford		
Drawing	Proposed Apartment Roof Plan		
Scale	1:200		
Drawn	11/03/2011	PA	5/03/13
Check			
Issue			

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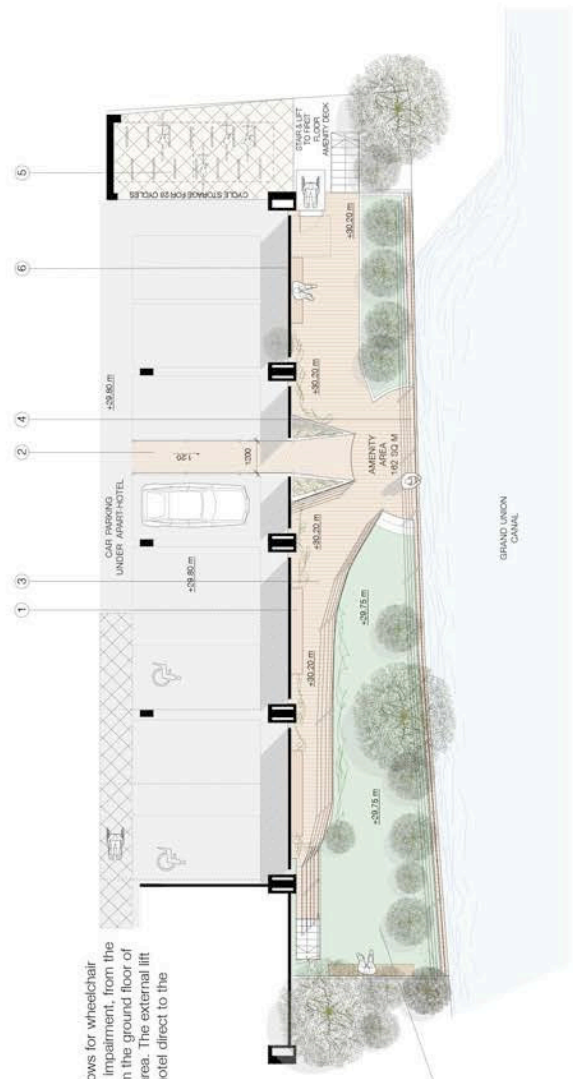
KEY:

1. Timber Slat Bench
2. DDA Tactile Paving Ramp
3. Timber Decking
4. Stainless Steel Railings
5. Paving, Colour: Buff
6. Brickwork Boundary Wall



Canal Amenity Elevation

Staircase connecting reception area to
 apart-hotel amenity space.



Canal Amenity Plan

Note: Accessibility - the ramp provided allows for wheelchair access and access for those with mobility impairment, from the wheelchair accessible car spaces and from the ground floor of the new offices to the waterside amenity area. The external lift allows wheelchair access from the apart-hotel direct to the waterside amenity area.

Note: Planted area to have native grass, reed and fern species to provide natural waterside habitat. This location to be considered for work of art fabricated in local community.

No.	Date	By	Reason
1	11/03/21	PA	Issue for
2	11/03/21	PA	Issue for
3	11/03/21	PA	Issue for
4	11/03/21	PA	Issue for
5	11/03/21	PA	Issue for
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99	11/03/21	PA	Issue for
100	11/03/21	PA	Issue for

- Notes: Do not Scale
 Check all dimensions on site
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1. Zinc cladding
 2. Glass cladding
 3. Ironing
 4. Stone cladding
 5. Aluminium Cladding
 6. Aluminium Cladding
 7. Glass cladding
 8. Aluminium Cladding
 9. Aluminium Cladding
 10. Stone cladding
 11. Stainless Steel cladding
 12. Photovoltaic panels

Space Planning

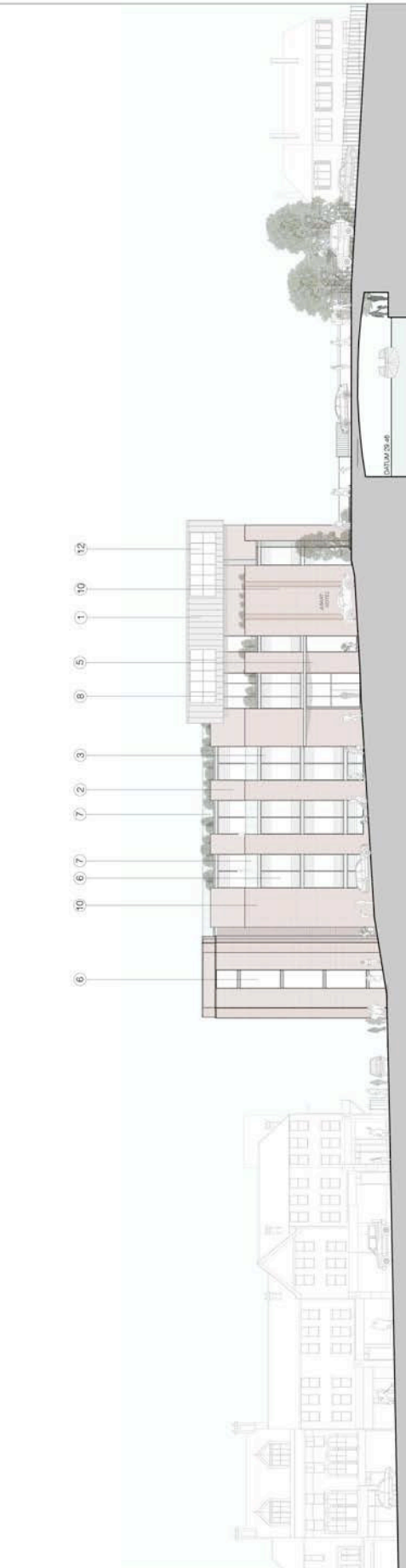
Parking Provision	36	sqm	36	sqm
Bin Storage	34	sqm	34	sqm
Storage	18	sqm	18	sqm
Assembly Space	750	sqm	750	sqm
Apartment 15000	2460	m	2460	m
Storage/Chairs	34	sqm	34	sqm
Reception	67	sqm	67	sqm
Union Mts	16	sqm	16	sqm
Office	15	sqm	15	sqm
Restaurant	114	sqm	114	sqm
44 Units Total	2029	sqm	21770	sqft

Offices

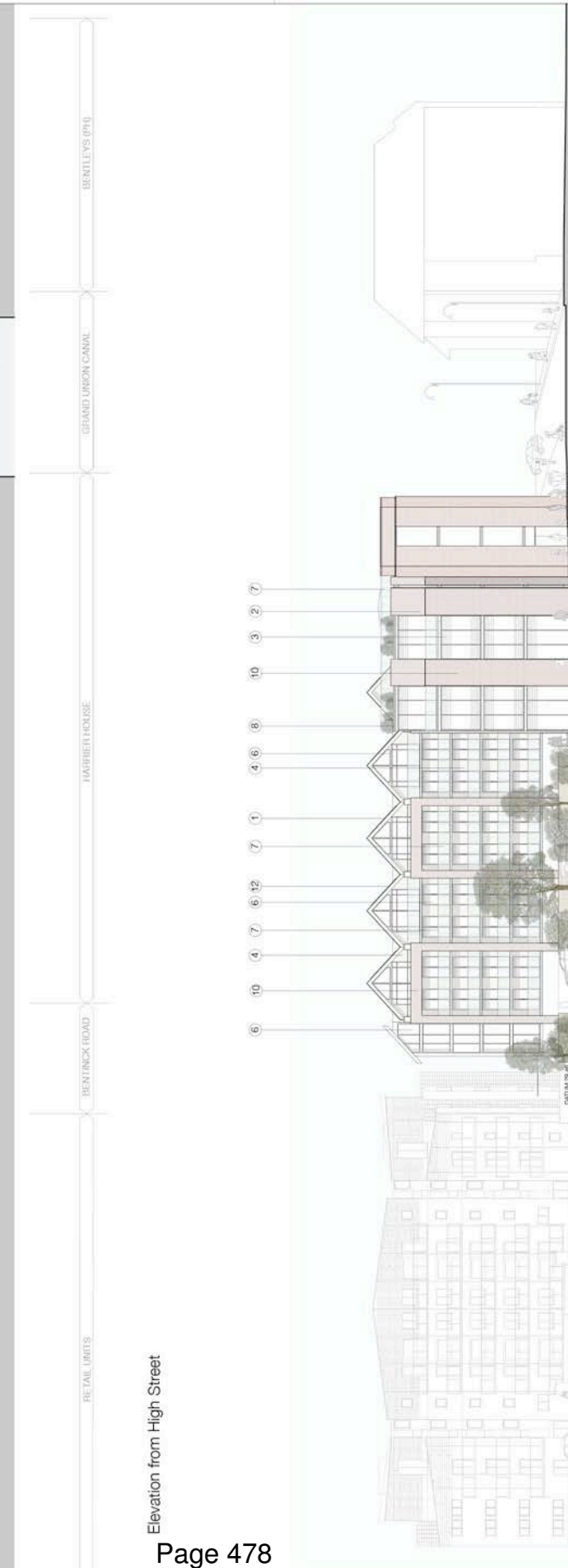
Floor to floor	3800	m
Reception	33	sqm
Core Level 1,2,3,4	200	sqm
Plant	11	sqm
Plant	60	sqm
Office Level 1	353	sqm
Office Level 2	353	sqm
Office Level 3	353	sqm
Office Level 4	353	sqm
Total Office (NA)	1299	sqm

Schedule of Accommodation for the 3 Types of Apartment Units

Standard Unit Type A	45	sqm	484.08	sqft
Eng Unit Type B	48	sqm	516.14	sqft
Long Bed Unit Type C	67	sqm	721.18	sqft
Long Bed Unit Type D	62	sqm	669.72	sqft



Elevation from High Street



Elevation from Beninck Road

No.	Date	By	Revision
1	12/08/11	PA	50/00/10

Project: 21, High Street, Yoxley

Drawing: PROPOSED EXTERIOR

Proposed Drawings

No. 1200

Day No. 205

Date Issue: 30/08/10

By: 50/00/10

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Notes: Do not Scale
 Check all dimensions on site
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1. Zinc cladding
2. Steel cladding
3. Glass cladding
4. Stone cladding
5. Aluminium cladding
6. Aluminium cladding
7. Glass balustrade
8. Aluminium cladding
9. Aluminium cladding
10. Stone cladding
11. Stainless Steel Railings
12. Photovoltaic panels

Space Planning

Garage

Room	Area (sqm)	Area (sqft)
Parking Provision	26	281.62
Bin Storage	14	150.55
Storage	75	808.81
Plant	70	751.99
Apartment	2660	28680
Apartment	34	365.07
Storage/Chairs	87	930.00
Reception	16	172.22
Unisex WC's	18	191.48
Office	114	1227.7
Restaurant	114	1227.7
44 Units Total	2629	28173

Offices

Floor to floor	Area (sqm)	Area (sqft)
Reception	33	355.27
Core [Level 1,2,3,4]	250	2691.5
Plant	1	10.76
Plant	50	537.33
Office [Level 1]	893	9584
Office [Level 2]	893	9584
Office [Level 3]	893	9584
Office [Level 4]	893	9584
Total Office [NA]	3572	38424

Schedule of Accommodation for the 3 Types of Apartment Units

Standard Unit Type A	45	sqm	484.38	sqft
Engr Unit Type B	48	sqm	515.14	sqft
Long bed Unit Type C	67	sqm	721.18	sqft
Long bed Unit Type D	82	sqm	881.72	sqft

No. Date **By** **Revision**

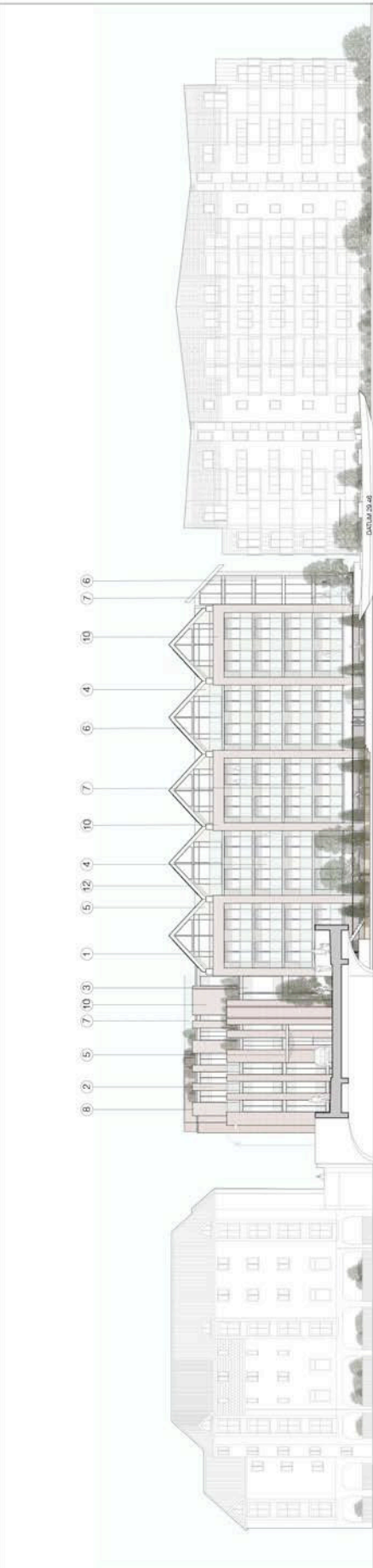
Project **23, High Street, Woolley**

Drawing

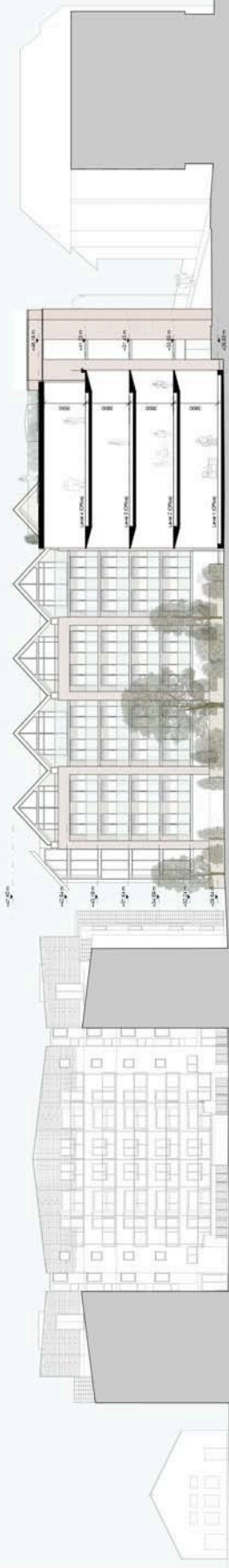
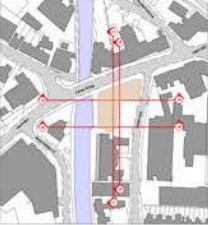
Proposed Elevations

Rev	Day No
1.000	2/17
1.000/0/0/1	PR
1.000/0/0/1	PR

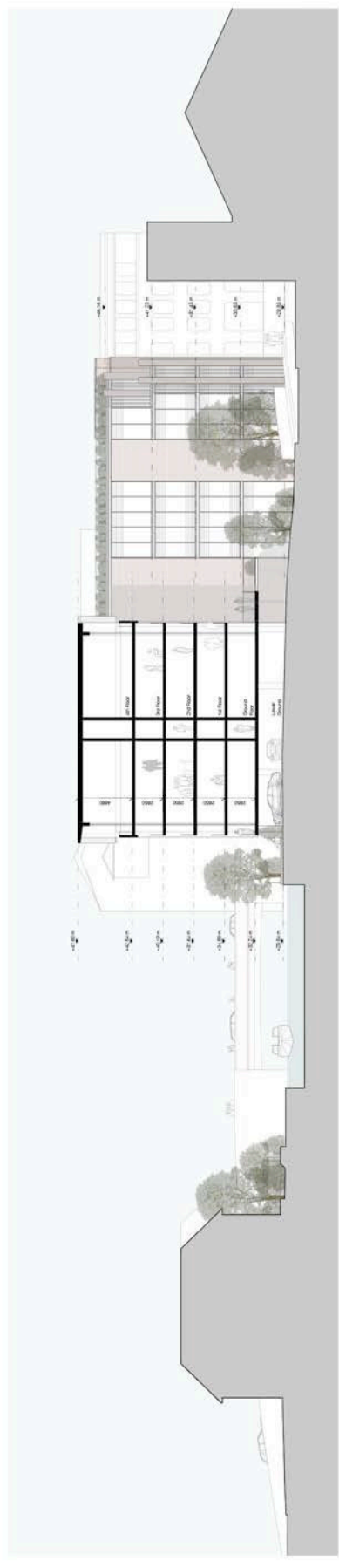
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 T | 01202 926111
 E | info@dunthorneparker.co.uk
 A | 1, 15 Throgmorton Street, London, W1E 6EJ



Notes: Do not Scale
 Check all dimensions on site
 © Dunthome Parker Architects



Section A-A

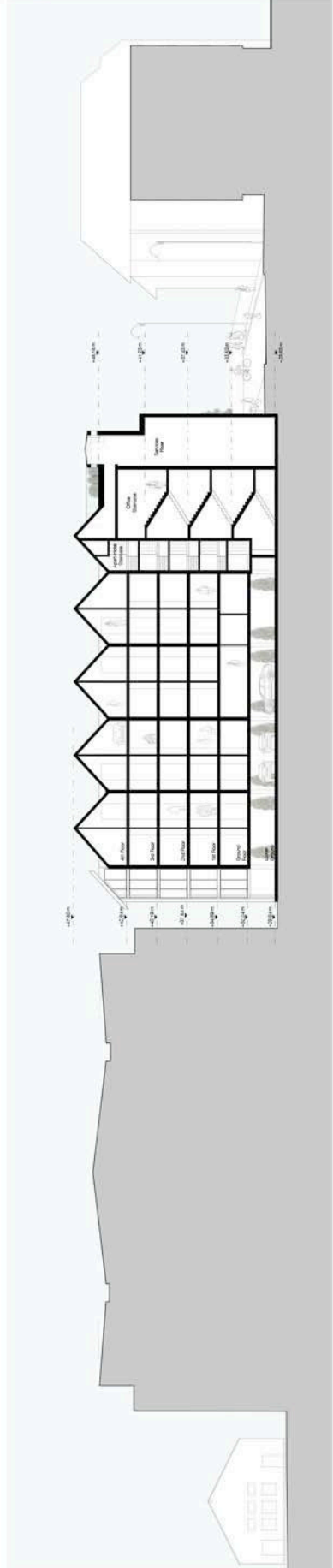


Section B-B

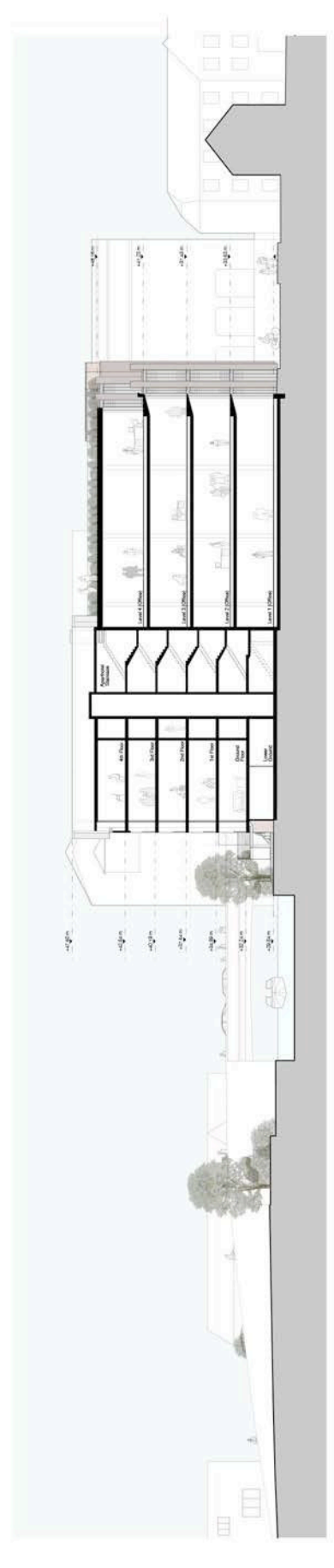


No.	Date	By	Revision
1	12/08/11	PA	500010
Drawing			
Proposed Sections			
AP	Proj No	205	
12/08	By	500010	
12/08/11	Date Issue	500010	
DunthomeParker Architects			
www.dunthomeparkerarchitects.co.uk			
T 0203264611			
E info@dunthomeparker.co.uk			
A 1, 17 The Parade, Dover Street, London, W1S 6LJ			

Notes: Do not Scale
 Check all dimensions on site
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Section C-C

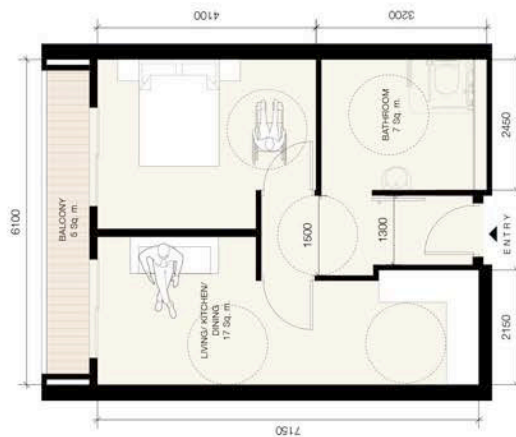


Section D-D



No.	Date	By	Reason
1	12/08/11	PA	20/08/13
Drawing			
Proposed Sections			
AP	Day No		
1200	209		
Scale	By	Date drawn	
1:200	PA	20/08/13	
DunthorneParker Architects www.dunthorneparkerarchitects.co.uk T 0203484611 E info@dunthorneparker.co.uk A 1, 15 The Quadrant, Dorney Street, London, W1R 6SL			

Notes: Do not Scale
 Check all dimensions on site
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1 Wheelchair Accessible Units
 211 Area: 49.5q. m.



2 Typical Individual Units
 211 Area: 49.5q. m.



3 Typical Individual End Units
 211 Area: 49.5q. m.



6 Third Floor Long Unit
 211 Area: 52.5q. m.

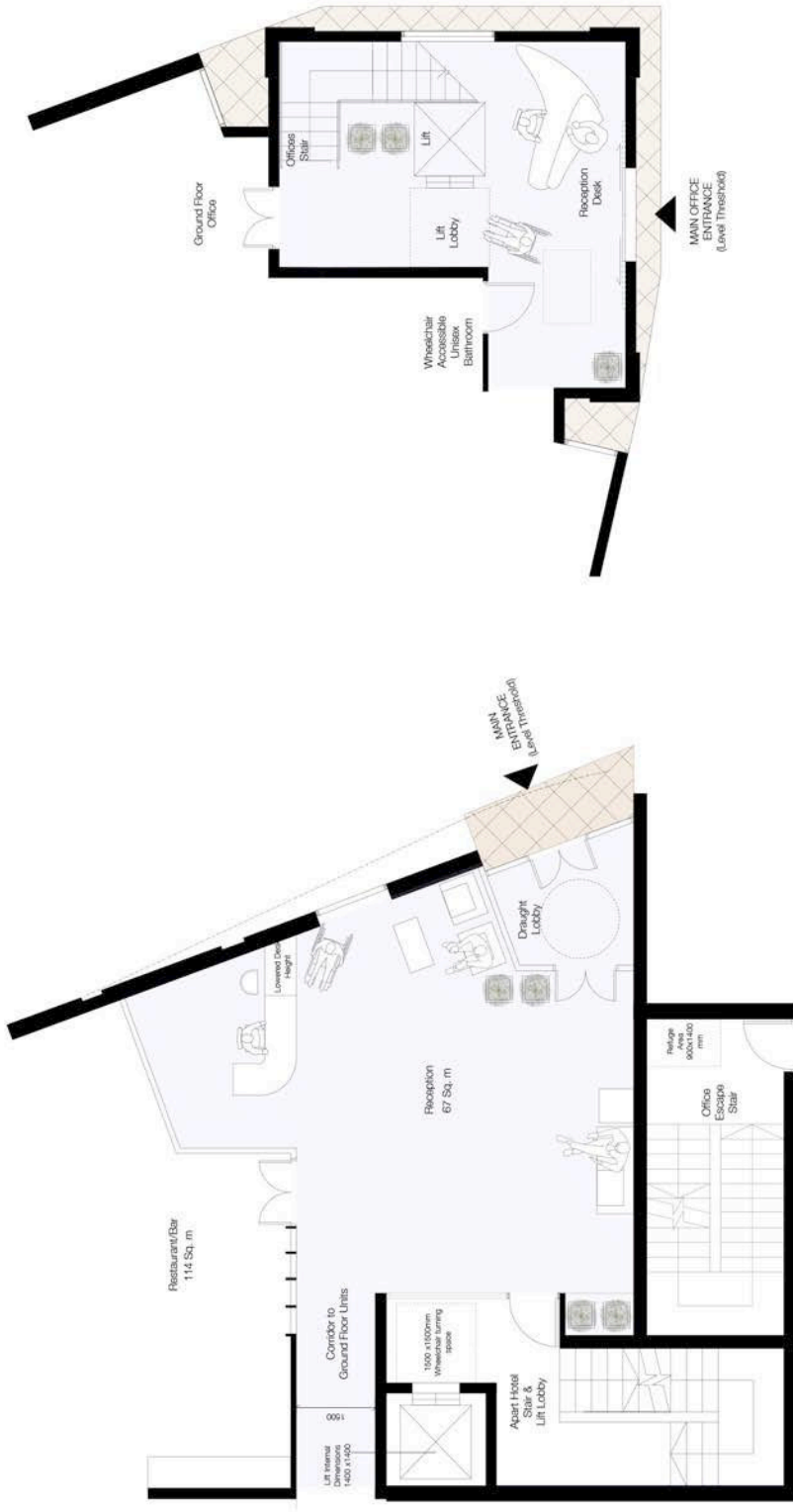


4 Second Floor Long Unit
 211 Area: 67.5q. m.

No.	Date	By	Revision
1	15/03	211	
2	17/03/2011	PR	50.06.13

Drawing	
Lift Layouts	
AP	Proj No
1500	211
Scale	By
1:100 (0:1)	PR
	Date drawn
	50.06.13

DunthorneParker Architects	
www.dunthorneparker.co.uk	
T	02072946411
F	02072946411
A	1, 17 The Quadrant, Clarendon Street, London, W2 6GL

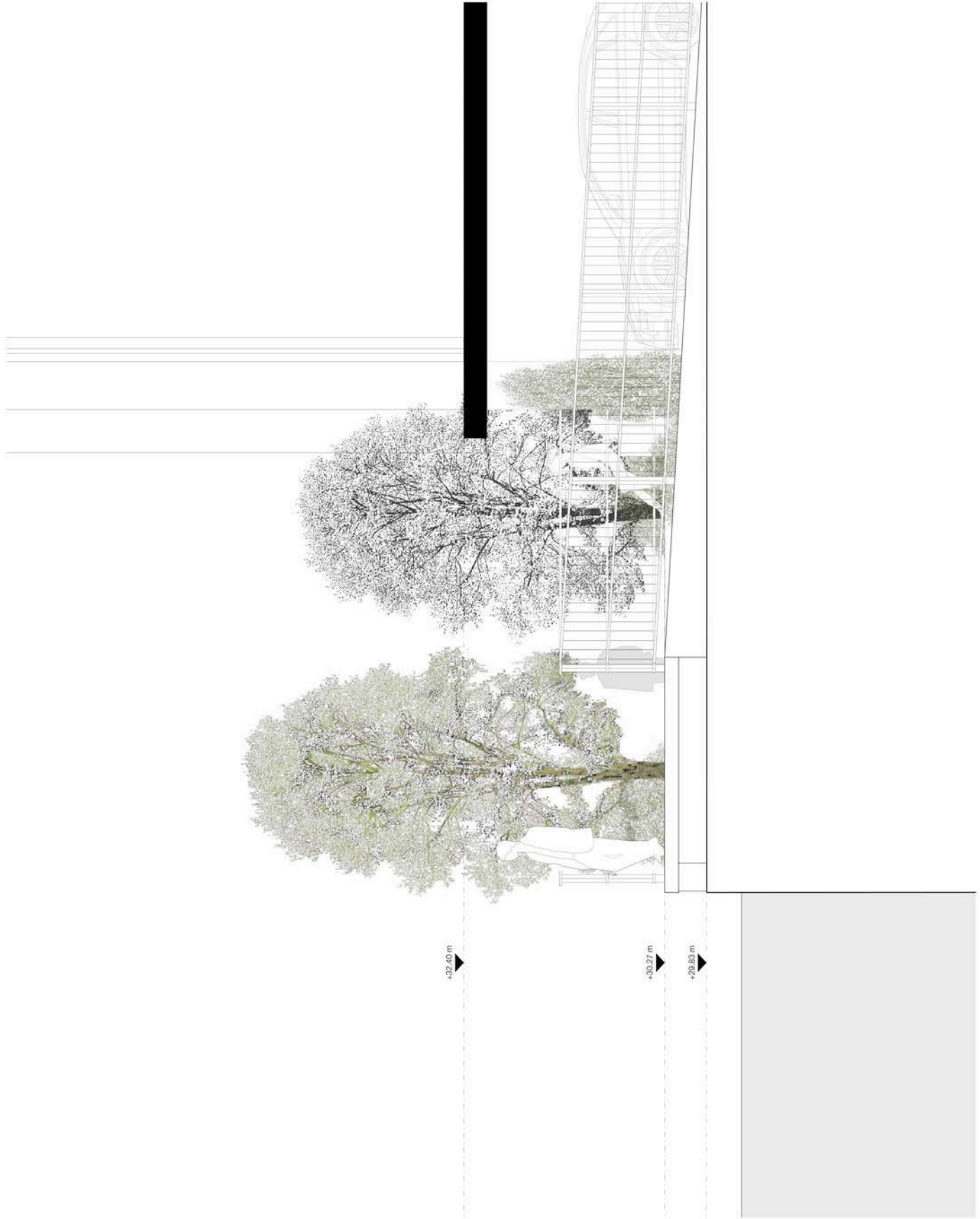


1 Apartment-Hotel Reception
 Area: 67 Sq. m.

2 Offices Reception
 Area: 24 Sq. m.

No.	Date	By	Revision
Project			
21, High Street, Yeovil.			
Drawing			
LOBBIES LAYOUT			
Rev	Day No		
000	212		
Scale	By	Date drawn	
1:5000:1	PA	20.06.13	
DunthomeParker Architects www.dunthomeparker.co.uk T: 01302346411 B: 01302346411 A: 1, 15 The Quadrant, Durrant Street, London, W1R 6SL			

Notes: Do not Scale
Check all dimensions on site
© Dunthome Parker Architects



No.	Date	By	Revision
1			

Drawing	
Project	21, High Street, Wexley
Drawing	Carroll Amenity Section
Rev	Rev No
1000	214
Scale	Date drawn
1:2000	PA 30.06.13

DunthomeParker Architects www.dunthomeparker.co.uk	
T	01 262926411
E	info@dunthomeparker.co.uk
A	1, 15 The Quadrant, Dunster, Somerset, TA25 6SL

Notes: Do not Scale
 Check all dimensions on site
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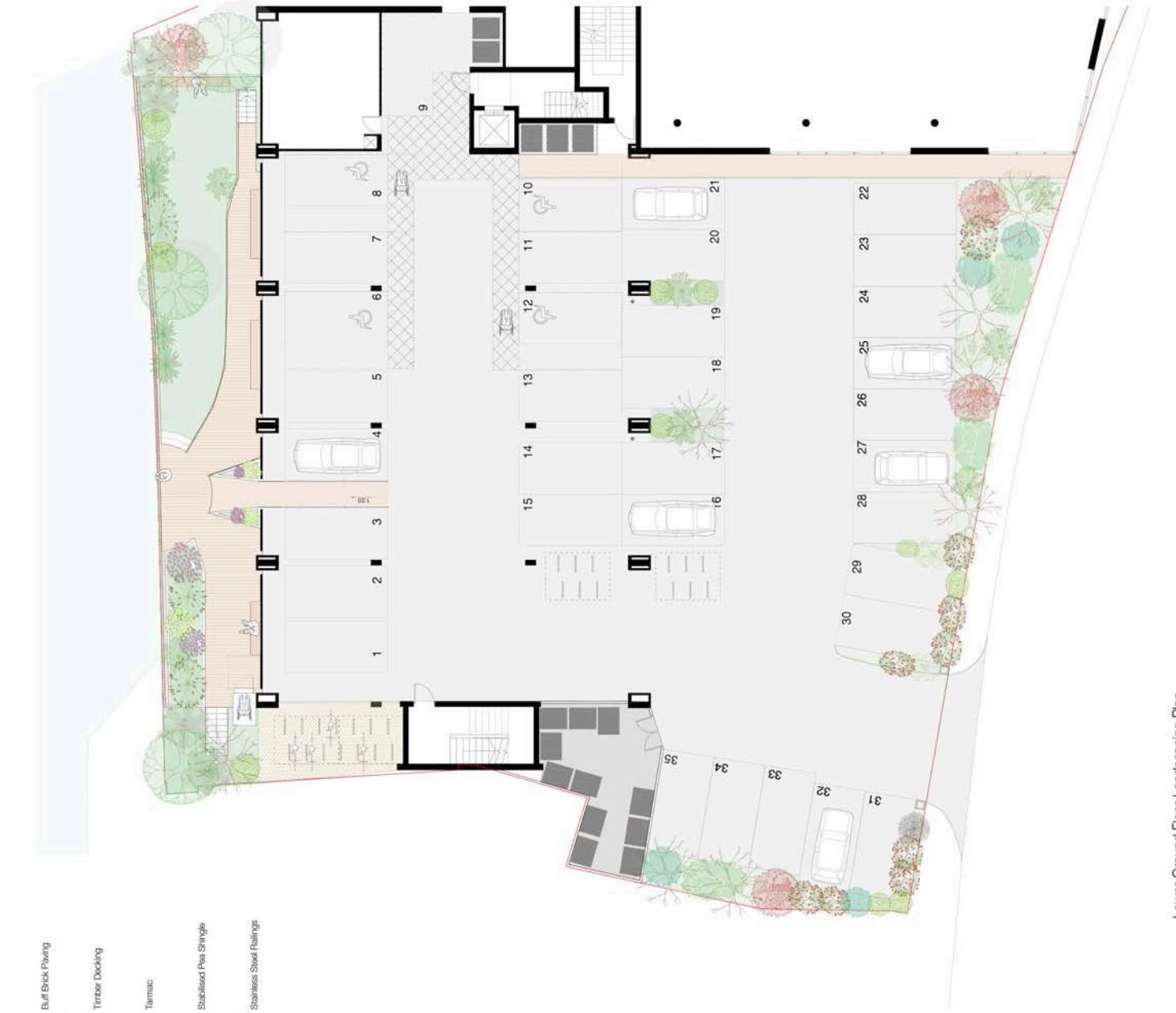


No.	Date	By	Reason
1	13/03/2024	PA	Issue for Client
2	13/03/2024	PA	Issue for Client
3	13/03/2024	PA	Issue for Client
4	13/03/2024	PA	Issue for Client
5	13/03/2024	PA	Issue for Client
6	13/03/2024	PA	Issue for Client
7	13/03/2024	PA	Issue for Client
8	13/03/2024	PA	Issue for Client
9	13/03/2024	PA	Issue for Client
10	13/03/2024	PA	Issue for Client
11	13/03/2024	PA	Issue for Client
12	13/03/2024	PA	Issue for Client
13	13/03/2024	PA	Issue for Client
14	13/03/2024	PA	Issue for Client
15	13/03/2024	PA	Issue for Client
16	13/03/2024	PA	Issue for Client
17	13/03/2024	PA	Issue for Client
18	13/03/2024	PA	Issue for Client
19	13/03/2024	PA	Issue for Client
20	13/03/2024	PA	Issue for Client
21	13/03/2024	PA	Issue for Client
22	13/03/2024	PA	Issue for Client
23	13/03/2024	PA	Issue for Client
24	13/03/2024	PA	Issue for Client
25	13/03/2024	PA	Issue for Client
26	13/03/2024	PA	Issue for Client
27	13/03/2024	PA	Issue for Client
28	13/03/2024	PA	Issue for Client
29	13/03/2024	PA	Issue for Client
30	13/03/2024	PA	Issue for Client
31	13/03/2024	PA	Issue for Client
32	13/03/2024	PA	Issue for Client
33	13/03/2024	PA	Issue for Client
34	13/03/2024	PA	Issue for Client
35	13/03/2024	PA	Issue for Client

Drawing: Proposed Site Landscaping
 Project: 21, High Street, Wexley

Scale: 1:100 (Arch) PA
 Date drawn: 02.08.13
 By: PA
 Drawn by: PA

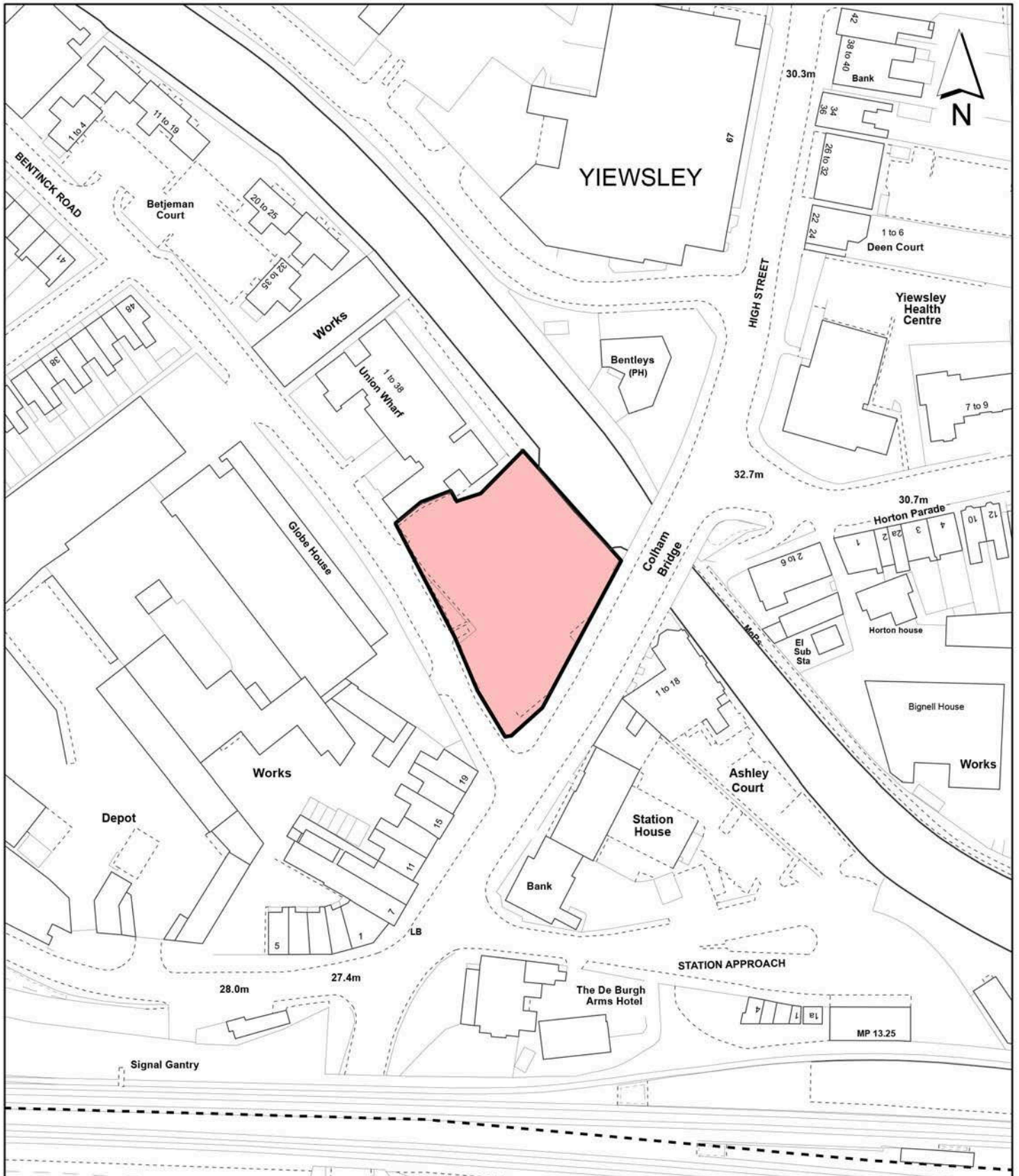
Dunthome Parker Architects
 11, South Street, Wexley, Essex, SS18 6SL
 T: 01473 824411
 A: 1, 15 The Green, Wexley, Essex, SS18 6SL



Landscaping Key

	Meadow Grass Land		Silver Birch Tree		Buff Brick Paving
	Pampas Grass		Hornbeam		Timber Decking
	Virginia Creeper		Acornutia Emerald Maple		Tarmac
	Bulrushes		Spirea Anthony Waterer		Stabilised Pea Shingle
	Broom		Saxifrage Gold Juniper		Stainless Steel Railings
	Blue Star Juniper		Boxwood Green Velvet		
	Spirea Golden Princess		Cotoneaster		
	Burning Bush Fireball				

	Meadow Grass Land		Buff Coloured Brick Paving
	Silver Birch Tree		Timber Decking
	Hornbeam		Tarmac
	Acornutia Emerald Maple		Stabilised Pea Shingle
	Spirea Anthony Waterer		Stainless Steel Railings
	Saxifrage Gold Juniper		
	Boxwood Green Velvet		
	Cotoneaster		
	Meadow Grass Land		
	Pampas Grass		
	Virginia Creeper		
	Bulrushes		
	Broom		
	Blue Star Juniper		
	Spirea Golden Princess		
	Burning Bush Fireball		



Notes

 Site boundary

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 Unless the Act provides a relevant exception to copyright.

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Site Address

**21 High Street,
 Yiewsley**

**LONDON BOROUGH
 OF HILLINGDON
 Residents Services**

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

Planning Application Ref:
26628/APP/2013/2604

Scale
1:1,250

Planning Committee
Major Application

Date
December 2013



HILLINGDON
 LONDON

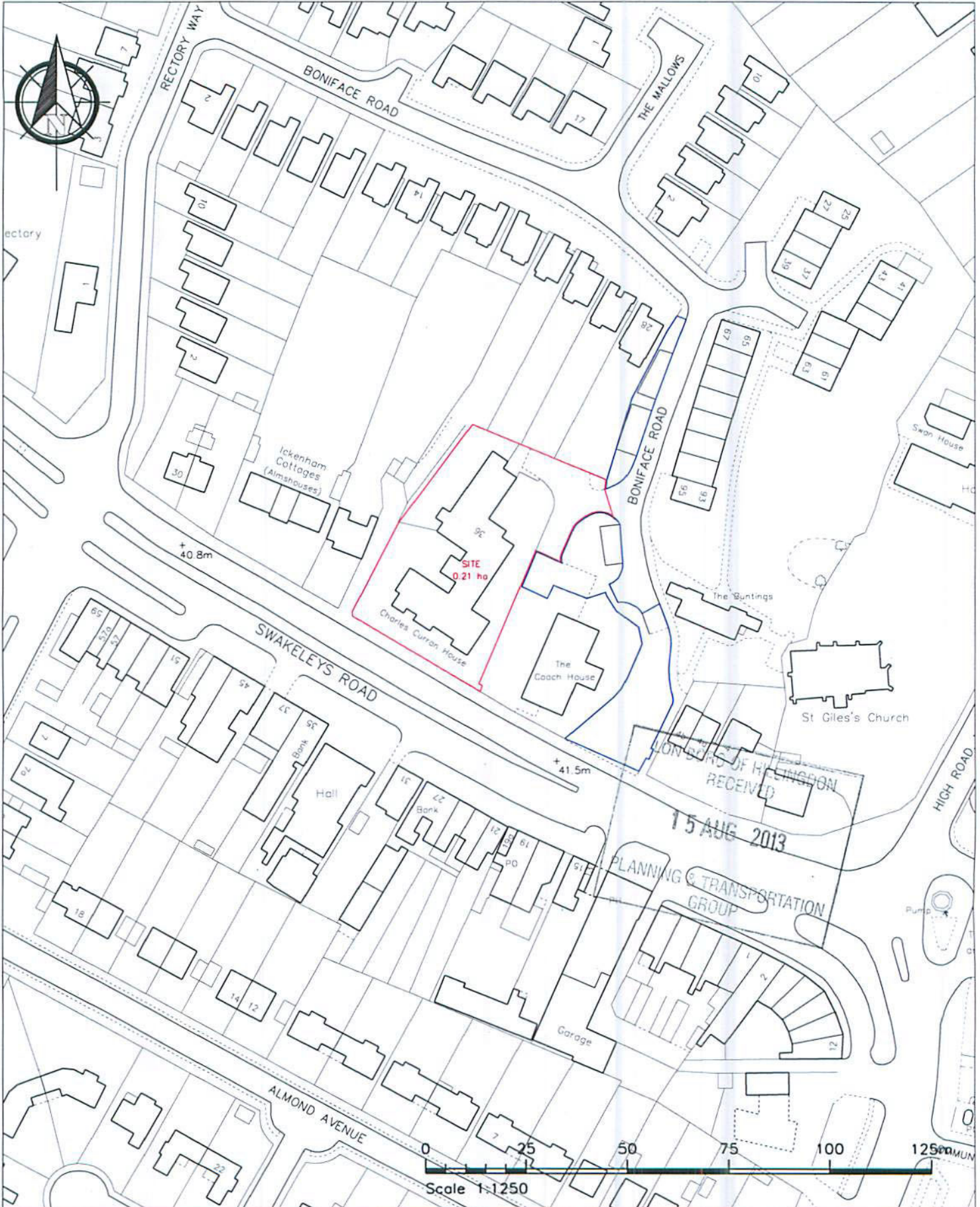
Report of the Head of Planning, Sport and Green Spaces

Address CHARLES CURRAN HOUSE BONIFACE ROAD ICKENHAM

Development: Demolition of existing care home and construction of 6 semi-detached 4-bed dwellings, together with associated car parking, landscaping and new pedestrian access.

LBH Ref Nos: 1022/APP/2013/2347

Date Plans Received:	15/08/2013	Date(s) of Amendment(s):	30/09/2013
Date Application Valid:	15/08/2013		16/09/2013
			15/08/2013




HILLINGDON
LONDON

CORPORATE PROPERTY & CONSTRUCTION GROUP
2E/10, CIVIC CENTRE, UXBRIDGE, MIDDLESEX, UB8 1UW
Tel: 01895 250 111
Fax: 01895 277 224

NOTES - DO NOT SCALE FROM THIS DRAWING. The Contractor must verify all dimensions at the site before setting out, commencing work, or making any shop drawings. Any discrepancies must be reported to the Contract Administrator before proceeding.

Rev	Revision notes	Initials	Date
-	-	-	-
Project CHARLES CURRAN HOUSE, 36 BONIFACE ROAD, ICKENHAM, UB10 8BU		Scale 1:1250 @ A4	Drawn by SAM
Description SITE LOCATION PLAN		Date 13/08/13	Checked by SV
		Drawing No. 2013/D115/P/01	Rev.

NOTES
 The Contractor must verify all dimensions at the site before starting work.
 All dimensions are to the face of the work unless otherwise stated.
 All dimensions are to the centre of the work unless otherwise stated.
 DO NOT SCALE FROM THIS DRAWING.

Schedule of Accommodation

6 No 4 Bed 7P 2storey houses

Parking: - 12 spaces including 2 No disabled spaces.

B-Bin Location
 Bikes - 2 bikes storage

Rev	Revision notes	Issue	Date
A	Site plan annotations per the needs of No. 7, 8 and 9	Issue	24/09/13

HILLINGDON
 LONDON

OPERATE PROPERTY & CONSTRUCTION GROUP
 2E/10, CIVIC CENTRE, URBIDGE, MIDDLESEX, UB8 1UW
 Tel: 01895 250 111
 Fax: 01895 277 224

PROJECT:
 CHARLES CURRAN HOUSE
 38 BONIFACE ROAD
 ICKENHAM, UB10 8BU

PROPOSED SITE PLAN

NO	DATE	BY	CHKD
1300 @ A3		SAM	SV
17/01/13			

PROJECT NO: 2013/D115/P/03
 SCALE: A



NOT TO SCALE FROM THIS DRAWING

SURVEY KEY

- PI Pipe
- BE Beacon
- BI Borehole
- BS Bus Stop
- CC Coal Chute
- DH Drain
- DS Downspout
- FS Flagstaff
- GP Gas Valve
- LC Lamp Column
- MP Mast
- MB Manhole
- WP Wasp Hole
- WT Water Tap
- A Leach Mark
- U Undersill
- GC Gully Cover
- C Cable TV Cover
- E Electricity Cover
- W Water Meter
- F Fire Hydrant
- C Control Box
- S Survey Station
- TS Tree Stump
- WB Waste Bin
- WP Wasp Hole
- WT Water Tap
- A Leach Mark
- U Undersill
- GC Gully Cover
- C Cable TV Cover
- E Electricity Cover
- W Water Meter
- F Fire Hydrant
- C Control Box
- S Survey Station

LONGBORO OF HILLINGDON
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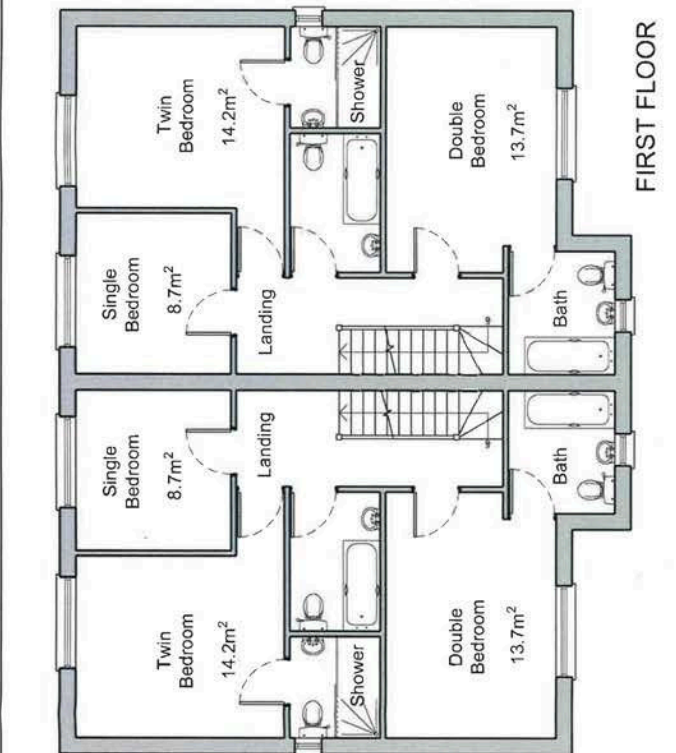
HILLINGDON
LONDON

CORPORATE PROPERTY & CONSTRUCTION GROUP
2E/10, CIVIC CENTRE, URBIDGE, MIDDLESEX, UB8 3JW
Tel: 01895 237 111
Fax: 01895 277 224

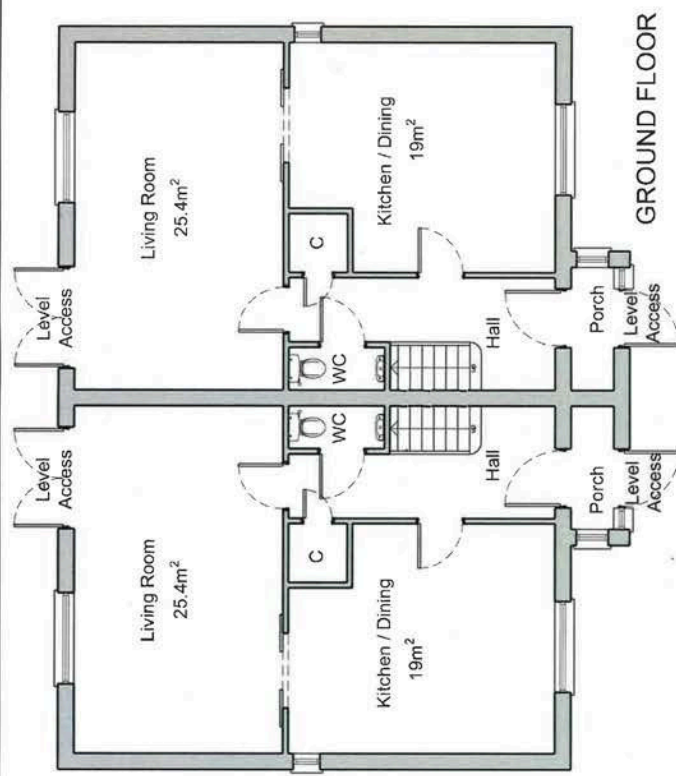
PROJECT NO:	CHARLES CURRAN HOUSE
ADDRESS:	36 BONIFACE ROAD ICKENHAM, UB10 8BU
DATE:	13/08/13
SCALE:	1:300 @ A3
DRAWN BY:	SAM
CHECKED BY:	SV
DATE:	13/08/13
PROJECT:	EXISTING SITE PLAN TOPOGRAPHICAL & TREE SURVEY
REF:	2013/D/115/P/02



MET 15
 The Client/Architect must verify all dimensions of the job before starting work.
 All drawings are to be checked and approved by the Client/Architect before printing.
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FIRST FLOOR



GROUND FLOOR

GIA for each house = 148m²

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Revision	Number	Date

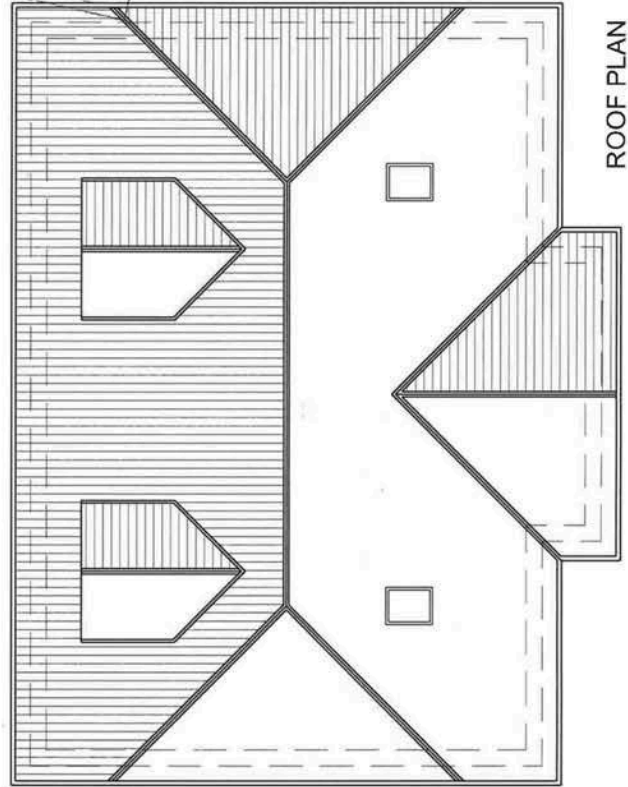
HILLINGDON
 LONDON
 COMMERCIAL PROPERTY & CONSTRUCTION GROUP
 40/11, CIVIC CENTRE, ULRIDGE, MIDDLESEX, UXA 1JW
 Tel: 01895 250 111
 Fax: 01895 277 224

PROJECT: CHARLES CURRAN HOUSE
 38 BONIFACE ROAD
 ICKENHAM, UB10 8BU

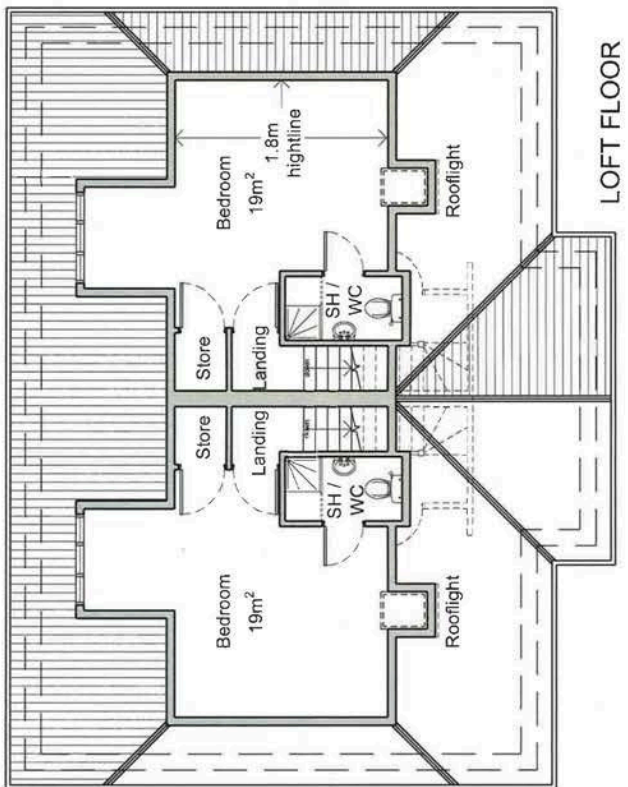
PROPOSED FLOOR & ROOF PLANS

1:100 @ A3
 1:200 @ A4
 1:500 @ A1
 1:1000 @ A0

2013/D115/P/04



ROOF PLAN

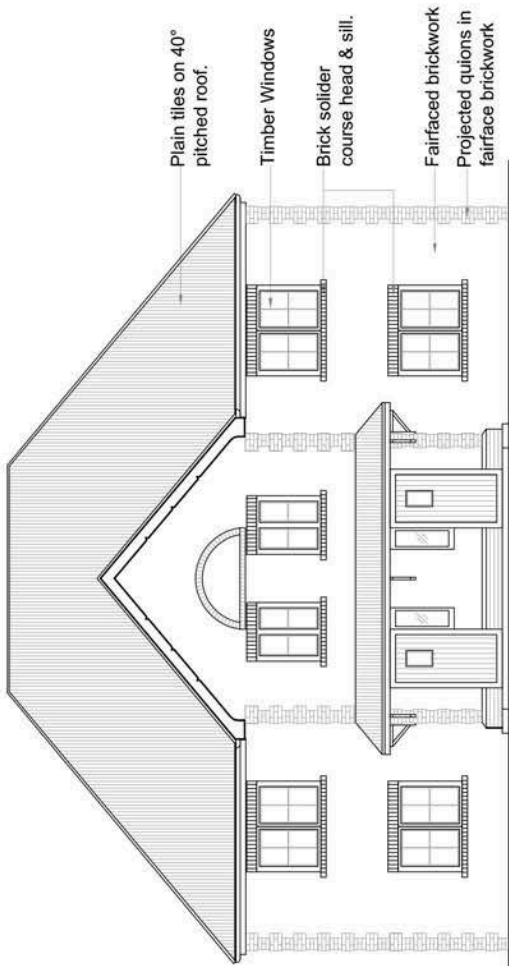


LOFT FLOOR

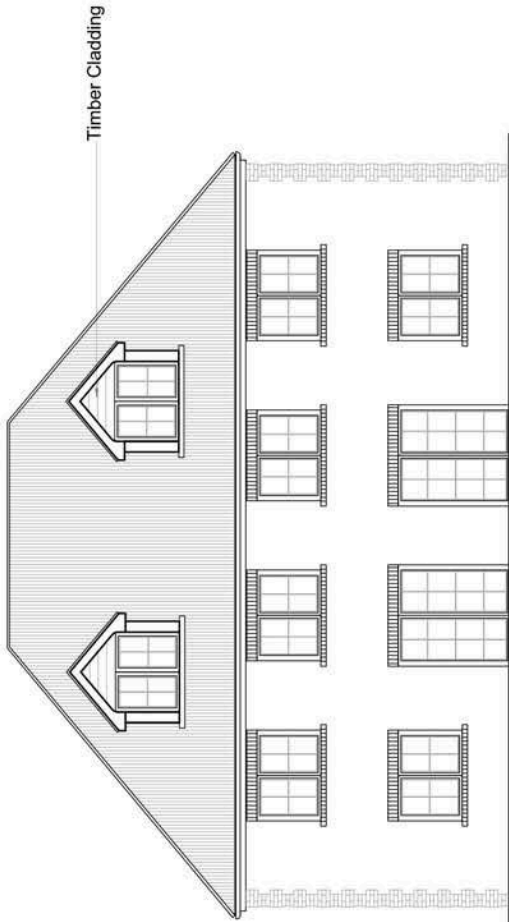


NOTES

The Contractor shall verify all dimensions of the site before starting work. Any discrepancy between the site measurements and the drawings shall be reported to the Client immediately. The Contractor shall be responsible for any discrepancies that occur between the site measurements and the drawings. DO NOT SCALE FROM THIS DRAWING.

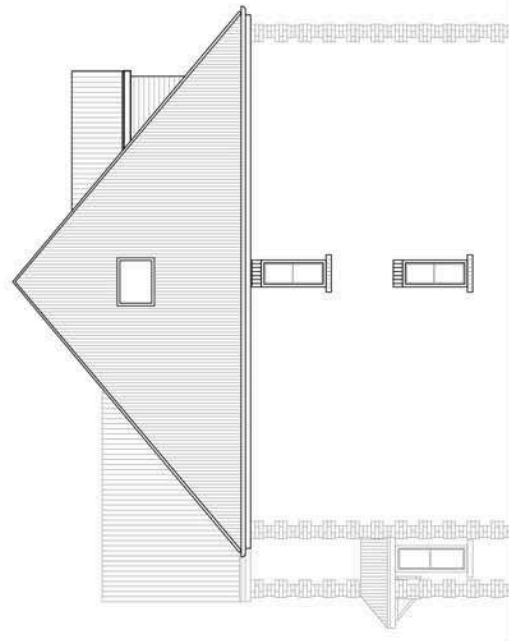


FRONT ELEVATION

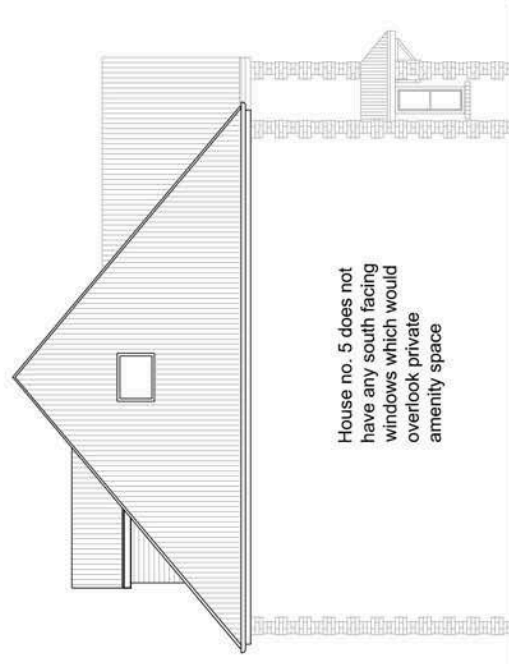


REAR ELEVATION

- Cast iron rainwater gutters & downpipes
- Timber fascia & Soffit boards
- Plain tiles on 40° pitched roof
- Fairface brick walls
- Timber windows & doors



TYPICAL SIDE ELEVATION



HOUSE NO. 5 SIDE ELEVATION

ST	20/09/13
SA	24/09/13
Issue	Date

HILLINGDON
LONDON

CORPORATE PROPERTY & CONSTRUCTION GROUP
4th/11, ONE CENTRE, URBANAGE, MIDDELSEX, URB 10W
Tel: 01885 250 111
Fax: 01885 277 224

PROJECT: CHARLES CURRAN HOUSE
36 BONIFACE ROAD
ICKENHAM, UB10 8BU

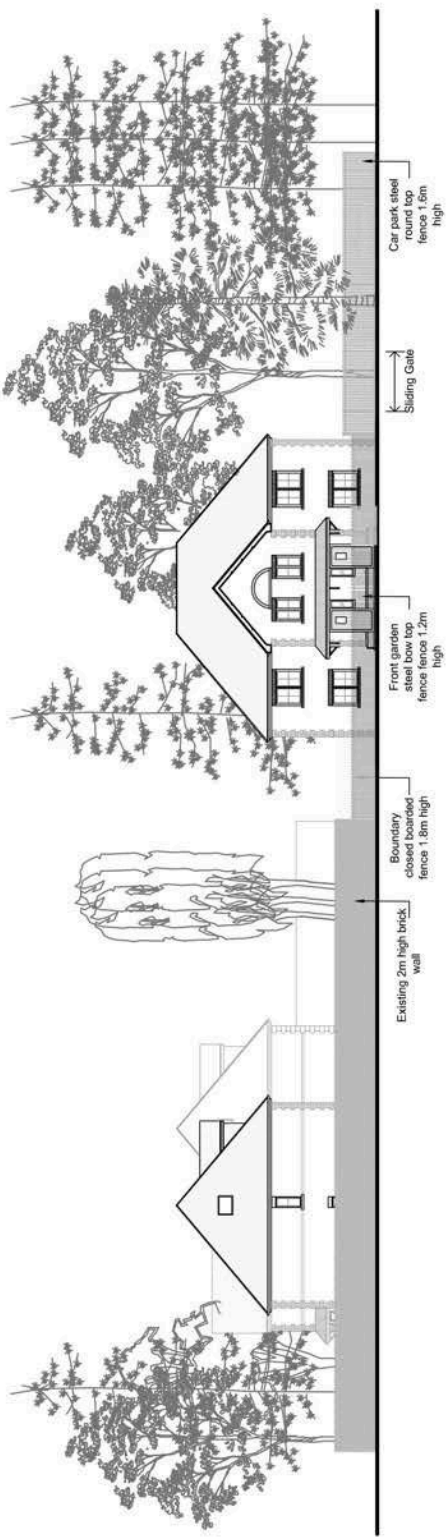
PROPOSED ELEVATIONS

Client	1100 @ A3	Country	SV
Scale	SAM	Project	13/08/13
Drawn by		Check by	

2013/D115/P/05 **B**

NOTES

The Contractor shall verify all dimensions of the site before starting work. All dimensions are given in meters unless otherwise stated. Any discrepancies must be referred to the Consultant Architect before starting any work. DO NOT SCALE FROM THIS DRAWING.



ELEVATION B-B - Scale 1:250



SITE PLAN - Scale 1:1250



ELEVATION A-A (View from Swakeleys Road) - Scale 1:250

B		Project Name	30/09/13
A		Client	24/09/13
A		Revision	Date

HILLINGDON
LONDON

CORPORATE PROPERTY & CONSTRUCTION GROUP
4th/11, ONE CENTRE, URBOROUGH, MIDOXLEY, UBS 10W
Tel: 01895 255 111
Fax: 01895 277 224

PROJECT: CHARLES CURRAN HOUSE
36 BONIFACE ROAD
ICKENHAM, UB10 8BU

PROPOSED SECTIONAL ELEVATIONS

NO. INDICATED	DATE	BY
AS INDICATED	2013/08/13	SV

2013/D115/P/06

NOTES

The information on this drawing is for the use of the client only. It is not to be used for any other purpose without the written consent of the architect. The architect is not responsible for any errors or omissions on this drawing. DO NOT SCALE FROM THIS DRAWING.

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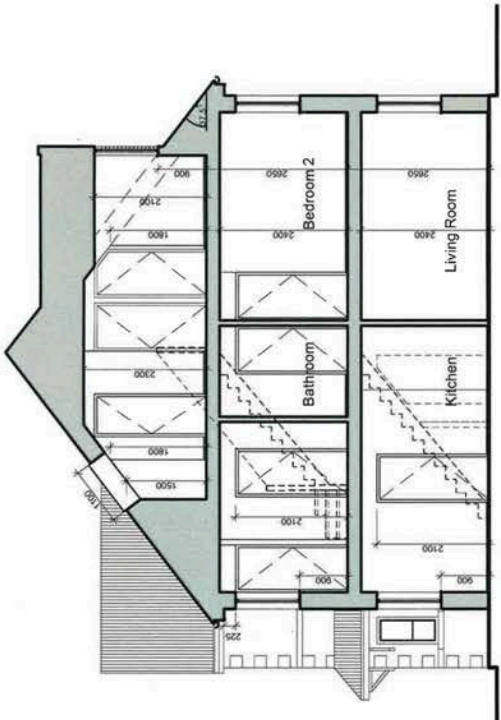
CORPORATE PROPERTY & CONSTRUCTION GROUP
4th/11, ONE CENTRE, URBANAGE, WOLCOTE, LE9 7UP
Tel: 01853 250 111
Fax: 01853 271 224

PROJECT: CHARLES CURRAN HOUSE
38 BONIFACE ROAD
ICKENHAM, UB10 8BU
01853 271 224

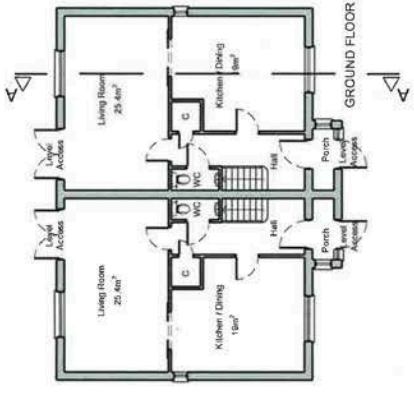
TYPICAL SECTION

DATE	20/03/13
DESIGNED BY	SV
CHECKED BY	SAM
ISSUED BY	AS SHOWN @A3

2013/D115/P/07



TYPICAL SECTION A-A
Scale 1:100



GROUND FLOOR PLAN
Scale 1:200



NOTES
 The contractor must verify all dimensions and levels on site before construction.
 All work must be carried out in accordance with the relevant Building Regulations.
 DO NOT SCALE FROM THIS DRAWING

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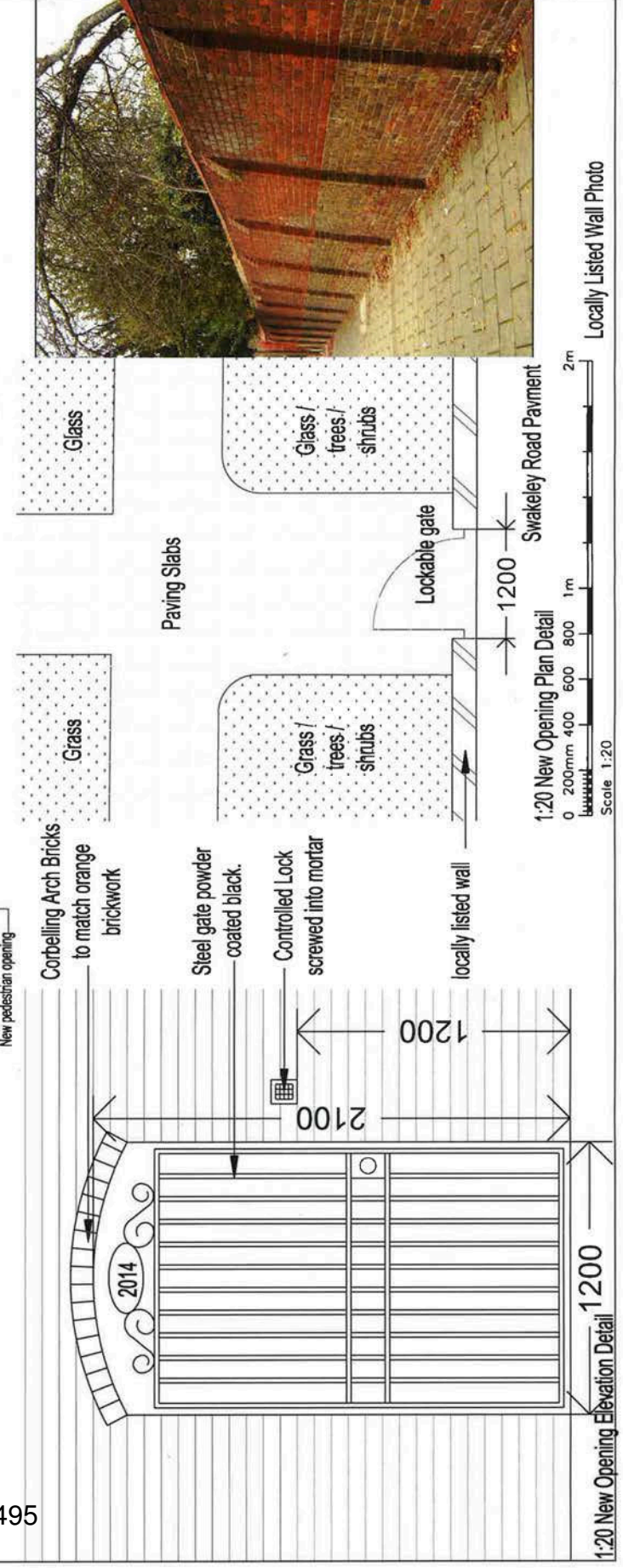
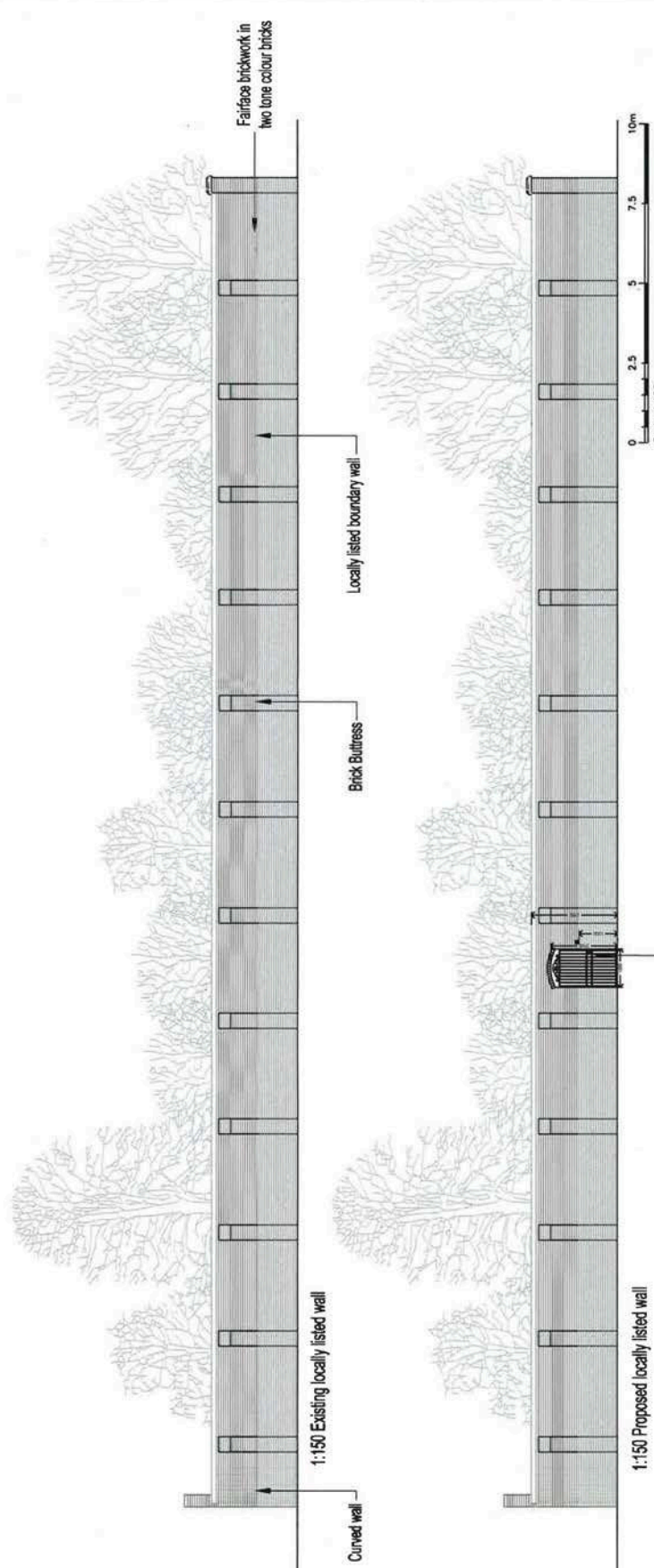
CORPORATE PROPERTY & CONSTRUCTION GROUP
 2E/10, CIVIC CENTRE, UXBIDGE, MIDDLESEX, UBB 10W
 Tel: 01895 235 111
 Fax: 01895 227 224

CHARLES CURRAN HOUSE SITE
 38 BONIFACE ROAD
 ICKENHAM, UB10 8BU

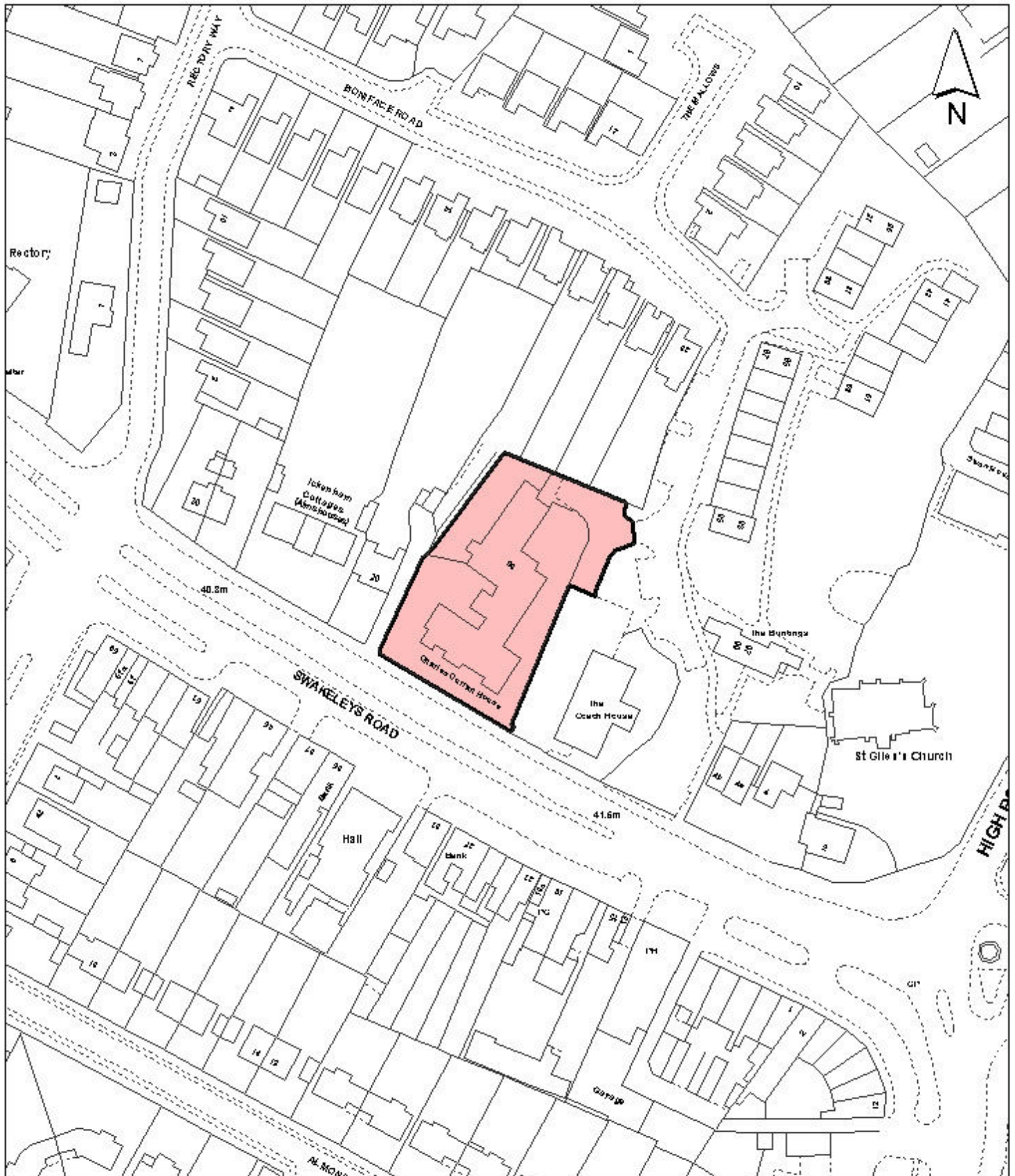
LOCALLY LISTED WALL NEW OPENING



NO	REV	DATE	BY	CHK
1	1	13/08/13	SV	

2013/D/115/P/08



Locally Listed Wall Photo



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	<p>Scale 1:1,250</p>	
	<p>Date December 2013</p>	

Report of the Head of Planning, Sport and Green Spaces

Address CHARLES CURRAN HOUSE BONIFACE ROAD ICKENHAM
Development: Conservation Area Consent for the demolition of existing care home.
LBH Ref Nos: 1022/APP/2013/2345
Date Plans Received: 15/08/2013 **Date(s) of Amendment(s):** 30/09/2013
Date Application Valid: 15/08/2013 15/08/2013



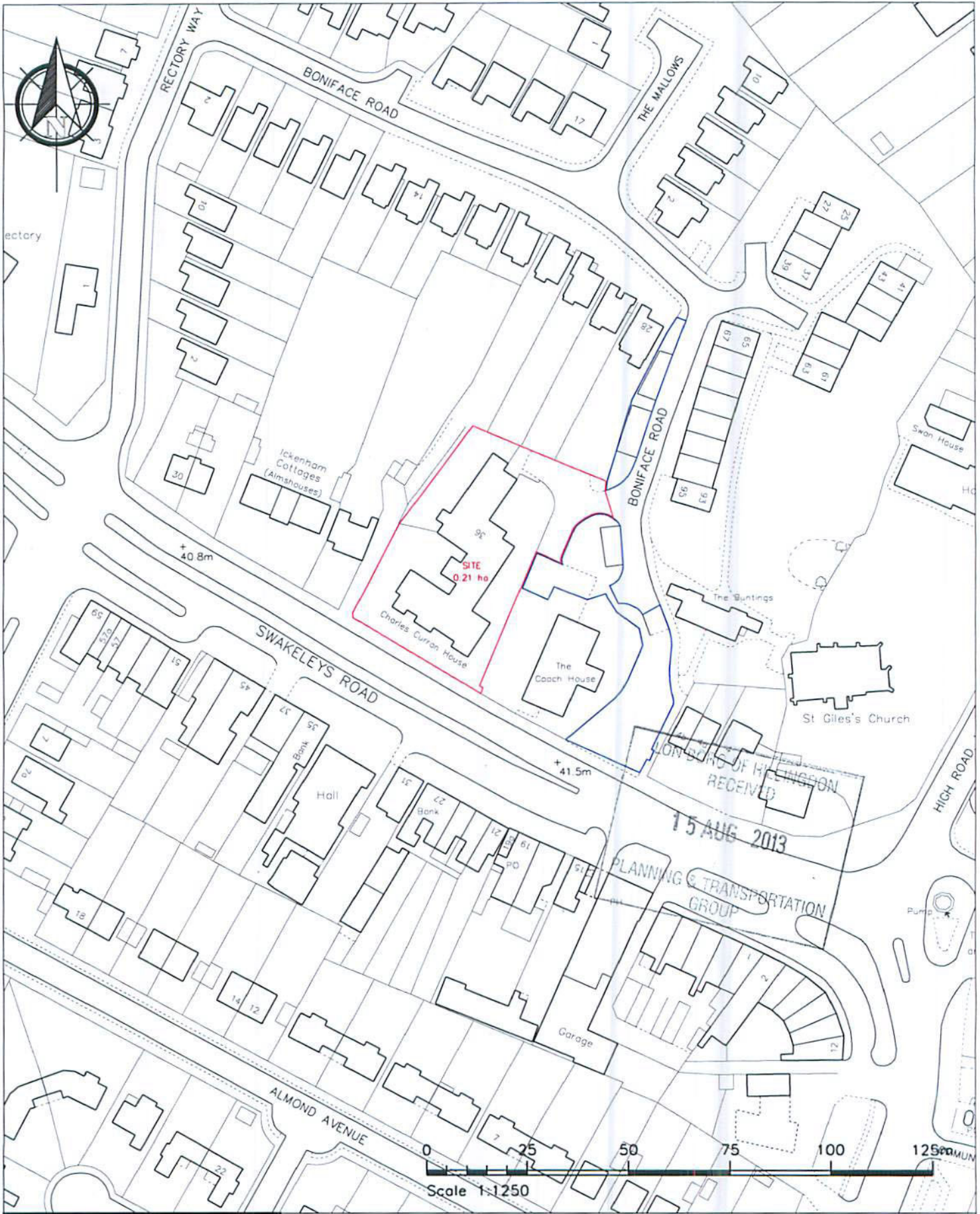
SURVEY KEY

- PI Pipe
- BE Beacon
- BI Borehole
- BS Bus Stop
- CC Coal Chute
- DH Drain
- DS Downspout
- FS Flagstaff
- GP Gas Valve
- LC Lamp Column
- MP Mast
- MB Manhole
- WP Wasp Hole
- WT Water Tap
- IT Inspection Cover
- UT Underdrift
- GC Gully Cover
- TC Television Cover
- EW Electric Water Cover
- EM Electric Meter
- FB Fire Hydrant
- CB Control Box
- AS Survey Station
- TS Tree Stump
- Y Vent
- WB Waste Bin
- WP Wasp Hole
- WT Water Tap
- IT Inspection Cover
- UT Underdrift
- GC Gully Cover
- TC Television Cover
- EW Electric Water Cover
- EM Electric Meter
- FB Fire Hydrant
- CB Control Box
- AS Survey Station

LON BORO OF HILLINGDON
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 CORPORATE PROPERTY & CONSTRUCTION GROUP
 2E/10, CIVIC CENTRE, URBIDGE, MIDDLESEX, UB8 3JW
 Tel: 01895 237 111
 Fax: 01895 277 224

PROJECT NO:	CHARLES CURRAN HOUSE
ADDRESS:	36 BONIFACE ROAD ICKENHAM, UB10 8BU
DATE:	13/08/13
SCALE:	1:300 @ A3
DATE:	15/08/13
PROJECT NO:	2013/D/115/P/02



Scale 1:1250

NOTES - DO NOT SCALE FROM THIS DRAWING. The Contractor must verify all dimensions at the site before setting out, commencing work, or making any shop drawings. Any discrepancies must be reported to the Contract Administrator before proceeding.

Rev	Revision notes	Initials	Date
-	-	-	-
Project CHARLES CURRAN HOUSE, 36 BONIFACE ROAD, ICKENHAM, UB10 8BU		Scale 1:1250 @ A4	Drawn by SAM
Description SITE LOCATION PLAN		Date 13/08/13	Checked by SV
		Drawing No. 2013/D115/P/01	Rev.



HILLINGDON
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CORPORATE PROPERTY & CONSTRUCTION GROUP
2E/10, CIVIC CENTRE, UXBRIDGE, MIDDLESEX, UB8 1UW
Tel: 01895 250 111
Fax: 01895 277 224

NOTES
 The Contractor must verify all dimensions at the site before starting work.
 All dimensions are given unless otherwise stated.
 All dimensions are given unless otherwise stated.
 DO NOT SCALE FROM THIS DRAWING.

Schedule of Accommodation

- 6 No 4 Bed 7P 2storey houses
- Parking: - 12 spaces including 2 No disabled spaces.
- B-Bin Location
- Bikes - 2 bikes storage

HILLINGDON
 LONDON

OPERATE PROPERTY & CONSTRUCTION GROUP
 2E/10, CIVIC CENTRE, URBIDGE, MIDDLESEX, UB8 1UW
 Tel: 01895 250 111
 Fax: 01895 277 224

PROJECT:
 CHARLES CURRAN HOUSE
 38 BONIFACE ROAD
 ICKENHAM, UB10 8BU

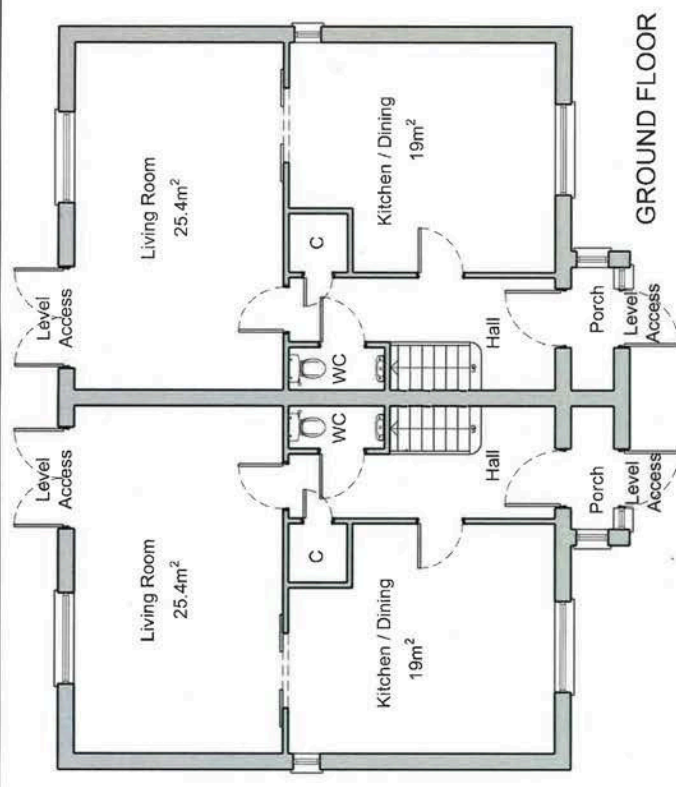
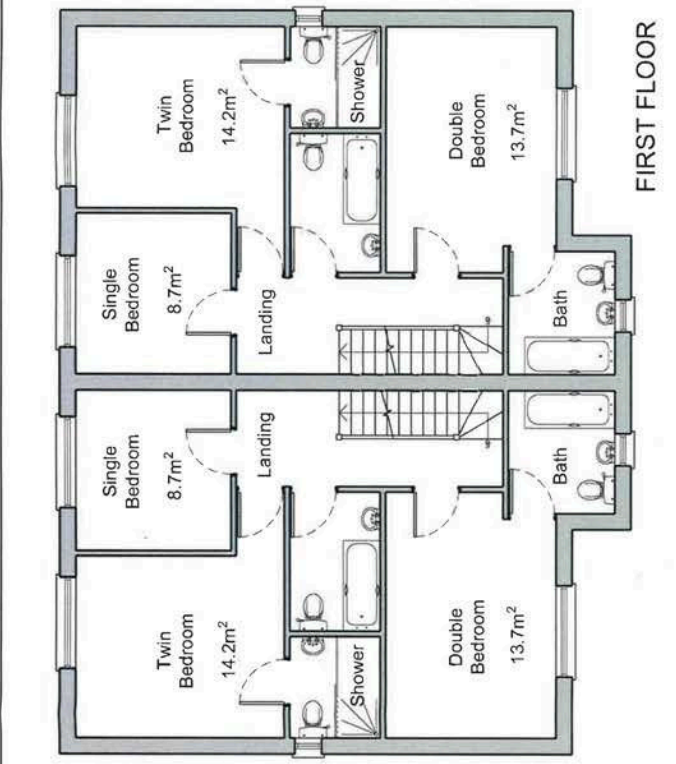
PROPOSED SITE PLAN	DATE: 17/01/13	SCALE: 1:300 @ A3	CHECKED BY: SV	NO: 2013/D/115/P/03	REV: A
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Ickenham Cottages (Almshouses)

New pedestrian opening refer to drawing no. 2013/D/115/P/08 for details

MET 15
 The Client shall verify all dimensions of the site before starting the work. The Contractor shall be responsible for the accuracy of the information provided. The Contractor shall be responsible for the accuracy of the information provided. DO NOT SCALE FROM THIS DRAWING.



GIA for each house = 148m²

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Revision	Number	Date

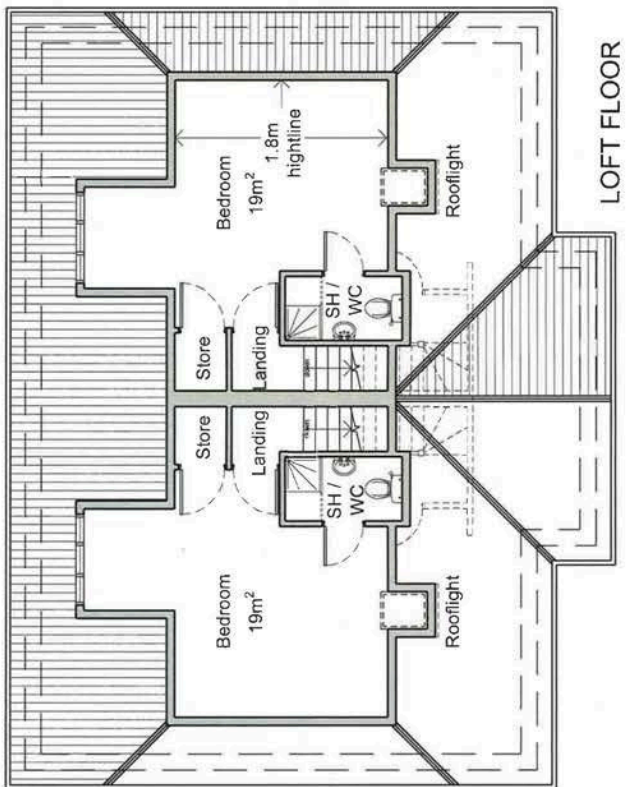
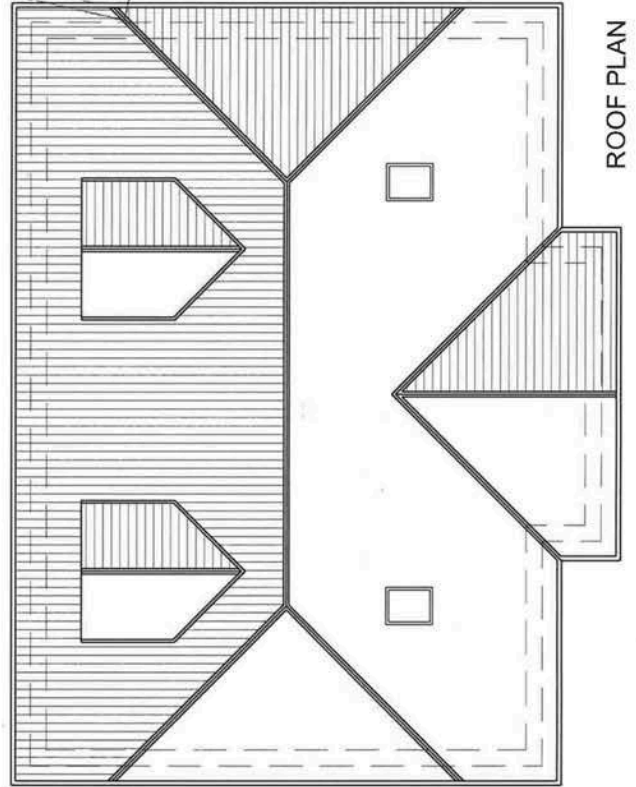
HILLINGDON
 LONDON
 COMMERCIAL PROPERTY & CONSTRUCTION GROUP
 40/11, CIVIC CENTRE, ULRIDGE, MIDDLESEX, UXA 1JW
 Tel: 01895 250 111
 Fax: 01895 277 224

PROJECT: CHARLES CURRAN HOUSE
 38 BONIFACE ROAD
 ICKENHAM, UB10 8BU

PROPOSED FLOOR & ROOF PLANS

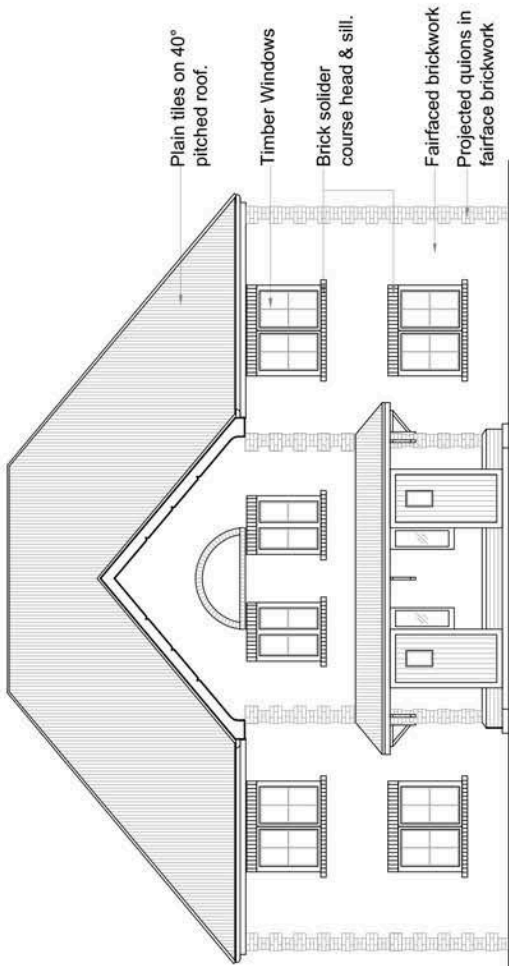
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 Drawing No: 13/08/13
 Date: 15/08/13

2013/D115/P/04

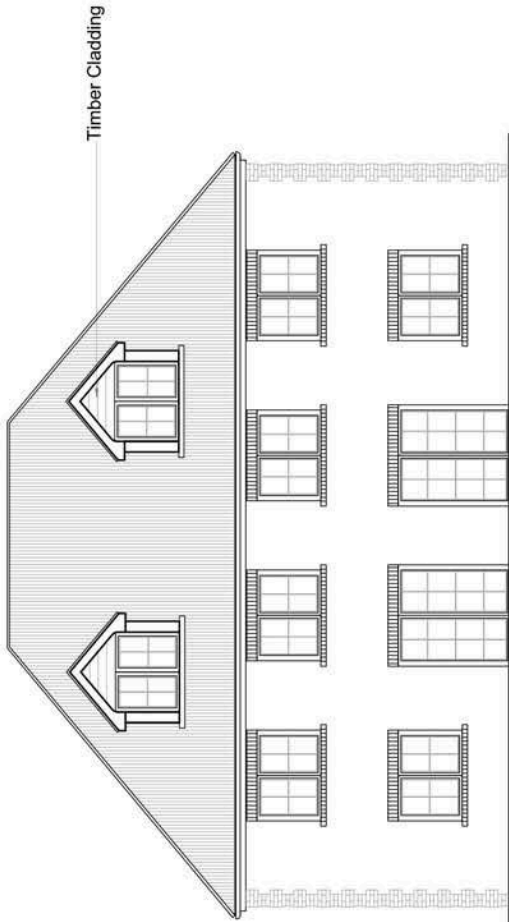


NOTES

The Contractor shall verify all dimensions of the site before starting work. Any discrepancy between the site measurements and the drawings shall be reported to the Client immediately. The Contractor shall be responsible for any discrepancies that occur between the site measurements and the drawings. DO NOT SCALE FROM THIS DRAWING.

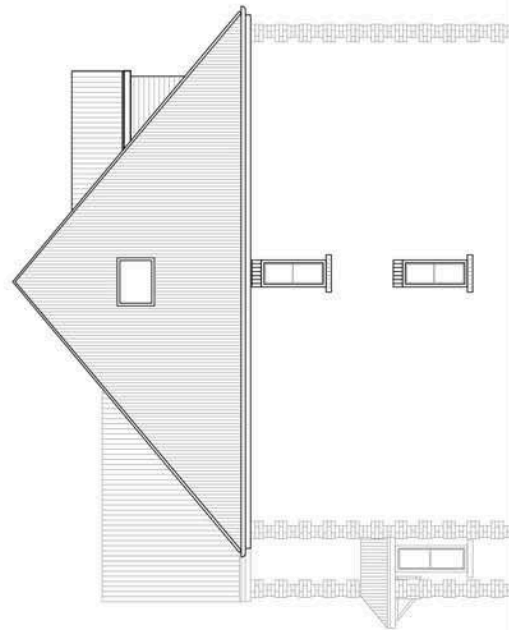


FRONT ELEVATION

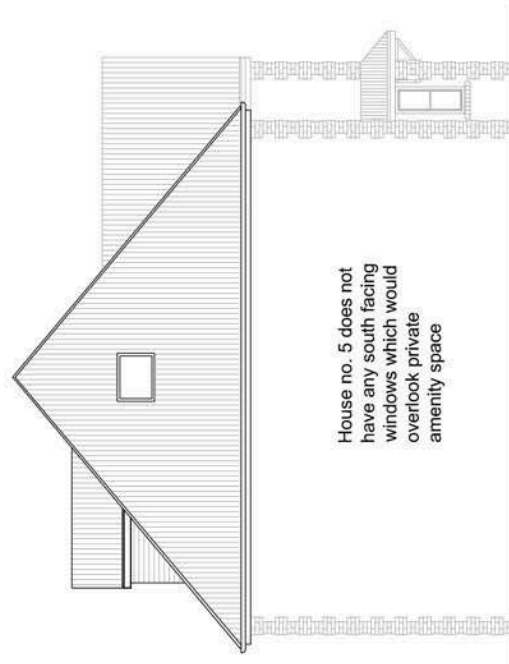


REAR ELEVATION

- Cast iron rainwater gutters & downpipes
- Timber fascia & Soffit boards
- Plain tiles on 40° pitched roof
- Fairface brick walls
- Timber windows & doors



TYPICAL SIDE ELEVATION



HOUSE NO. 5 SIDE ELEVATION

ST	20/09/13
SA	24/09/13
Issue	Date

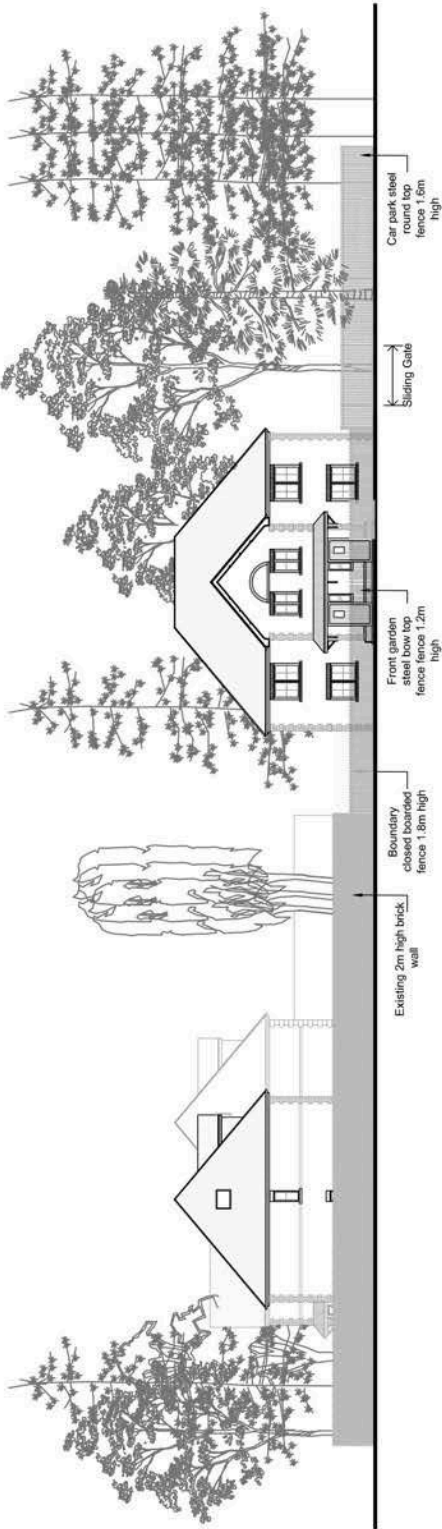
HILLINGTON
 LONDON
 CORPORATE PROPERTY & CONSTRUCTION GROUP
 40/11, ONE CENTRE, URBISIDE, MIDDELSEX, URB 10W
 Tel: 01885 256 111
 Fax: 01885 277 224

PROJECT: CHARLES CURRAN HOUSE
 36 BONIFACE ROAD
 ICKENHAM, UB10 8BU

PROPOSED ELEVATIONS
 1:100 @ A3
 DRAWN: SAM
 CHECKED: SV
 DATE: 13/08/13
 SHEET: 11
2013/D115/P/05
B

NOTES

The Contractor shall verify all dimensions at the site before starting work. Any discrepancy between the dimensions shown on this drawing and the actual site dimensions must be reported to the Consultant immediately. The Consultant shall be responsible for any discrepancies that occur after the start of construction. **DO NOT SCALE FROM THIS DRAWING.**



ELEVATION B-B - Scale 1:250



SITE PLAN - Scale 1:1250



ELEVATION A-A (View from Swakeleys Road) - Scale 1:250



SET	30/09/13
DATE	24/09/13
DESIGNER	SV
CHECKED	SV
DATE	13/08/13
PROJECT NO.	2013/D115/P/06
REV	B

HILLINGDON
LONDON

CHARLES CURRAN HOUSE
36 BONIFACE ROAD
ICKENHAM, UB10 8BU

CONSTRUCTION GROUP
49/11, CHIC CENTRE, URBOROUGH, WILTSHIRE, WSS 1UW
Tel: 01845 256 111
Fax: 01845 277 224

PROJECT: CHARLES CURRAN HOUSE
36 BONIFACE ROAD
ICKENHAM, UB10 8BU

DESCRIPTION: PROPOSED SECTIONAL ELEVATIONS

DATE	13/08/13
DESIGNER	SV
CHECKED	SV
DATE	13/08/13
PROJECT NO.	2013/D115/P/06
REV	B

NOTES
 The contractor must verify all dimensions and levels on site before construction.
 All work must be completed in accordance with the Contract Administration and Planning.
 DO NOT SCALE FROM THIS DRAWING

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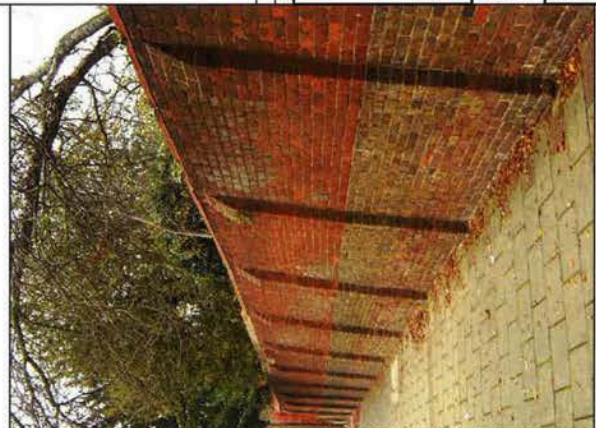
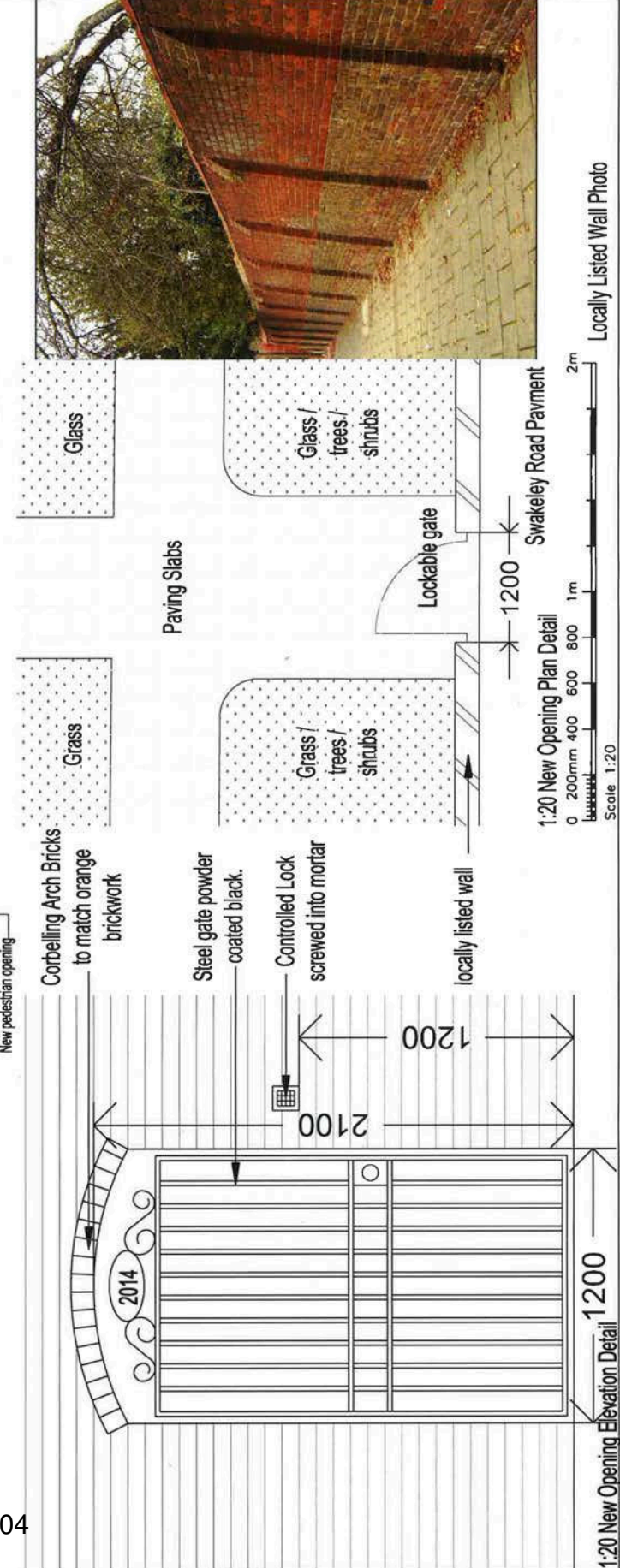
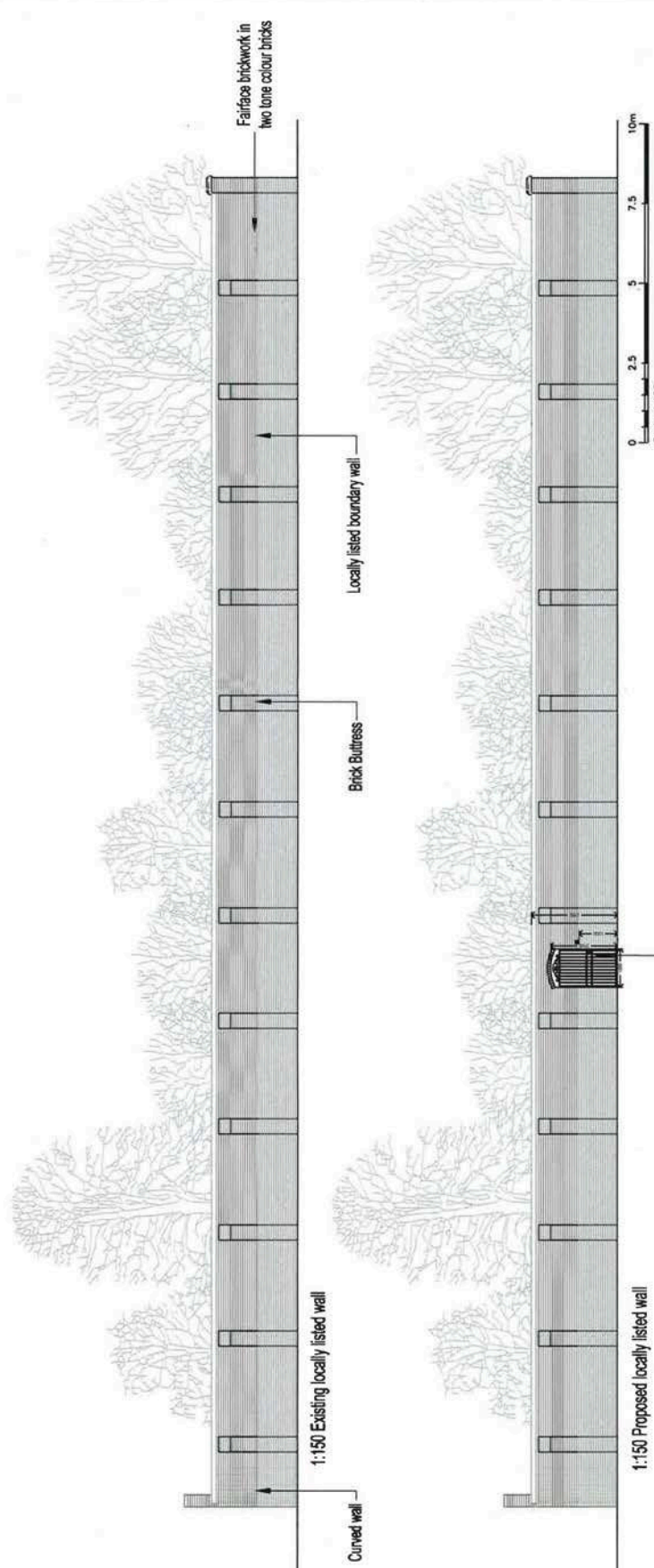
CORPORATE PROPERTY & CONSTRUCTION GROUP
 2E/10, CIVIC CENTRE, UBERIDGE, MIDDLESEX, UB8 1UW
 Tel: 01895 235 111
 Fax: 01895 227 224

CHARLES CURRAN HOUSE SITE
 38 BONIFACE ROAD
 ICKENHAM, UB10 8BU

LOCALLY LISTED WALL NEW OPENING

NO	REV	DATE	BY	CHK

13/08/13
 SV
 2013/D/115/P/08



NOTES

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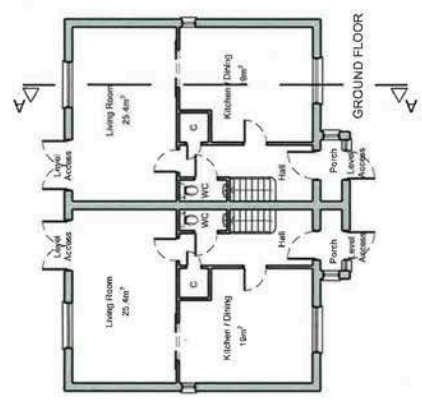
CORPORATE PROPERTY & CONSTRUCTION GROUP
4th/11, ONE CENTRE, URBANAGE, WOODLEY, WOX
Tel: 01895 230 111
Fax: 01895 271 224

PROJECT: CHARLES CURRAN HOUSE
38 BONIFACE ROAD
ICKENHAM, UB10 8BU
01895 271 224

TYPICAL SECTION

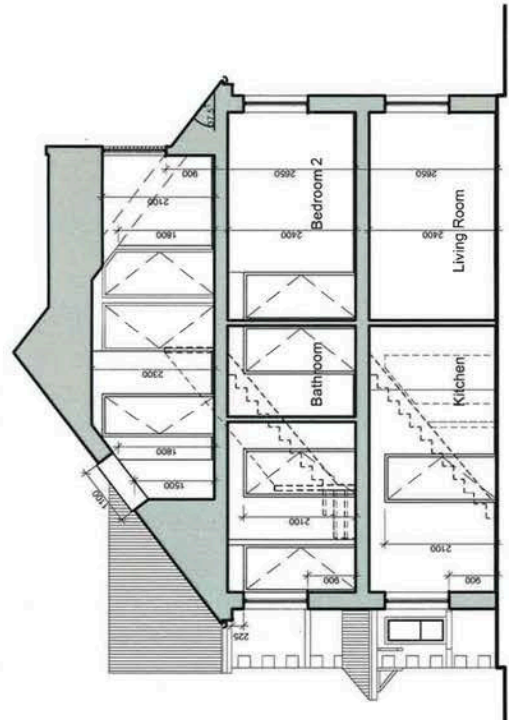
DATE	20/03/13
DESIGNED BY	SV
CHECKED BY	SAM
ISSUED BY	AS SHOWN @A3

2013/D/115/P/07



GROUND FLOOR PLAN

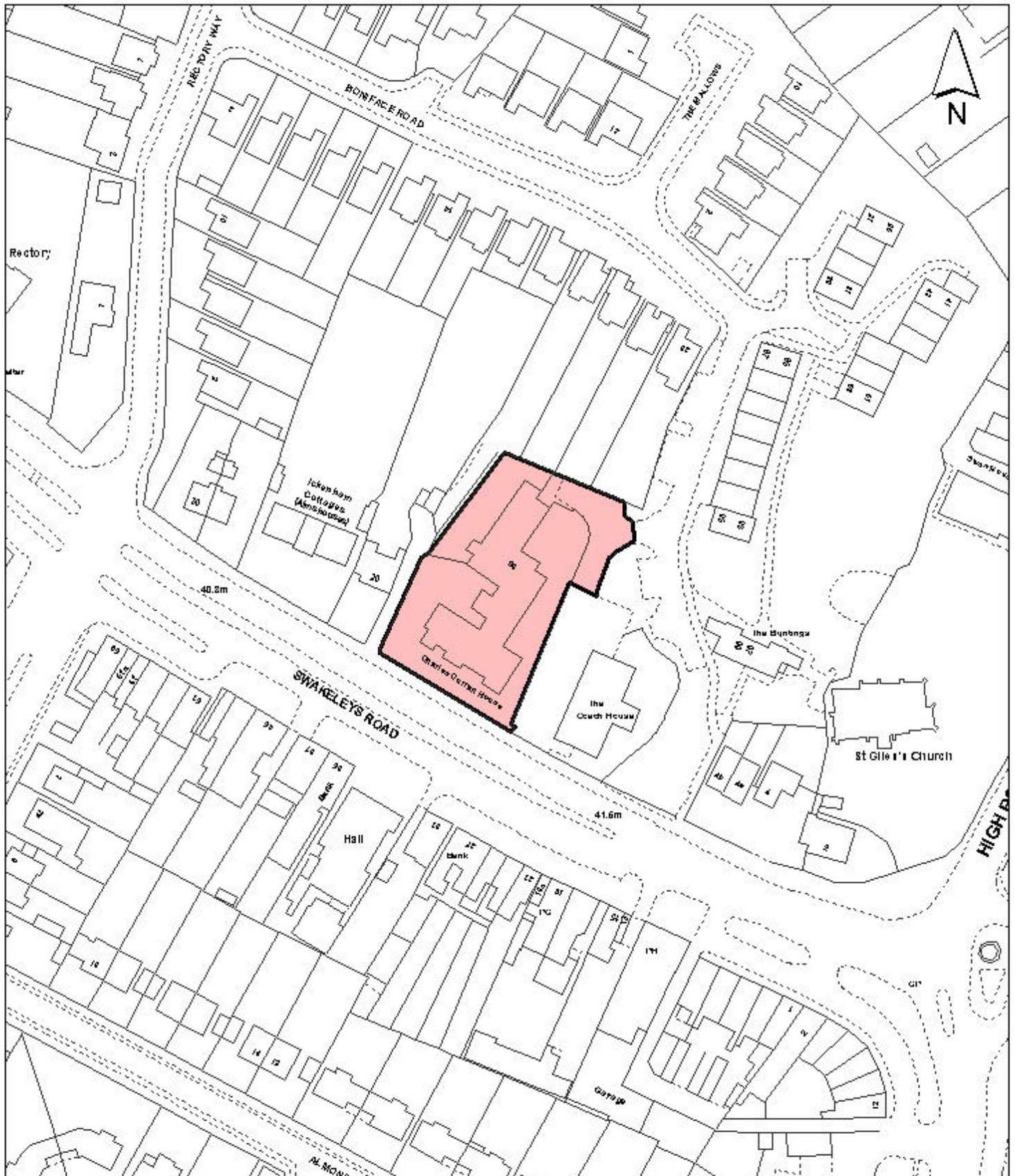
Scale 1:200




TYPICAL SECTION A-A

Scale 1:100





Notes

 Site boundary
For identification purposes only.

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Site Address	
Charles Curran House Boniface Road	
Planning Application Ref:	Scale
1022/APP/2013/2345	1:1,250
Planning Committee	Date
Major Application	December 2013

**LONDON BOROUGH
OF HILLINGDON**

Residents Services

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



HILLINGDON
COUNCIL