



HILLINGDON
LONDON



Major Applications Planning Committee

To Councillors on the Committee

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

Date: WEDNESDAY, 22
JANUARY 2014

Time: 6.00 PM

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

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

**This agenda and associated
reports can be made available
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further information.**

Published: Tuesday, 14 January 2014

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This Agenda is available online at:

<http://modgov.hillingdon.gov.uk/ieListDocuments.aspx?CId=325&MId=1839&Ver=4>

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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 Matters that have been notified in advance or urgent
- 4 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 without Petitions

	Address	Ward	Description & Recommendation	Page
5	Frank Welch Court, High Meadow Close, Pinner - 196/APP/2013/2958	Northwood Hills	Variation of condition 2 (Accordance with Approved Plans) of planning permission ref: 196/APP/2012/1776 (Erection of a 45 Bed Care Home (Use Class C2)) to allow alterations and additions to the lower ground floor (basement) layout and alterations to internal walls on upper floors. Recommendation: Approval subject to a Legal Agreement / Deed of Variation	1 – 20 116 - 128
6	Former Technicolor Site, 276 Bath Road, Sipson - 35293/APP/2013/2709	Townfield	Erection of 2 industrial/warehouse units incorporating 9,160sqm GIA within B1(c)/B2/B8 Use Classes with ancillary office space, associated car parking, landscaping and service yards. Recommendation: Approval subject to a S106 Agreement	21 – 60 129 - 142

7	Rainbow & Kirby Industrial Estates, Trout Road - 38058/APP/2013/1756	Yiewsley	Demolition of existing commercial premises and existing dwelling and erection of 99 residential units (C3), 50 unit extra care/dementia sheltered housing scheme (C3), 1,529.4sqm light industrial floorspace comprising 17 business units (B1c) and 611.30sqm of restaurant/cafe (A3) floorspace associated open space, car parking and landscaping. (Outline Application). Recommendation: Approval subject to a S106 Agreement	61 – 114 143 - 158
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Plans for Major Applications Planning Committee Pages 115 - 158

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Report of the Head of Planning, Sport and Green Spaces

Address FRANK WELCH COURT HIGH MEADOW CLOSE PINNER

Development: Variation of condition 2 (Accordance with Approved Plans) of planning permission ref: 196/APP/2012/1776 (Erection of a 45 Bed Care Home (Use Class C2)) to allow alterations and additions to the lower ground floor (basement) layout and alterations to internal walls on upper floors.

LBH Ref Nos: 196/APP/2013/2958

Drawing Nos: W4701/LO1 Location Plan
W4701/45 Approved & Proposed Lower Ground Floor Plan
W4701/46 Approved & Proposed Ground Floor Plan
W4701/47 Approved & Proposed First Floor Plan
W4701/49 Approved and Proposed Site Sections
W4701/205 Rev A Section C-C & D-D & E-E
W4701/206 Rev A Sections F & G
W4701/222 Rev A Staircase 3
W4701/48 Approved & Proposed North Elevation
1888-SL(5)500 Rev B Drainage Layout
W4701 SK03 Drainage Areas
Pinner Drainage Calculations
Services Specification Extracts

Date Plans Received:	09/10/2013	Date(s) of Amendment(s):	18/11/2013
Date Application Valid:	20/11/2013		09/10/2013 25/10/2013

1. SUMMARY

Planning permission was granted for the erection of a 45 Bed Care Home (Use Class C2) in September 2013 (ref: 196/APP/2012/1776). This application seeks permission to vary condition 2 of planning permission ref: 196/APP/2012/1776 to allow alterations to the lower ground floor (basement) layout, including adding additional floorspace (96.7 sq.m), and alterations to internal walls on upper floors.

It is considered that the proposed alterations will not have a detrimental impact on the living conditions for future occupiers and will not impact on the street scene or on the character and appearance of the area.

The proposal complies with Policies BE13, BE20, BE24 and H10 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and Policy 7.2 of the London Plan.

The application is therefore recommended for approval.

2. RECOMMENDATION

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

1. That the Council enter into a legal agreement / Deed of Variation to secure:

(i) 10 Year Green Travel Plan in accordance with TfL guidance.

(ii) **Transport:** in line with the SPD any and all highways works will need to be addressed through a s278 and/or s38 agreement.

(iii) **Health:** A contribution of £9,750.15.

(iv) **Libraries:** A contribution of £1,035.

(v) **Construction Training:** An in-kind training scheme or a financial contribution secured equal to £2,500 for every £1m build cost + number of units 45/160 x £71,675 = total contribution which is estimated to be £25,158.59.

(vi) **Ecology:** A contribution of £30,000.

(vii) **Project Management and Monitoring Fee:** A financial contribution equal to 5% of the total cash contributions is to be secured to enable the management and monitoring of the resulting agreement.

2. That the applicant meets the Council's reasonable costs in the preparation of the S106 Agreement and any abortive work as a result of the agreement not being completed.

3. That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised before 19/02/2014, 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. The proposal therefore conflicts with Policy R17 of the Hillingdon Local Plan and the Council's Planning Obligations SPD'

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

5. That on completion of the S106 Agreement, the application be deferred for determination by the Head of Planning, Green Spaces and Culture under delegated powers.

6. 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,

W4701/LO1 Location Plan
W4701/45 Approved & Proposed Lower Ground Floor Plan
W4701/46 Approved & Proposed Ground Floor Plan
W4701/47 Approved & Proposed First Floor Plan
W4701/48 Approved & Proposed North Elevation
W4701/49 Approved and Proposed Site Sections
W4701/205 Rev A Section C-C & D-D & E-E
W4701/206 Rev A Sections F & G
W4701/222 Rev A Staircase 3
1888-SL(5)500 Rev B Drainage Layout
W4701 SK03 Drainage Areas

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 (November 2012) and the London Plan (July 2011).

3 COM12 Use Within Same Use Class

The premises shall be used for a care home and for no other purpose (including any other purpose in Class C2 and not for general needs housing of the Schedule to the Town and Country Planning (Use Classes) Order 1987).

REASON

To ensure that the Local Planning Authority maintains control of the future use of the building, in the interests of safeguarding the amenities of surrounding residential occupiers, in accordance with policy OE1 of the Hillingdon Local Plan: Part 2 - Unitary Development Plan Saved Policies (November 2012).

4 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 2 - Unitary Development Plan Saved Policies (November 2012).

5 RES7 Materials (Submission)

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

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

REASON

To ensure that the development presents a satisfactory appearance in accordance with

Policy BE13 of the Hillingdon Local Plan: Part 2 - Unitary Development Plan Saved Policies (November 2012).

6 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, together with details of proposed drains and services 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 2 - Unitary Development Plan Saved Policies (November 2012).

7 RES9 Landscaping (including 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, to include additional tree planting near to site boundaries

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

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

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

2. Details of Hard Landscaping

2.a Refuse Storage

2.b Cycle Storage

2.c Means of enclosure/boundary treatments

2.d Car Parking Layouts (including demonstration that 3 parking spaces are served by electrical charging points, and 2 spaces are designed for use by disabled persons)

2.e Hard Surfacing Materials

2.f External Lighting

3. Schedule for Implementation

4. Other

4.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/scheme of landscaping, including refuse/cycle storage and landscape maintenance.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 of the Hillingdon Local Plan: Part 2 - Unitary Development Plan Saved Policies (November 2012) and Policies 5.11 (living walls and roofs) and 5.17 (refuse storage) of the London Plan.

8 RES10 Tree to be retained

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

Remedial work should be carried out to BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy BE38 of the Hillingdon Local Plan: Part 2 - Unitary Development Plan Saved Policies (November 2012) and to comply with Section 197 of the Town and Country Planning Act 1990.

9 NONSC Non Standard Condition

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

REASON

To ensure that 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 - Unitary Development Plan Saved Policies (November 2012).

10 NONSC Non Standard Condition

Prior to the commencement of works on site, a fire strategy that demonstrates that the building design has sufficient and appropriate refuge areas; would incorporate building features that support horizontal evacuation and/or a 'stay put' policy; and/or would feature fire rated lifts to facilitate the safe and dependable evacuation of people with reduced mobility shall be submitted to and approved by the Local Planning Authority. The development shall be undertaken in accordance with the approved details which shall thereafter be permanently retained.

REASON

In order to ensure that the development complies with Policy 7.2 of the London Plan (July 2012).

11 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 2 - Unitary Development Plan Saved Policies (November 2012) and London Plan (July 2011) Policy 5.12.

12 COM31 Secured by Design

The building(s) shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No building shall be occupied until accreditation has been achieved.

REASON

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

environment in accordance with London Plan (July 2011) Policies 7.1 and 7.3.

13 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 of the Hillingdon Local Plan: Part 2 - Unitary Development Plan Saved Policies (November 2012).

14 NONSC Non Standard Condition

Prior to the commencement of a development, an energy assessment shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall include:

1. the calculation of the energy demand and carbon dioxide emissions covered by Building Regulations and, separately;
2. proposals to reduce carbon dioxide emissions through the energy efficient design of the site, buildings and services;
3. proposals to further reduce carbon dioxide emissions through the use of decentralised energy where feasible, such as district heating and cooling and combined heat and power (CHP);
4. proposals to further reduce carbon dioxide emissions through the use of on-site renewable energy technologies.

The assessment shall demonstrate that the measures proposed to meet steps 2 -4 above will reduce the CO2 emissions by a minimum of 25% from 2010 Building Regulations (Part L). At all stages the report must clearly show the energy demand (kwhr) and the carbon emissions (KgCO2). The conclusions must present a clear solution which is reflected in the relative plans (e.g. roof plan must show photovoltaic panels if proposed). The development shall then proceed in accordance with the approved assessment.

Reason

To ensure the development reduces its impact on climate change in accordance with Policy 5.2 of the London Plan (July 2011).

15 COM25 Loading/unloading/deliveries

There shall be no services or deliveries, including the loading or unloading of goods outside the hours of 07:00 and 18:00, Monday to Friday, and between the hours of 07:00 and 13:00 on Saturdays and at no time on Sundays and Bank/Public Holidays.

REASON

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

16 NONSC Non Standard Condition

Prior to their installation, full details of the siting and design of the photovoltaic panels shall be submitted to and approved in writing by the Local Planning Authority. The panels

shall be installed in accordance with the approved details and therefore permanently retained.

REASON

To ensure that the panels are not detrimental to the appearance of the building and street scene, in accordance with policy BE13 of the Hillingdon Local Plan: Part 2 - Unitary Development Plan Saved 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 (July 2011) and national guidance.

LPP 3.16	(2011) Protection and enhancement of social infrastructure
LPP 3.4	(2011) Optimising housing potential
LPP 3.8	(2011) Housing Choice
LPP 5.11	(2011) Green roofs and development site environs
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.14	(2011) Water quality and wastewater infrastructure
LPP 5.15	(2011) Water use and supplies
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.6	(2011) Decentralised Energy in Development Proposals
LPP 5.7	(2011) Renewable energy
LPP 6.10	(2011) Walking
LPP 6.13	(2011) Parking
LPP 6.3	(2011) Assessing effects of development on transport capacity
LPP 6.9	(2011) Cycling
LPP 7.1	(2011) Building London's neighbourhoods and communities
LPP 7.19	(2011) Biodiversity and access to nature
LPP 7.21	(2011) Trees and woodland
LPP 7.3	(2011) Designing out crime
LPP 7.4	(2011) Local character
LPP 7.6	(2011) Architecture
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
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

BE18	surface water run-off - requirement for attenuation measures
BE19	Design considerations - pedestrian security and safety
BE21	New development must improve or complement the character of the area.
BE22	Siting, bulk and proximity of new buildings/extensions.
BE23	Residential extensions/buildings of two or more storeys.
BE38	Requires the provision of adequate amenity space.
EC2	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
AM7	Nature conservation considerations and ecological assessments
BE13	Consideration of traffic generated by proposed developments.
BE20	New development must harmonise with the existing street scene.
BE24	Daylight and sunlight considerations.
H10	Requires new development to ensure adequate levels of privacy to neighbours.
LPP 7.2	Proposals for hostels or other accommodation for people in need of care (2011) An inclusive environment

3 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).

4 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.

5 115 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.

6 I21 Street Naming and Numbering

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

7 I24 Works affecting the Public Highway - General

A licence must be obtained from the Highway Authority before any works are carried out on any footway, carriageway, verge or other land forming part of the public highway. This includes the erection of temporary scaffolding, hoarding or other apparatus in connection with the development for which planning permission is hereby granted. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW

8 I25 Consent for the Display of Adverts and Illuminated Signs

This permission does not authorise the display of advertisements or signs, separate consent for which may be required under the Town and Country Planning (Control of Advertisements) Regulations 1992. [To display an advertisement without the necessary consent is an offence that can lead to prosecution]. For further information and advice, contact - Planning & Community Services, 3N/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250574).

9 I59 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies. On the 8th November 2012 Hillingdon's Full Council agreed the adoption of the Councils Local Plan: Part 1 - Strategic Policies. Appendix 5 of this explains which saved policies from the old Unitary Development (which was subject to a direction from Secretary of State in September 2007 agreeing that the policies were 'saved') still apply for development control decisions.

10

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

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises the site of the former Frank Welch Court (which has since been demolished), a Council owned sheltered care home, situated on the southern side of High Meadow Close. High Meadow Close forms a short spur road which is approached from Daymer Gardens. This forms a residential cul-de-sac accessed from Catlin's Lane to the west which links High Street, Eastcote in the south with Chamberlain Way in the north. The site mainly abuts the rear gardens of detached properties in Daymer Gardens to the north, east and west and Larkwood Rise to the south. The boundary of the Eastcote Village Conservation Area lies some 40m to the south of the site and the site, together with the areas to the north and west are covered by Tree Preservation Order 61, with the area immediately to the east covered by Tree Preservation Order 81.

3.2 Proposed Scheme

Planning permission was granted for the erection of a 45 Bed Care Home (Use Class C2) in September 2013 (ref: 196/APP/2012/1776). 15 car parking spaces were previously approved. This application seeks permission to vary condition 2 (Accordance with Approved Plans) of the above planning permission to allow alterations to the lower ground floor (basement) layout, including adding additional floorspace (96.7 sq.m), and alterations to internal walls on the upper floors.

3.3 Relevant Planning History

196/APP/2004/1149 Frank Welch Court High Meadow Close Pinner

ERECTION OF 8 TWO STOREY HOUSES WITH GARAGES AND PARKING SPACES AND ALTERATION OF ROAD LAYOUT (INVOLVING DEMOLITION OF EXISTING SHELTERED HOUSING BUILDINGS)(OUTLINE APPLICATION)

Decision: 10-11-2005 ADH

196/APP/2012/1776 Land At High Meadow Close Pinner

Erection of a 45 Bed Care Home (Use Class C2) with associated landscaping and parking.

Decision: 10-06-2013 Approved

196/APP/2013/2731 Land At High Meadow Close Pinner

Details pursuant to conditions 4 (levels), 5 (materials), 6 (tree protection), 7 (landscaping), 10 (fire strategy), 11 (sustainable water management) and 13 (external lighting) of planning permission ref: 196/APP/2012/1776, dated 16-09-2013 (Erection of a 45 Bed Care Home (Use Class C2) with associated landscaping and parking.

Decision: 04-12-2013 Approved

196/APP/2013/3583 Land At High Meadow Close Pinner

Details in compliance with conditions 9 (soil contamination testing), 14 (energy assessment) and 16 (solar panels) of planning permission ref: 196/APP/2012/1776, dated 16-09-2013, for the erection of a 45 Bed Care Home (Use Class C2) with associated landscaping and parking.

Decision:

196/E/83/0988 Frank Welch Court High Meadow Close Pinner

Alterations to elevation (P)

Decision: 05-08-1983 ADH

196/H/85/0950 Frank Welch Court High Meadow Close Pinner

Alterations to elevation (P)

Decision: 19-07-1985 ADH

196/PRE/2002/85 Frank Welch Court High Meadow Close Pinner

TP PRE CORRES RET: RESIDENTIAL REDEVELOPMENT

Decision:

Comment on Relevant Planning History

The site was previously occupied by Frank Welch Court, which was a part single/part two storey linked building that stretched across the site and was used for a 31 bedroom care home with warden and visitor accommodation.

Outline planning permission (196/APP/2004/1149) was granted on 2/12/05 for the demolition of the existing sheltered housing building(s) on site and erection of 8 two-storey houses with garages and parking spaces, involving the alteration of the road layout.

Planning permission (ref: 196/APP/2012/1776) was granted in September 2013 for the erection of a 45 bedroom care home with associated landscaping and parking.

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:

LPP 3.16 (2011) Protection and enhancement of social infrastructure

LPP 3.4 (2011) Optimising housing potential

LPP 3.8 (2011) Housing Choice

LPP 5.11 (2011) Green roofs and development site environs

LPP 5.12 (2011) Flood risk management

LPP 5.13 (2011) Sustainable drainage

LPP 5.14 (2011) Water quality and wastewater infrastructure

LPP 5.15 (2011) Water use and supplies

LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.6	(2011) Decentralised Energy in Development Proposals
LPP 5.7	(2011) Renewable energy
LPP 6.10	(2011) Walking
LPP 6.13	(2011) Parking
LPP 6.3	(2011) Assessing effects of development on transport capacity
LPP 6.9	(2011) Cycling
LPP 7.1	(2011) Building London's neighbourhoods and communities
LPP 7.19	(2011) Biodiversity and access to nature
LPP 7.21	(2011) Trees and woodland
LPP 7.3	(2011) Designing out crime
LPP 7.4	(2011) Local character
LPP 7.6	(2011) Architecture
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
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
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
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.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
EC2	Nature conservation considerations and ecological assessments
AM7	Consideration of traffic generated by proposed developments.
BE13	New development must harmonise with the existing street scene.
BE20	Daylight and sunlight considerations.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
H10	Proposals for hostels or other accommodation for people in need of care
LPP 7.2	(2011) An inclusive environment

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **6th January 2014**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to 47 local owners/occupiers, the Northwood Hills Residents Association and the Eastcote Residents Association. Two responses were received:

- i) unclear on the size and location of the extended basement
- ii) concern over impact of the basement on the water table and underground streams and the effect on neighbouring properties, - there is a history of subsidence affecting houses in Daymer Gardens. There should be independent engineering assessments on the impact.
- iii) concern over length of time to facilitate the extra works
- iv) there is an extremely limited single access route to the site
- v) it is not clear on why the changes are required
- vi) any further expansion to this development should be rigorously considered
- vii) resident did not receive a consultation letter

Officer comments:

Point iii) raised concern over the length of time required for the extra works. The extra works would be incorporated into any schedule of works required by the developer and would not be a reason for refusal. Regarding Point vii) a consultation letter was sent to the address in question.

Internal Consultees

Access Officer:

The proposed Variation of Condition 2, amounting to what would be a considerable extension, incorporates the principles of accessibility within the floor plans.

Conclusion: acceptable from an accessibility perspective.

Floodwater Management Officer:

No objection

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of the development was considered as part of planning application ref: 196/APP/2012/1776. It was considered that the continued use of the site as a care home complied with Policy H10 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and the National Planning Policy Framework (March 2012).

The proposed internal alterations and the extended basement are considered to be acceptable in principle provided the scheme complies with the relevant Hillingdon Local Plan policies.

7.02 Density of the proposed development

The Mayor's density guidelines are not applicable to care homes. The applicants provided density details of other care homes as part of the original application (ref: 196/APP/2012/1776) which suggested that the proposal represented a low density scheme compared with other developments. It was considered that a direct comparison with other schemes was of only limited value. As such, the original scheme was considered appropriate in terms of harmonising with its surroundings and providing suitable accommodation. The proposed alterations to the scheme would not cause significant change to the appropriateness of the development.

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

The proposal would not be likely to affect any archaeological remains, nor would it affect any listed building or its setting. There are also no areas of special local character in the vicinity of the site and although the northern boundary of the Eastcote Village

Conservation Area does lie some 40m to the south of the site, the site is sufficiently remote so that the conservation area would not be materially affected.

7.04 Airport safeguarding

The proposal does not raise any airport safeguarding concerns.

7.05 Impact on the green belt

The application site does not lie within nor is it sited close to the Green Belt.

7.06 Environmental Impact

Not applicable to this application.

7.07 Impact on the character & appearance of the area

The impact of the development on the street scene was assessed as part of the original application (ref: 196/APP/2012/1776). The size, bulk and design of the building was considered to be acceptable and would not result in a harmful impact on the character and appearance of the area, in compliance with Policy BE13 of the Hillingdon Local Plan: Part 2 - Saved Policies (November 2012).

The current scheme seeks to vary the approved plans to allow for expansion of the basement and to make changes to internal walls on the upper floors. The scheme does not include any elevational changes and so would not result in changes to the visual appearance of the building. As such, the proposed changes would not impact on the character and appearance of the area, thereby complying with Policy BE13 of the Hillingdon Local Plan: Part 2 - Saved Policies (November 2012).

7.08 Impact on neighbours

The impact of the development on the nearest residential properties was assessed as part of the original application (ref: 196/APP/2012/1776). Despite the building's overall bulk and size and the changing levels between the site and neighbouring properties, it was considered that the proposed care home would not appear unduly dominant from the neighbouring properties. The development was also considered to comply with Policies BE20 (daylight and sunlight) and Policy BE24 (protection of privacy) of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

The proposed scheme does not include any changes to the elevational treatment of the building nor the location and positioning of windows and so the proposal would not result in increased loss of daylight and sunlight or privacy to neighbouring properties.

7.09 Living conditions for future occupiers

Living conditions for future occupiers of the approved care home (ref: 196/APP/2012/1776) were considered to be acceptable. The scheme provided an acceptable amount of amenity space and it was considered that the bedrooms were of an acceptable size. It was also considered that the scheme provided suitable levels of outlook, natural lighting and privacy to bedrooms.

The proposed alterations to the internal layout of the upper floors would result in minimal change to the sizes of individual bedrooms, bathrooms and lounge/dining areas, and there would be no change to the provision of adequate outlook, natural lighting and privacy.

The approved basement provides a variety of facilities required by the care home ie kitchen, plant rooms, laundry, cinema/training room, hydro pool and gym. The extension and alteration of the basement layout would allow for better use of the space with additional storage space and facilities for the hydro pool, and the relocation of the hairdressers along with a larger gym and cinema/training room. The proposed changes are considered to be acceptable and would retain adequate facilities for the care home.

7.10 Traffic impact, car/cycle parking, pedestrian safety

There would be no increase in traffic to/from the site as a result of the application. There would be no change to the approved vehicular access and car parking layout as a result of the application.

7.11 Urban design, access and security

- Urban Design

No alterations are proposed to the external appearance of the approved building. As such, it is considered that the proposal would not have any detrimental visual impact on the character or appearance of the application site or the surrounding area.

- Security

Issues relating to security were addressed as part of the original planning application (ref: 196/APP/2012/1776) and a Secure By Design condition was included on the planning permission.

7.12 Disabled access

Policy 7.2 of the London Plan requires all new development to provide an inclusive environment that achieves the highest standards of accessibility and inclusive design. The original application (ref: 196/APP/2012/1776) was considered to be acceptable in relation to accessibility.

The proposed changes to the internal layout of the building incorporate the principles of accessibility as required by Policy 7.2 of the London Plan. The Council's Access Officer raises no objection to the proposed alterations.

7.13 Provision of affordable & special needs housing

Not applicable to the proposed development.

7.14 Trees, Landscaping and Ecology

No changes to the approved landscaping (details application ref: 196/APP/2013/2731) are proposed as part of this application.

7.15 Sustainable waste management

There are no changes to the refuse and recycling storage facilities of the approved scheme.

7.16 Renewable energy / Sustainability

Not applicable to this application.

7.17 Flooding or Drainage Issues

The current proposal would increase the amount of floorspace in the basement. The public consultation raised concerns over the basement impacting on groundwater and affecting neighbouring properties. The application site is not located within an area that is prone to flooding and it is not considered that the expanded basement area would cause a significant risk of flooding from ground and surface water. A drainage condition was placed on the original planning consent (ref: 196/APP/2012/1776), details of which were approved on details application ref: 196/APP/2013/2731. The Council's Floodwater Management Officer raises no objection to the proposal.

7.18 Noise or Air Quality Issues

The approved care home is situated within a quiet cul-de-sac and the proposed alterations would not result in a significant increase in noise.

7.19 Comments on Public Consultations

Two responses were received as part of the public consultation and has been dealt with elsewhere in the report, are not material planning considerations or are dealt with by way of condition or planning obligation.

7.20 Planning Obligations

The original planning application (ref: 196/APP/2012/1776) was subject to a legal agreement and the Mayor's Community Infrastructure Levy (CIL). The proposed alterations to the approved scheme would increase the amount of internal floorspace and so would be CIL liable.

7.21 Expediency of enforcement action

Not applicable.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

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

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

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

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

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

9. Observations of the Director of Finance

Not applicable to this application.

10. CONCLUSION

Planning permission was granted for the erection of a 45 Bed Care Home (Use Class C2) in September 2013 (ref: 196/APP/2012/1776). This application seeks permission to vary condition 2 of planning permission ref: 196/APP/2012/1776 to allow alterations to the lower ground floor (basement) layout, including adding additional floorspace (96.7 sq.m), and alterations to internal walls on upper floors.

It is considered that the proposed alterations will not have a detrimental impact on the living conditions for future occupiers and will not impact on the street scene or on the character and appearance of the area.

The proposal complies with Policies BE13, BE20, BE24 and H10 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and Policy 7.2 of the London Plan.

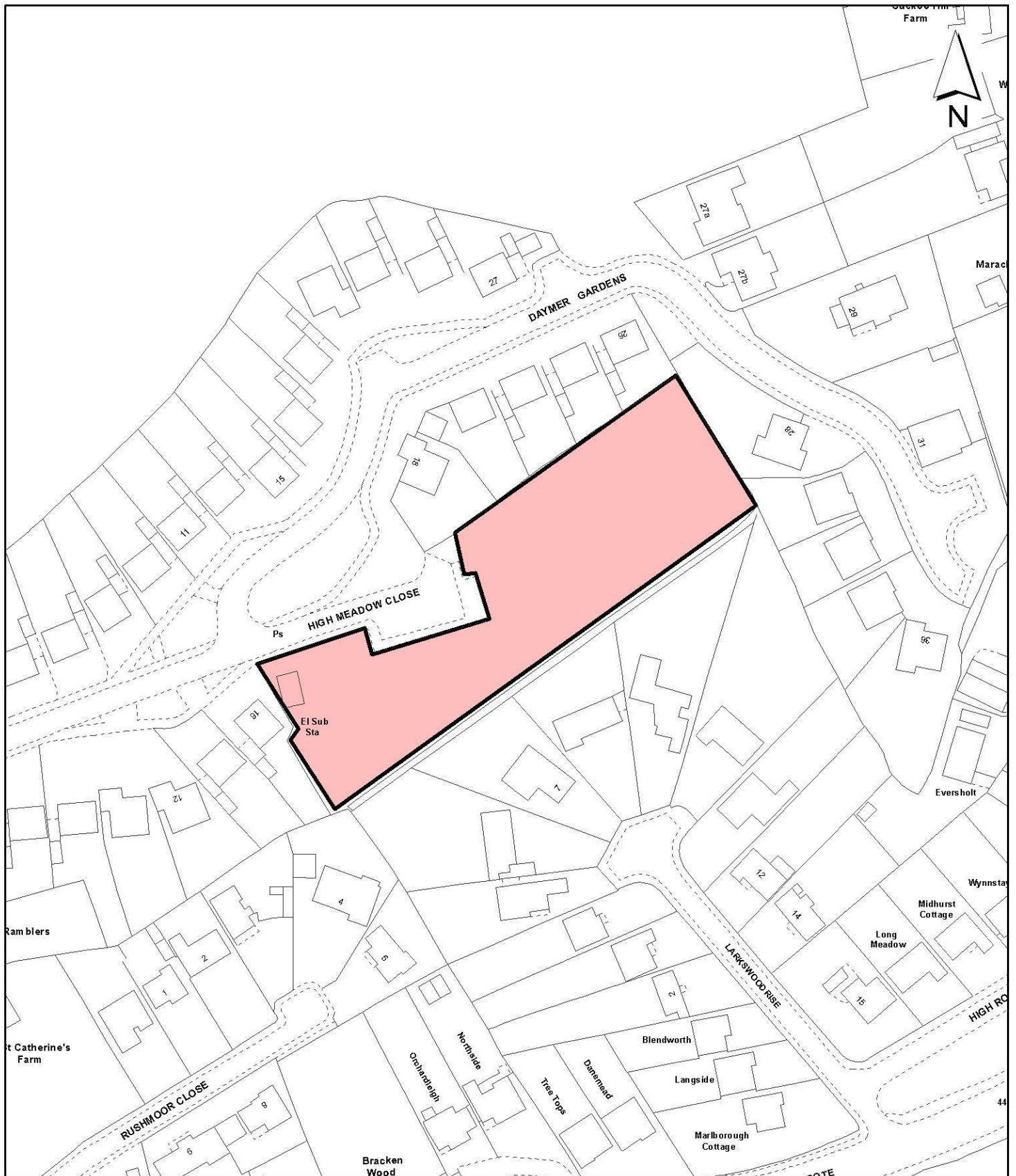
The application is therefore recommended for approval.

11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (July 2011)

Contact Officer: Katherine Mills

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.

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Site Address

**Frank Welch Court
High Meadow Close
Pinner**

**LONDON BOROUGH
OF HILLINGDON
Residents Services**

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

Planning Application Ref:

196/APP/2013/2958

Scale

1:1,250

Planning Committee

Major Application

Date

January 2014



HILLINGDON
LONDON

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Report of the Head of Planning, Sport and Green Spaces

Address FORMER TECHNICOLOR SITE 276 BATH ROAD SIPSON

Development: Erection of 2 industrial/warehouse units incorporating 9,160sqm GIA within B1(c)/B2/B8 Use Classes with ancillary office space, associated car parking, landscaping and service yards.

LBH Ref Nos: 35293/APP/2013/2709

Drawing Nos: Design and Access Statement - January 2013
Energy Strategy Rev P2 - Hoare Lee
Letter from Environment Agency (x3)
Phase II Environmental Site Assessment - Environ UK
Planning Statement - MSA/30545
Tree Survey - 12602/DP/TS001
Tree Survey Plan - 12-62-01
Microdata - 021HI
Landscape Strategy - 12062/DP/LS001A
Travel Plan - 120824-TP
30545-PL-100
11389-PD-OGL Rev 4
12-62-02 Rev B
12-62-03 Rev B
30545-PL-120
30545-PL-121
30545-PL-122
30545-PL-123
30545-PL-124
30545-PL-125
Remediation Strategy - UK11-14942
Transport Statement - 121200-TS
Drainage Calculations - January 2013 Revision B
Annual Monitoring Report - UK11-14942
Air Quality Assessment - EED13152
Flood Risk Assessment and Drainage Strategy - 12/12/2013
3055-50 Rev P5

Date Plans Received:	17/09/2013	Date(s) of Amendment(s):	10/12/2013
Date Application Valid:	01/10/2013		01/10/2013
			13/12/2013
			05/12/2013

1. SUMMARY

The proposal seeks permission for the construction of two commercial buildings with a total of 9,160sqm (GIA) to be used for employment purposes (Use Classes B1c, B2 and B8). Both units include an area of ancillary office space on two levels located on the southern elevation.

Given the site's context the scheme raises no adverse amenity issues to residential neighbours nor would the new building prejudice the existing developments on the adjacent sites in terms of outlook. The car parking provision and highway access arrangements are considered consistent with planning policy and acceptable including

the arrangements for service delivery and guest drop off/collection.

The height of the development is consistent with the surrounding development and in visual appearance terms the treatment of the elevations is considered appropriate. The proposed landscaping to the street is acceptable. 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, seeking highways measures to secure all necessary works and the provision of a Travel Plan, including Sustainable Transport Measures; Construction Training; Air Quality monitoring, and Project Management and Monitoring.

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.

2. Construction Training: either a financial contribution, or an in-kind scheme delivered during the construction phase of the development, should be secured.

3. Air Quality: 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 31/01/2014, 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 30545-PL-100; 30545-PL-120; 30545-PL-121; 30545-PL-122; 30545-PL-123; 30545-PL-124; 30545-PL-125; 12-62-02 Rev B; 12-62-03 Rev B; 11389-PD-OGL Rev 4; 3055-50 Rev P5, 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:

Design and Access Statement - January 2013
Energy Strategy Rev P2 - Hoare Lee
Letter from Environment Agency (x3)
Phase II Environmental Site Assessment - Environ UK
Planning Statement - MSA/30545
Tree Survey - 12602/DP/TS001
Tree Survey Plan - 12-62-01
Microdata - 021HI
Landscape Strategy - 12062/DP/LS001A
Travel Plan - 120824-TP
Remediation Strategy - UK11-14942
Transport Statement - 121200-TS
Drainage Calculations - January 2013 Revision B
Annual Monitoring Report - UK11-14942
Air Quality Assessment - EED13152
Flood Risk Assessment and Drainage Strategy - 12/12/2013

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).

4 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).

5 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 Motorcycle/Cycle Storage (including 44 cycle spaces and 16 motorcycle spaces)

2.c Means of enclosure/boundary treatments

2.d Car Parking Layouts (including the provision of 89 car parking spaces, including 12 disabled spaces, and including the demonstration that 20% of all parking spaces are served by active electrical charging points, with the provision for 10% of spaces to be passive spaces)

2.e Hard Surfacing Materials

3. Details of Landscape Maintenance

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

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

4. Schedule for Implementation

5. Other

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

5.b Proposed finishing levels or contours

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

REASON

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

6 NONSC Living Walls

No individual phase of the outline development shall commence until a scheme for the inclusion of living walls, roofs and screens has been 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 policies EM1 and EM8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

7 NONSC Height Limitation on Trees & Shrubs

No trees and shrubs planted on the application site as part of the approved landscaping scheme shall be permitted to grow above a height of 60 metres AOD.

REASON

To ensure the development does not prejudice airport operational safety in accordance with Policy A6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

8 NONSC Lighting Near Aerodromes

Prior to the commencement of the development, an overall lighting scheme shall be submitted to and approved in writing by the local planning authority. The lighting scheme shall confirm compliance with the Civil Aviation Authority Advice Note 2 'Lighting Near Aerodromes'. The details shall be implemented in full prior to the occupation of the development and retained in full thereafter.

REASON

To ensure the development does not prejudice airport operational safety in accordance with Policy A6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

9 NONSC 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 roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design'.

The Bird Hazard Management Plan shall be implemented as approved upon completion of the roofs 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

To comply with policy A6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), and because it is necessary to manage the roof areas in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

10 OTH2 Archaeology

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

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

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

REASON

The site is of archaeological interest and it is considered that all evidence of the remains should be recorded in accordance with policy BE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

11 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 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (July 2011) Policy 5.12.

12 NONSC Water Recycling

Prior to the commencement of development a scheme for the reduction in water use including the harvesting and recycling of grey water and rain water shall be submitted to and approved in writing by Local Planning Authority. The scheme shall clearly set out how collected water will be reused in areas where potable water is not required, i.e. toilet

flushing and irrigation of landscaped areas. The development must proceed in accordance with the approved scheme.

REASON

To ensure that the development adopts a sustainable management system for the use and disposal of water/grey water on site in accordance with policies 5.13 and 5.14 of the London Plan (July 2011).

13 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:

- 1) 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.
- 2) 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.
- 3) Full details, specification and location of renewable energy.
- 4) How the technology will be maintained and managed throughout the lifetime of the development.

REASON

To ensure a sustainable approach to energy efficiency and carbon reductions is met across the site, in accordance with Policies 5.2 and 5.3 of the London Plan (2011).

14 COM30 Contaminated Land

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

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

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

(c) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement.

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

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

any such requirement specifically and in writing.

REASON

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

15 NONSC Contaminated Land

No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

REASON

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

16 NONSC Contaminated Land

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

REASON

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

17 NONSC Contaminated Land

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

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable

risks to workers, neighbours and other offsite receptors in accordance with policy OE11 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

18 NONSC Contaminated Land

No development should take place until a long-term monitoring and maintenance plan in respect of contamination including a timetable of monitoring and submission of reports to the Local Planning Authority, shall be submitted to and approved in writing by the Local Planning Authority. Reports as specified in the approved plan, including details of any necessary contingency action arising from the monitoring, shall be submitted to and approved in writing by the Local Planning Authority. Any necessary contingency measures shall be carried out in accordance with the details in the approved reports. On completion of the monitoring specified in the plan a final report demonstrating that all long-term remediation works have been carried out and confirming that remedial targets have been achieved shall be submitted to and approved in writing by 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 offsite receptors in accordance with policy OE11 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

19 COM17 Control of site noise rating level

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

20 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.

21 NONSC Fleet Management

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

REASON

In order to protect the amenities of local residents, in accordance with policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and policy 7.14 of the London Plan (2011).

22 DIS2 Access to Buildings for People with Disabilities

Development shall not commence until details of access to building entrances (to include ramped/level approaches, signposting, types and dimensions of door width and lobby openings) to meet the needs of people with disabilities have been submitted to and approved in writing by the Local Planning Authority. The approved facilities should be provided prior to the occupation of the development and shall be permanently retained thereafter.

REASON

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

23 COM31 Secured by Design

The building(s) shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No building shall be occupied until accreditation has been achieved.

REASON

In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, to reflect the guidance contained in the Council's SPG on Community Safety By Design and to ensure the development provides a safe and secure environment in accordance with policies 7.1 and 7.3 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.
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
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
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 4.2	(2011) Offices
LPP 4.3	(2011) Mixed use development and offices
LPP 4.4	(2011) Managing Industrial Land & Premises
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 5.11	(2011) Green roofs and development site environs
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 7.14	(2011) Improving air quality
LPP 7.15	(2011) Reducing noise and enhancing soundscapes
LPP 7.16	(2011) Green Belt
LPP 8.2	(2011) Planning obligations
LPP 8.3	(2011) Community infrastructure levy

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.

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.

5 134 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.

6 118 Storage and Collection of Refuse

The Council's Waste Service should be consulted about refuse storage and collection arrangements. Details of proposals should be included on submitted plans. For further information and advice, contact - the Waste Service Manager, Central Depot - Block A, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB8 3EU (Tel. 01895 277505 / 506).

7 160 Cranes

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

8 I61 **Lighting Near Aerodromes.**

The development is close to the aerodrome and the approach to the runway. The applicant is advised that there is a need to carefully design any lighting proposals. This is further explained in Advice Note 2, 'Lighting near Aerodromes' (available at www.aoa.org.uk/publications/safeguarding.asp). Please note that the Air Navigation Order 2005, Article 135 grants the Civil Aviation Authority power to serve notice to extinguish or screen lighting which may endanger aircraft.

9 I62 **Potential Bird Hazards from Buildings**

The applicant is advised that any flat/shallow pitched or green roof on buildings have the potential to attract gulls for nesting, roosting and loafing and loafing purposes. The owners/occupiers of the building must ensure that all flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar.

The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by BAA Airside Operations staff. In some instances it may be necessary to contact BAA Airside Operations staff before bird dispersal takes place. The contact would be Gary Hudson, The Development Assurance Deliverer for Heathrow Airport on 020 8745 6459.

The owner/occupier must remove any nests or eggs found on the roof. The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs. For further information please see the attached Advice Note 8 - 'Potential Bird Hazards From Building Design'

10 I58 **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

11

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 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.

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises a roughly rectangular shaped plot of just over 2 hectares, located on the north side of Bath Road in Sipson. The site is designated on Map 5.1 of the Hillingdon Local Plan as a Proposed Locally Significant Industrial Sites (LSIS).

The site is currently vacant and was previously occupied by Technicolor Limited, a company which specialises in film processing, and other cinematic/theatrical services. The building which previously occupied the site was subject to considerable extensions and varied in height from single to four-storeys, also comprising a 30m high chimney. The rear of the site was used for parking.

Access to the site is achieved via an entrance to the west of the main building from a private access road known as Heathrow Boulevard, off Bath Road.

The site is bounded to the west and north by office buildings within Heathrow Boulevard business park, beyond which is Green Belt land. The site is bounded to the east by industrial warehouses falling within Airport Gate Business Centre, beyond which, is a recreation ground, also designated as Green Belt, and residential properties in Blunts Avenue. To the south the site is bounded by the A4 Bath Road dual carriageway, beyond which are industrial buildings and car parks falling within the Heathrow Airport boundary.

The north side of this part of Bath Road is largely characterised by commercial office buildings, warehouses and hotels, interspersed with agricultural land falling within the Green Belt, and there are several other hotels, including the Arora International and Holiday Inn, within the vicinity. The southern side of this part of Bath Road tends to be more characterised by large airport car parks.

The site falls within the Heathrow/A4 Industrial and Business Area as shown on the Hillingdon Unitary Development Plan Proposals Map. Bath Road is designated as a Strategic Route and open land beyond the commercial/industrial units to the north and west is designated as Green Belt.

3.2 Proposed Scheme

The proposal seeks permission for the construction of two commercial buildings with a total of 9,160sqm (GIA) to be used for employment purposes (Use Classes B1c, B2 and B8). Both units include an area of ancillary office space on two levels located on the southern elevation.

Unit 1 comprises a total of 6,000sqm, measuring 81m in length and 65m wide. Unit 2 comprises 3,160sqm measuring 61m in length and 47m wide. The proposed maximum height of each building will be 15.5m.

Unit 1 is proposed to be located in the southern part of the site fronting Bath Road and would be set back by approximately 34m from the edge of the Bath Road boundary at its closest point. Unit 2 is proposed to be located adjacent to the northern of the site, approximately 34m from the northern boundary.

Each unit will have a separate service yard which would be located to the rear of each unit, and would be accessed off a shared internal access road running north from the main site access. Car parking spaces are proposed to be provided in front of each unit; Unit 1 would have 50 spaces and Unit 2 would have 39 spaces.

The Planning Statement suggests that the development will provide an average of 219 jobs on the site, split between the B1c, B2 and B8 uses.

3.3 Relevant Planning History

35293/APP/2009/1938 276 Bath Road Sipson

Erection of a part four, part five, part six storey, 623-bedroom hotel with ancillary restaurant/bar facilities, landscaping, parking for 354 cars and associated works.

Decision: 27-05-2010 Approved

Comment on Relevant Planning History

Ref: 35293/APP/2013/2016 - Non-Material Amendment to alter timescales for approval and improve clarity of conditions 22 (Surface Water Drainage Scheme), 23 (Contamination), 29 (Contamination Site Survey & Remediation Scheme) and 38 (Sustainable Urban Drainage) of planning permission ref: 35293/APP/2009/1938 dated 28th May 2010. Granted on 05/08/2013.

Ref: 35293/APP/2013/1127 - Non-Material Amendment to alter timescales for approval and improve clarity of conditions 22 (Surface Water Drainage Scheme), 23 (Contamination), 24 (Verification Report), 29 (Contamination Site Survey & Remediation Scheme) and 38 (Sustainable Urban Drainage) of planning permission ref: 35293/APP/2009/1938 dated 28th May 2010. Granted on 08/05/2013.

Ref: 35293/APP/2012/2287 - Erection of 2 industrial/warehouse units incorporating 10,961sq.m of Use Class B1(c)/B2/B8 floorspace and ancillary office space, associated car parking, landscaping and service yards. Application withdrawn.

Ref: 35293/APP/2009/1938 - Erection of a part four, part five, part six storey, 623-bedroom hotel with ancillary restaurant/bar facilities, landscaping, parking for 354 cars and associated works. Granted on 28/05/2010.

Ref: 35293/APP/2009/595 - Demolition of all existing buildings and erection of an eight storey building comprising a 623 bedroom hotel (with ancillary restaurant/bar facilities) incorporating associated landscaping, parking for 367 cars (37 disabled spaces), 4 coaches and 20 cycles. Refused on 20/07/2009 for the following reason:

i) The development by reason of its height, bulk and massing is considered to be an overdevelopment of the site and fails to harmonise with the existing streetscene and openness of the surrounding area. The proposal is therefore contrary to Policies BE13 and BE25 of the Hillingdon Unitary Development Plan Saved Policies September 2007 and Policy 4B.1 of the London Plan 2008.

Ref: 35293/APP/2008/3437 - Demolition of existing buildings and erection of an 8-storey building comprising a 611-bedroom hotel with ancillary restaurant/bar facilities, including associated landscaping, parking for 430 cars (18 disabled spaces) and 4 coaches as well as cycle spaces. Application withdrawn.

Ref: 35293/APP/2008/2463 - Erection of a part 7, part 8 storey 611-bedroom hotel with ancillary restaurant, bar and cafe, landscaping, parking for 500 cars and 14 coach spaces and ancillary development (including demolition of existing building). Application withdrawn.

Ref: 35293/APP/2003/1528 - Use of third floor as ancillary Class B1 floorspace (Application for a Certificate of Lawfulness for and existing use or operation or activity). Lawful Development Certificate issued on 18/08/2003.

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 - Air Quality
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Land Contamination

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment
PT1.E1 (2012) Managing the Supply of Employment Land
PT1.EM1 (2012) Climate Change Adaptation and Mitigation
PT1.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains
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.T3 (2012) North-South Sustainable Transport Links

Part 2 Policies:

AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7 Consideration of traffic generated by proposed developments.
AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -
(i) Dial-a-ride and mobility bus services
(ii) Shopmobility schemes
(iii) Convenient parking spaces
(iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14 New development and car parking standards.
AM15 Provision of reserved parking spaces for disabled persons
BE13 New development must harmonise with the existing street scene.

BE18	Design considerations - pedestrian security and safety
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
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 4.2	(2011) Offices
LPP 4.3	(2011) Mixed use development and offices
LPP 4.4	(2011) Managing Industrial Land & Premises
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
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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 7.14 (2011) Improving air quality
- LPP 7.15 (2011) Reducing noise and enhancing soundscapes
- LPP 7.16 (2011) Green Belt
- LPP 8.2 (2011) Planning obligations
- LPP 8.3 (2011) Community infrastructure levy

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **1st November 2013**

5.2 Site Notice Expiry Date:- **1st November 2013**

6. Consultations

External Consultees

Consultation letters were sent to 44 local owner/occupiers on 09/10/13. The application was also advertised by way of site and press notices. One letter of objection has been received which raise the following concerns:

- i) Access point unsuitable.
- ii) Transport Assessment outdated.
- iii) Poor on-site manoeuvring.
- iv) Over-development of the site.
- v) Impact on adjacent office development.
- vi) Poor design.
- vii) Inadequate landscaping.

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.

BAA/HEATHROW:

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 conditions detailed below:

Height Limitation on Trees & Shrubs - Application Site:

No trees and shrubs planted on the application site as part of the approved landscaping scheme shall be permitted to grow above a height of 60 metres AOD.

Reason: If trees or shrubs exceed this height they will penetrate the Obstacle Limitation Surface (OLS) surrounding Heathrow Airport and endanger the movements of aircraft and the safe operation of the aerodrome.

Control of Lighting on the Proposed Development:

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

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

Reason: To avoid endangering the safe operation of aircraft through confusion with aeronautical ground lights or glare. For further information please refer to Advice Note 2 'Lighting Near Aerodromes' (available at www.aoa.org.uk/publications/safeguarding.asp).

Your attention is drawn to the Air Navigation Order 2005, Article 135, which states that, "A person shall not exhibit in the United Kingdom any light which: (a) by reason of its glare is liable to endanger aircraft taking off or landing at an aerodrome; or (b) by reason of its liability to be mistaken for an aeronautical ground light is liable to endanger aircraft." The Order also grants the Civil Aviation Authority power to serve notice to extinguish or screen any such light which may endanger aircraft. Further information can be found Advice Note 2 'Lighting Near Aerodromes' (available at www.aoa.org.uk/publications/safeguarding.asp)

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'.

The Bird Hazard Management Plan shall be implemented as approved 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/green roof 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/policy->

safeguarding.htm

We, therefore, have no aerodrome safeguarding objection to this proposal, provided that the above conditions are 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 Heathrow Airport Ltd, or not to attach conditions which Heathrow Airport Ltd has advised, it shall notify Heathrow Airport Ltd, and the Civil Aviation Authority as specified in the Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.

ENGLISH HERITAGE GLAAS:

The above planning application has been noted by the Greater London Archaeological Advisory Service (GLAAS) as potentially affecting a heritage asset of archaeological interest.

The National Planning Policy Framework (Section 12) and the London Plan (2011 Policy 7.8) emphasise that the conservation of archaeological interest is a material consideration in the planning process. Paragraph 128 of the NPPF says that applicants should be required to submit appropriate desk-based assessments, and where appropriate undertake field evaluation, to describe the significance of heritage assets and how they would be affected by the proposed development. This information should be supplied to inform the planning decision.

Appraisal of this planning application using the Greater London Historic Environment Record and information submitted with the application indicates a need for further information to reach an informed judgment of its impact on heritage assets of archaeological interest.

The application lies within the proposed Heathrow Archaeological Priority Zone, an area of demonstrated archaeological interest. No archaeological assessment or evaluation has been submitted with this application but a previous archaeological evaluation of nearby sites to the north and east identified prehistoric and Saxon remains - the latter indicating the presence of a settlement. Further information is necessary to establish the site's archaeological potential, the significance of any heritage assets on the site and the impact of development upon them. A written scheme for such an evaluation was in fact agreed by my predecessor in February 2013 but to my knowledge has not yet been implemented.

I therefore recommend that the following further studies should be undertaken to inform this application:

Evaluation:

An archaeological field evaluation involves exploratory fieldwork to determine if significant remains are present on a site and if so to define their character, extent, quality and preservation. Field evaluation may involve one or more techniques depending on the nature of the site and its archaeological potential. It will normally include excavation of trial trenches. A field evaluation report will usually be used to inform a planning decision (pre-determination evaluation) but can also be required by condition to refine a mitigation strategy after permission has been granted.

The nature and scope of assessment and evaluation should be agreed with GLAAS and carried out by a developer appointed archaeological practice before any decision on the planning application is taken. The consultant's report will need to establish the significance of the site and the impact of the proposed development. Once the archaeological impact of the proposal has been defined a recommendation will be made by GLAAS.

The NPPF accords great weight to the conservation of designated heritage assets and also non-

designated heritage assets of equivalent interest. Heritage assets of local or regional significance may also be considered worthy of conservation.

If archaeological safeguards do prove necessary, these could involve design measures to preserve remains in situ or where that is not feasible archaeological investigation prior to development. If planning permission is to be refused without the provision of a satisfactory archaeological assessment/evaluation then we recommend that the failure of the applicant to provide an adequate archaeological assessment be cited as a reason for refusal.

ENVIRONMENT AGENCY:

Further to our letter dated 29 October 2013 we have since received additional information from Steven Nuth at Waterman Group, which you were also copied into, dated 13 December 2013 with the following attachment:

- Drainage strategy dated 12 December by Waterman Group, reference SN/JSM/Y/CIV13585, 6th draft.

We are pleased to advise that the information submitted above is sufficient to overcome our objection in our letter dated 29 October 2013 (reference NE/2013/118948/01), subject to the inclusion of the following conditions.

Condition 1

The development hereby permitted shall not be commenced until a detailed surface water drainage scheme for the site, based on the agreed Flood Risk Assessment (FRA) 'Flood Risk Assessment & Drainage Strategy, Technicolor Site, Bath Road, Heathrow, 12 December 2013, 6th Draft' has been submitted to and approved in writing by the local planning authority. The drainage strategy shall include a restriction in run-off and surface water storage on site as outlined in the FRA, and SuDS including permeable paving where feasible. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

Reason

To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity.

Condition 2

No development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), shall take place until a scheme that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

1) A preliminary risk assessment which has identified:

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

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

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

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

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

Reason:

To ensure protection of controlled waters.

Site investigations have shown groundwater to be significantly impacted by chlorinated solvents. Based on recent data and previous remediation carried out we consider there is a significant contaminant source still remaining in soils which will require remediation to enable risks to controlled waters to be reduced to an acceptable level.

Condition 3

No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

Reason:

To ensure protection of controlled waters.

Condition 4

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

Reason:

To ensure protection of controlled waters.

Condition 5

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

Reason:

To ensure protection of controlled waters.

Condition 6

No development should take place until a long-term monitoring and maintenance plan in respect of contamination including a timetable of monitoring and submission of reports to the Local Planning Authority, shall be submitted to and approved in writing by the Local Planning Authority. Reports as

specified in the approved plan, including details of any necessary contingency action arising from the monitoring, shall be submitted to and approved in writing by the Local Planning Authority. Any necessary contingency measures shall be carried out in accordance with the details in the approved reports. On completion of the monitoring specified in the plan a final report demonstrating that all long-term remediation works have been carried out and confirming that remedial targets have been achieved shall be submitted to and approved in writing by the Local Planning Authority.

Reason:

To ensure protection of controlled waters.

Advice to applicant on discharging surface water condition:

In order to discharge the surface water condition, the following information must be provided based on the agreed drainage strategy:

- a) A clearly labelled drainage layout plan showing pipe networks and any attenuation areas or storage locations. 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 stormwater 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 ponds, swales, geocellular storage or other similar methods, calculations showing the volume of these are also required.
- e) Where an outfall discharge control device is to be used such as a hydrobrake or twin orifice, this should be shown on the plan with the rate of discharge stated.
- f) Calculations should demonstrate how the system operates during a 1 in 100 chance in any year critical duration storm event, including an allowance for climate change in line with the National Planning Policy Framework Technical Guidance. If overland flooding occurs in this event, a plan should also be submitted detailing the location of overland flow paths and the extent and depth of ponding.

TRANSPORT FOR LONDON:

TfL is concerned with any application which could have an impact on the transport networks. Bath Road (A4) is part of the Transport for London Road Network (TLRN). Having reviewed the application TfL has a number of comments, namely:

1. The trip rates from the proposed use are less than that for the approved hotel which is accepted.
2. The applicant has confirmed that they will reduce to the level of parking to 109 spaces to conform to 1 space per 100sqm. It is not possible to say at present how many staff would be working shift patterns as the final occupier of the site is not yet known. However to reduce the impact on the local highway network the occupier of the site will be encouraged wherever possible to make shift changes of staff outside of the network peak periods, this will be also endorsed as part of the DSP. This approach is considered acceptable.
3. The applicant has confirmed that 20% of the spaces will be active for electric car charging and 10% will be passive spaces, which is agreed and will need to be secured by planning condition
4. Level of blue badge parking is acceptable.
5. Details have been provided with regard to the access, stating that it is an existing access and that there is no alternative arrangement that can be provided. Also swept path analysis of 16.5m vehicles has been issued demonstrating that vehicles of this size can easily manoeuvre into and

out of this access. TfL is satisfied that no alternative arrangement can be provided and that the existing access will be acceptable.

6. TfL is content that once the changes to the travel plan have been carried out this can be secured, funded, delivered and monitored through the s106 agreement.

Internal Consultees

TREE AND LANDSCAPE OFFICER:

Context:

The site was formerly occupied by an industrial unit situated on the north side of Bath Road, surrounded to the north, east and west by industrial / commercial units. The buildings have been demolished and the generally level site has now been cleared. There are no trees or other landscape features of merit which might constrain development on the site. However, there are some off-site trees and Cypress (conifer) hedges, notably along the north and west boundaries, which partly screen the site and contribute to the landscape setting of the adjacent industrial estate.

The off-site trees have been surveyed and assessed in a Tree Survey by BEA Landscape Design Ltd.

While the trees may be protected by virtue of their inclusion in former planning approvals, they are not protected by Tree Preservation Order or Conservation Area designation.

Considerations:

Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate. No trees or other significant landscape features will be affected by the proposal. The Tree Survey (document ref. 12062/DP/TS001) confirms that all existing trees are outside the site boundary and are of low to medium quality - albeit, collectively, they contribute to the screening and visual amenity of the nearby offices.

- The proposal is supported by a Landscape Strategy, by BEA, document ref. 12062/DP/LS-1A, which describes the site and sets out the landscape objectives. The strategy highlights the need to retain, re-enforce and / or introduce screen planting to the boundaries. Other areas will be enhanced with soft landscape (planting), subject to the operational requirements of the site.

- BEA's Landscape Proposals drawing No. 12-62-02 Rev A, provides details of the new planting buffer along the front boundary. This has an average width of approximately 5 metres and features 5No London Plane trees underplanted with bold blocks of under-planting with shrubs which will return around the south-east corner of the site. A long strip of soft landscape will extend along the western edge of the building separating the service road and a footpath. Detailed planting notes and schedules are provided.

- Drawing No.12-62-03 Rev A, Landscape Proposals, provides planting details for the northern half of the site, featuring the re-enforcement of the northern and western boundary planting strips. Proposed planting includes 4No. specimen trees, ornamental shrubs and woodlands shrub mixes.

- No attempt has been made to provide planting on the eastern boundary which backs directly on to adjacent warehouse units.

- The submitted soft landscape proposals are comprehensive but the front boundary planting may benefit from minor amendments to provide a more robust frontage to this urban site. Hard landscape details are also required with regard to paving and boundary treatments and site furniture (lighting, bike stands and so on).

- Landscape conditions are necessary to preserve and enhance the visual amenities of the locality and to ensure that adequate facilities are provided.

Recommendation:

No objection, subject to the above considerations and conditions COM6, COM9 (items 1, 2, 4, 5 and 6).

(Officer Comment: Condition 5 (COM9) as drafted is considered sufficient in relation to the additional information requested relating to landscaping. Condition COM6 requests details of Site Levels. The site is cleared and generally level, therefore it is not necessary to be included on this planning permission.)

ENVIRONMENTAL PROTECTION UNIT:

Noise:

Please attach the following conditions:

Noise affecting residential property:

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

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

Construction environmental management plan:

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

Reason: To safeguard the amenity of surrounding areas in accordance with policy OE5 of the Hillingdon Unitary Development Plan.

Air Quality:

No objections to the proposed development. However, before development works commence, they need to submit details of the risk assessment and remedial works for the proposed development.

The proposed development is within the declared AQMA and in an area which currently appears to be over the European Union limit value for annual mean nitrogen dioxide, and most likely is exceeding the EU limit value adjacent to the Bath Road. The air quality assessment indicates the

magnitude of the impact from the development as 'imperceptible' for 2014 (based on estimates for background levels and traffic only), at the four receptor locations resulting in an increase of less than 0.1 mg/m³. The assessment indicates a fall in NO₂ levels at the nearest residential receptor in 2014 compared to 2011, where it is assumed the background NO₂ levels will be lower. DEFRA guidance indicates a fall in NO₂ has not been forthcoming as predicted in all areas. The air quality assessment includes 'sensitivity analysis' assuming no drop in background NO₂ levels which indicates the NO₂ levels will continue to exceed the EU limit value at the nearest residential receptor on Blunts Avenue.

It should be noted the air quality assessment is limited to background levels of pollution and traffic generated pollution with and without the proposed development only. The traffic data is noted as being provided by WSP. The Transport Statement compares the proposed development to the previous hotel development application with regard to parking provision and the number of vehicle movements. It is anticipated the new application proposal will have more HGV movements than the previous hotel development, and it is not clear if this has been accounted for fully in the air quality assessment. The air quality assessment indicates there will be a Gas powered CHP plant at the site which will be in line with the current Building Regulations, and therefore emissions from this source has not been considered within the assessment.

It is assumed this refers to a small boiler as the Energy Strategy indicates a CHP plant is not viable due to the low base load at the site. This is likely to add to the NO₂ emissions from the site, although it is anticipated it is likely to remain 'imperceptible'. No information relating to Part L 2010 of the Building Regulations has been submitted with the application (although there is a passing reference to ventilation design which has not been finalised as the tenant is unknown at this time). There is no mandatory requirement under the Building Regulations to use a low NO_x boiler. We would prefer they use an ultra low NO_x boiler at the site. Given the poor air quality at this location and depending on the final tenant/layout of offices within the buildings, they may also need to consider the ingress of polluted air at this site when considering ventilation, especially for offices fronting the Bath Road.

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

Section 106

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

The following conditions are suggested if it is unlikely NO_x/pollutant emissions and ingress of polluted air will be adequately addressed under the Building Regulations.

Air Quality Condition 1: Ingress of Polluted Air

Before the development is occupied a scheme for protecting any proposed offices from external air pollution shall be submitted for each unit 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 occupants and amenity in accordance with policy OE1 of the Hillingdon Unitary Development Plan (September 2007).

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 for each unit to the LPA for approval. This shall include pollutant emission rates with or without mitigation technologies.

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

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

A framework travel plan has been submitted with the application with regard to staff. It is not clear who will be acting as the travel plan co-ordinator. It notes a full detailed survey will be undertaken after 12 months. The tenants are unknown at this time. Therefore, it is recommended that full travel plans should be submitted for approval and implemented within 3 months of first occupation of each unit. The framework travel plan does not refer to a delivery and servicing plan in relation to the HGVs at the site, or work related vehicles/plant/machinery. The following conditions are recommended towards addressing travel and plant related emissions at the site.

Air Quality Condition 3 - Green Travel Plan

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

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

Notes: If the development is within the AQMA and close to public transport a more detailed Travel Plan should be sought. The provision of a personalised travel planning service can help to enhance the uptake of more sustainable modes of transport.

Air Quality Condition 4 - Environmental Fleet Management

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

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

Notes: This condition is used to ensure that the end development use does not increase pollutant emissions in the surrounding area. The environmental management plan should, where relevant, address issues such as environmental fleet management, travel plan etc.

Contamination:

Previous comments with regard to the site investigation at the site had been provided. Further to the 2009 comments in Appendix 1 the following remedial works have been undertaken at the site:

- i) The site has been cleared including the removal of most of the hard standing, buildings, foundations and drains, along with any visually identified contamination (no soil verification information was provided for these works).
- ii) Impacted soils in the vicinity of groundwater monitoring borehole BH115 was removed and some verification information for the excavation was provided. This area is thought to be the main source of the chlorinated solvents in the groundwater (and BH1 to the north of the site to a lesser extent).

iii) BH115 excavation was seeded with HRC (hydrogen release compound), and HRC was injected into the ground across the site to treat the chlorinated solvent plume and hydrocarbon contamination in the groundwater. HRC was injected in April 2010 and remains active for three to four years. Periodic groundwater monitoring has been undertaken to monitor the chlorinated solvent levels and the level of the breakdown products, some of which are more toxic. The Environment Agency need to decide if the level of the contaminants has dropped sufficiently with regard to groundwater (and remained below the remediation target for at least three consecutive rounds of groundwater monitoring) for the remedial works to be considered complete.

Outstanding Issues:

Feedback is required from the Environment Agency with regard to the groundwater remedial works, and if further monitoring is required at the site. It is indicated a post remedial works report will be issued on behalf of Technicolor at the site once groundwater remedial works are complete.

The remediation strategy submitted is for the earlier hotel application. It states that gas risk assessment will be undertaken which takes into account the progress of groundwater contaminants present at that time (such as break down product vinyl chloride) once planning permission is given, and goes onto say a gas risk assessment and recommendations for remedial measures will be provided for approval.

The above needs to be considered in any remediation proposal for the site and final remedial works need to be agreed with the EPU for the proposed new use. The level of vinyl chloride can fluctuate as the chlorinated solvents continue to breakdown while the HRC remains active. It is possible the levels may remain below the human health criteria for groundwater calculated for the site, provided the groundwater targets are met. (The Remediation Strategy does specify no DNAPL (this refers to a chlorinated solvent source that has sunk to the 'base' of the groundwater aquifer) had been identified to date at the site although some degree of uncertainty remains with regard to this. There is a possibility that levels of contaminants could go up as well as down due to changes in groundwater conditions.).

The applicant also needs to consider the building design with regard to the ingress of gas and vapours from the ground where it may impact on office areas, and the implications of any ventilation systems where air is drawn out of the building when considering gas and vapour risk, alongside ingress of polluted air for air quality. It is noted that the tenants are unknown at this time and final internal layouts may not be known.

The standard contaminated land condition given below is still advised for any permission that may be given. They can submit the documents listed above as part of the site survey requirement and towards some of the remedial works at the site. However, further risk assessment and recommendations for remedial works to make the site suitable for use is still required prior to development works commencing. There is recent groundwater monitoring information available, which has not been provided as part of the application. The groundwater monitoring is to determine the effectiveness of the groundwater treatment set out in the remediation strategy. Advice on the kind of information that may be required can be found in the SPG on land contamination. A separate soils condition is also advised for landscaped areas.

SUSTAINABILITY:

I have no objections to the proposed development subject to the following:

Energy Comments

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. Of particular concern is the extent

to which fabric improvements help deliver the final CO2 reduction targets. These are unusually high and not adequately detailed. 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:

- 1) 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.
- 2) 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.
- 3) Full details, specification and location of renewable energy.
- 4) 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 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.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The application site is designated on Map 5.1 of the Hillingdon Local Plan as a Proposed Locally Significant Industrial Sites (LSIS). The Hillingdon Local Plan (Part 1 and 2) Strategic Policies (November 2012) are relevant. The site is designated as an Industrial Business Area (IBA) in the saved policies of the UDP.

Part 1 Policy E1 (Managing the Supply of Employment Land) states that 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). Policy E2 of Part 1 of the Local Plan states that the Council will accommodate 9,000 new jobs during the plan period. Most of this employment growth will be directed towards suitable sites in the Heathrow Opportunity Area, Strategic Industrial Locations LSELs, etc. The policy specifically highlights that the designated employment areas along Bath Road will be protected as Locally Significant Industrial Locations, while the Heathrow

perimeter, specifically Bath Road, etc, will continue to be a key location for offices.

Policy LE2 of Part 2 of the Local Plan states that the Local Planning Authority will not permit development for other uses in industrial and business areas unless it is satisfied that there is no realistic prospect of the land being used for industrial or warehousing purposes in the future, and the proposed alternative use does not conflict with the policies and objectives of the plan.

The proposal is for the construction of two commercial buildings with a total of 9,160 sqm (GIA) to be used for employment purposes (Use Classes B1c, B2 and B8). It is anticipated that the development will provide an average of 219 jobs on the site, split between the B1c, B2 and B8 uses.

As such, the proposed development is in accordance with the employment and economic growth policies for this area and there is no objection to the principle of the development, providing site specific issues can be satisfactorily addressed.

7.02 Density of the proposed development

The application seeks to construct a light industrial warehouse and offices. As such, residential density is not considered relevant to the proposal.

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

The site does not fall within an Archaeological Priority Area, Conservation Area or Area of Special Character. English Heritage GLAAS have reviewed the application and raise no objection, subject to a condition being imposed on any consent with regard to archaeology, which is recommended.

7.04 Airport safeguarding

With regards to the height of the development proposed, BAA/Heathrow Safeguarding raises no concerns against the proposed development, subject to a number of conditions being imposed on any planning permission.

NATS was consulted on the development and raised no objections.

7.05 Impact on the green belt

Policy OL5 of the Hillingdon Local Plan Part 2 Strategic Policies (November 2012) seeks to protect the Green Belt from nearby developments, which may prejudice its visual amenity. The proposed units, due to their height and scale would be visible from the Green Belt to the north, east and west. However, the building is located in an area associated with similar commercial/industrial buildings within Heathrow Boulevard and Heathrow Gate Business Park, which border the site to the north, east and west. These existing buildings would provide a significant buffer between this land and the proposed building. The building is similar in height and scale compared to surrounding buildings and would therefore not appear overly dominant or intrusive as seen from the Green Belt. As such, given the industrial nature of the existing buildings on the site, the distance from the Green Belt, and the screening provided from surrounding developments, it is not considered that the proposed development would have a significant impact on the open nature, or visual amenities of the surrounding Green Belt, sufficient to justify refusal.

7.07 Impact on the character & appearance of the area

Policy BE25 of the Hillingdon Local Plan Part 2 Strategic Policies states that the Local Planning Authority will seek to ensure modernisation and improvement of Industrial and Business Areas through careful attention to the design and landscaping of buildings and external spaces. Where appropriate it will seek improved vehicular and pedestrian access and circulation routes through the area, and environmental improvements.

The north side of this part of Bath Road is largely characterised by commercial office buildings, warehouses and hotels, interspersed with agricultural land falling within the Green Belt. There are several hotels, including the Arora International and Holiday Inn, within the vicinity. The southern side of Bath Road tends to be more characterised by large airport car parks and development associated with Heathrow Airport.

Although the site is currently vacant, it was previously occupied by buildings of various size and heights, particularly the Bath Road facade which featured a building with a height of approximately 13m.

The application proposes a modern industrial building on this vacant site to enhance this part of the Proposed Locally Significant Industrial Sites.

With regards to its siting and layout, the proposed development has been split into two plots with units located to the front and the rear of the site. Each unit has a separate service yard located at the rear of the building accessed off a shared access road running north from the main site access. Car parking and offices are located to the front of each unit. The building facing Bath Road would be set back by approximately 34m from the edge of the Bath Road boundary at its pinch point. Parking and landscaping would create a buffer between the building and the Bath Road boundary.

The site layout includes allocated hard standing to service the units and provide car parking. Pedestrian footpaths have been delineated and space allowed for all required vehicle movements within the site. Refuse bins and cycle parking will be located within the warehouse units.

The site layout is considered acceptable and achieves a good balance between hard and soft landscaping. Service areas and parking are evenly spread across the site and sufficient soft landscaping is proposed on the boundaries of the site. The development will have a sufficient set back from those boundaries where a set-back would be required in order to reduce the dominance of the buildings.

With regards to its overall bulk, scale and height, the previous Technicolour building was approximately 13m in height although the facade facing Bath Road was broken up with a number of set-backs. The existing offices west of the site (No. 286 Bath Road) vary in height from 13m to approximately 17m. Directly east of the site, the Airport Gate buildings measure approximately 12m in height. The proposal in this instance would have a maximum height of 15.5m. It is considered that the overall bulk, scale and appearance of the building would be consistent with existing surrounding development, in particular the buildings at Airport Gate, east of the site.

In terms of its design and external appearance, a combination of metal cladding profiles and colours are incorporated in the warehouse to allow large areas of cladding to be broken down. Vertical flashings visually break the panels into smaller components whilst a recessed horizontal flashing reduces the apparent height of the units. Ancillary offices will be positioned to face onto Bath Road or the shared access road and will incorporate windows and curtain walling.

The proposed industrial buildings, in particular as viewed from the street scene are not considered to be out of keeping with the character or appearance of other large scale developments along this part of Bath Road, or have a significant detrimental impact on the visual amenities of the surrounding area. The development will be of modern, high quality appearance which is considered appropriate within this location. Full details can be

secured by an appropriate planning condition.

7.08 Impact on neighbours

Policies BE20, BE21 and BE24 of the Unitary Development Plan Saved Policies seek to ensure that new developments do not have a detrimental impact on the residential amenity of neighbouring occupiers through loss of light, dominance or loss of privacy.

The site is surrounded on three sides (east, north and west) by existing commercial uses ranging from approximately 3 - 5 storey high developments. The site's southern boundary abuts the Bath Road carriageway with Heathrow Airport boundaries south of the highway.

The nearest residential properties to the site are to the east on Blunts Avenue. The application site is separated from these properties by approximately 80m and in addition, screened by the existing Airport Gate Business Centre buildings.

In view of this it is not considered that the occupiers of these properties would be likely to suffer any undue noise and disturbance as a result of the activities proposed at the application site as it is synonymous with surrounding land uses.

The Council's EPU was consulted on the development and raised no concerns in respect of air pollution, subject to mitigation measures which can be controlled by means of a planning condition and a contribution as part of the S106 Legal Agreement.

7.09 Living conditions for future occupiers

The proposal is for an industrial building and ancillary offices, accordingly there will be no future residential occupiers. The internal layout is suitable for future users.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The development proposals are for the construction of 2 individual units that will be used for employment purposes under Use Classes B1c, B2 and B8. As part of the proposals 89 (including 12 disabled) car parking spaces will be provided, with 18 spaces supplied with electrical charging points. Additionally, parking will be provided for 44 cycles and 16 motorcycles.

In order to assess the proposals a Transport Statement has been submitted, which has demonstrated that there will not be an increase in the traffic generation sufficient to warrant a refusal in such a location. In addition, a swept paths analysis has been undertaken, which has demonstrated that vehicles can manoeuvre within the site and enter/exit the servicing areas.

The level of car and cycle parking to be provided is in accordance with the Council's and the GLA's parking requirements. Furthermore, an outline Travel Plan has been included as part of the application, which identifies a number of measures to reduce car usage and increase travel by sustainable modes of transport. This will be secured as part of any S106 legal agreement.

Transport for London, the highway authority for this road, has confirmed that they have no objection to the proposal, subject to appropriate conditions and obligations included within a legal agreement. Therefore, it is considered that the development proposals would not be contrary to the Policies of the adopted Hillingdon Local Plan, 2012, Part 2, subject to the imposition of appropriate highways and car parking conditions.

7.11 Urban design, access and security

Issues of design and access are addressed elsewhere within this report.

The application relates to an existing industrial site, which benefits from appropriate boundary treatments and security measures in the existing situation. It is therefore not considered that the proposal would give rise to any concerns in relation to security.

7.12 Disabled access

Policies R16 and AM13 of the Saved Policies UDP 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 Equality Act 2010 seeks to protect people accessing goods, facilities and services from direct discrimination on the basis of a protected characteristic, which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease. The Act states that service providers should think ahead to take steps to address barriers that impede disabled people.

The layout as proposed incorporates an acceptable number of disabled parking spaces, direct access from the car park for disabled users, and acceptable corridor width and acceptable widths for all internal doors.

Subject to appropriate conditions it is considered that the proposal would provide an inclusive environment for future users in accordance with Policies R16 and AM13 of the Saved Policies UDP and Policies 7.1 and 7.2 of the London Plan.

7.13 Provision of affordable & special needs housing

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

7.14 Trees, landscaping and Ecology

The Council's Trees and Landscape Officer raises no objection to the proposed landscaping scheme for the site subject to conditions relating to tree / landscape protection, supplementary / replacement planting schedules, a landscape management / maintenance to ensure that the landscape is established and maintained in accordance with good practice.

Subject to appropriate conditions the scheme is considered to be in accordance with Policy BE38 of Hillingdon Local Plan Part 2 Strategic Policies (November 2012).

7.15 Sustainable waste management

As the application is for a commercial development, the future occupier ultimately has discretion over which waste management methods are used. Bin stores have not been indicated on the drawings however it is considered that there is ample space on site for such a facility. Full details of waste and recycling facilities would be required by way of condition should approval be granted.

7.16 Renewable energy / Sustainability

Policy 5.2 of the London Plan (2011) 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 Design and Access Statement has a section on Sustainability and Energy Efficiency

measures which will be incorporated as part of the development. The building(s) will be designed to meet legislation levels. Further details of the proposals are provided in the Energy Strategy that has been submitted in support of the application.

The proposals have been agreed with the Council's Sustainability Officer. A condition is recommended requiring an energy assessment to be submitted by the applicant to demonstrate that the measures proposed will reduce the CO2 emissions by a minimum of 40% from 2010 Building Regulations (Part L).

Subject to conditions to secure the installation of measures in accordance with the London Plan requirements the scheme complies with London Plan Policies 5.2.

7.17 Flooding or Drainage Issues

The application site is shown to be within a Flood Zone 1. This zone (zone 1) comprises land assessed as having a less than 1 in 1000 annual probability of river or sea flooding in any year (<0.1%).

The Environment Agency has been consulted on the application and raised no objection subject to conditions relating to a remediation strategy and surface water drainage.

Subject to conditions, the proposal is considered to comply with the intentions of the Hillingdon Local Plan Part 1 & 2 Strategic Policies (November 2012).

7.18 Noise or Air Quality Issues

AIR QUALITY

With regards to air quality, the Council's EPU indicated the the application site is within an area declared as having nitrogen dioxide levels over the European Union limit for annual mean nitrogen dioxide. It is anticipated that the development will cause an increase in air pollution in an area which is already suffering poor air quality. As such, the Council's EPU requests a monetary contribution which will be secured via a S106 Legal Agreement. In addition, conditions are suggested relating to a scheme for protection from external air pollution, details of any plant / machinery, a Green Travel Plan and an environmental fleet management plan.

NOISE

No concerns were raised in respect of noise issues.

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.
2. Construction Training: either a financial contribution, or an in-kind scheme delivered during the construction phase of the development, should be secured.
3. Air Quality: in line with the SPD and given the site is located in an air quality management area then a contribution in the sum of £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 currently £381,914.66.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

CONTAMINATION

The Council's EPU indicates that the land on the application site is contaminated. Should planning permission be granted, conditions should be imposed relating to further risk assessment and recommendations for further remedial works prior to commencement of works.

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 construction of two commercial buildings with a total of 9,160sqm (GIA) to be used for employment purposes (Use Classes B1c, B2 and B8).

The general size, height and massing of the proposed buildings 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 nearby.

Consideration has been given to the principal issue of traffic generation and vehicles servicing the site, and these matters taken together are not considered would have any significant detrimental impact on the existing highway network or highway safety.

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.

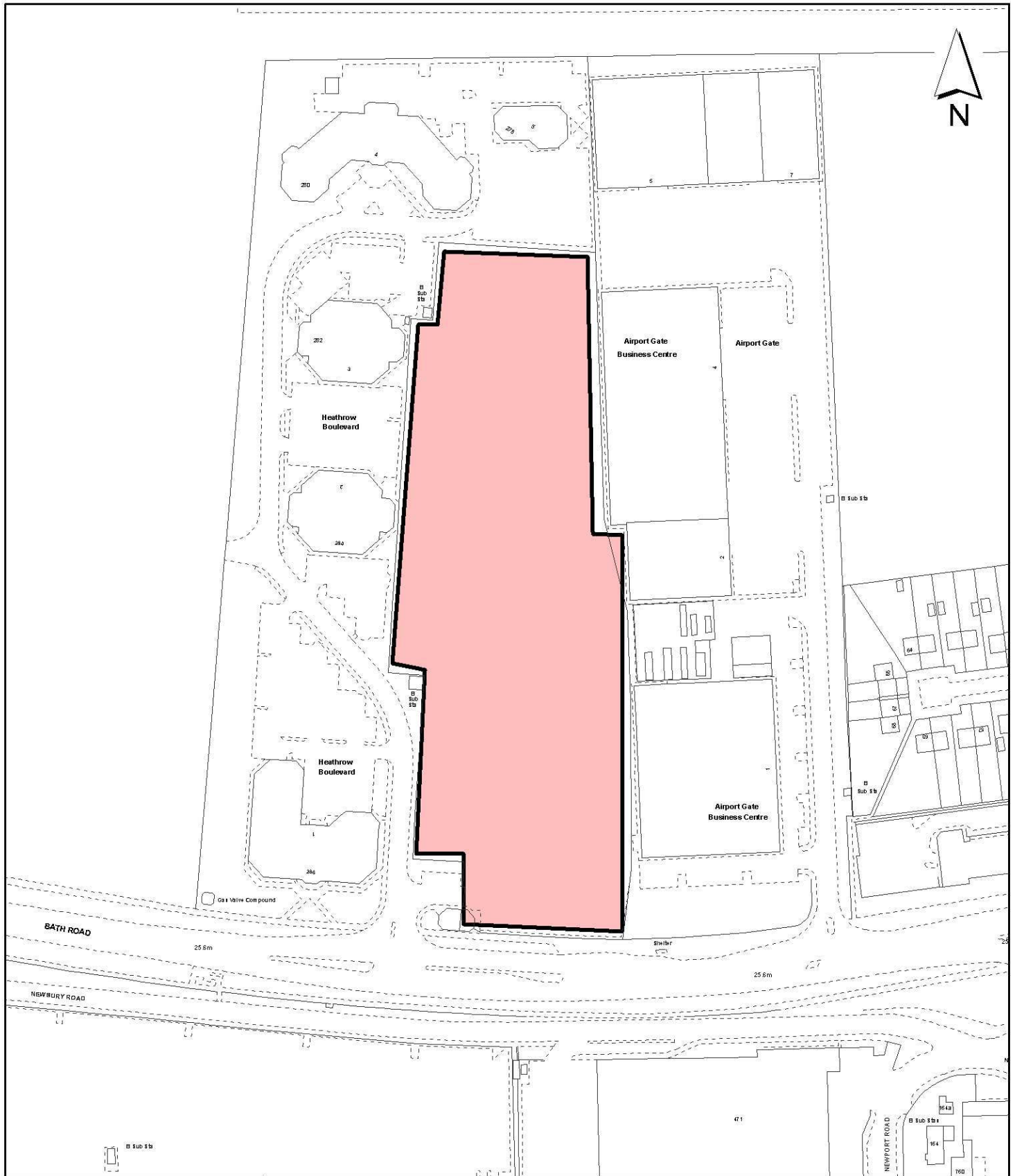
The scheme is considered to be visually acceptable and is considered to comply with relevant London Plan and Hillingdon Local Plan policies accordingly, approval is recommended subject to appropriate conditions and planning obligations.

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
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 Technicolor Site
 276 Bath Road**

**LONDON BOROUGH
 OF HILLINGDON
 Residents Services**

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

Planning Application Ref:
35293/APP/2013/2709

Scale
1:2,000

Planning Committee
Major Application

Date
January 2014



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Report of the Head of Planning, Sport and Green Spaces

Address RAINBOW AND KIRBY INDUSTRIAL ESTATES TROUT ROAD YIEWSLEY

Development: Demolition of existing premises and erection of 99 residential units (C3), 50 unit extra care/dementia sheltered housing scheme (C3), 1,529.4sqm light industrial floorspace comprising 17 business units (B1c) and 611.30sqm of restaurant/cafe (A3) floorspace associated open space, car parking and landscaping. (Outline Application)

LBH Ref Nos: 38058/APP/2013/1756

Drawing Nos: AA1832/2.3/008R
AA1832/2.3/011R
AA1832/2.3/012RA
AA1832/2.3/014R
AA1832/2.3/016R
AL1832/2.1/03R
AL1832/2.1/01R
AL1832/2.1/02R
AA1832/2.3/15R
AA1832/2.3/17R
AA1832/2.3/13R
A1832/2.1/01D
AA1832/2.3/014A
Design & Access Statement
Planning Statement
AA1832/2.1/021RA
AA1832/2.1/022RA
AA1832/2.1/23RA
AA1832/2.1/024RA
AA1832/2.1/025RA
AA1832/2.3/004R
AA1832/2.3/001RA
AA1832/2.3/003R
AA1832/2.3/006R
AA1832/2.3/007R
Ground Investigation report
Bat Survey
Employment Report
Habitat Survey
Air Quality Assessment
Tree Survey
Energy Statement
Flood Risk Assessment
Foul sewage & utilities assessment
Noise impact assessment
Transport Assessment

Date Plans Received: 25/06/2013 **Date(s) of Amendment(s):** 07/08/2013

Date Application Valid: 07/08/2013 09/01/2014

1. SUMMARY

The current application proposes the erection of 99 residential units (Use Class C3), 42 extra care units (Use Class C3) and 8 dementia bedsits (Use Class C2). The proposed extra care and dementia units seek to provide the affordable housing across the application site providing 33% of affordable housing. In principle the uses are considered to be acceptable.

Landscaping and appearance have been reserved for consideration at a future date. It is considered that the scheme is acceptable in terms traffic, parking, scale, site access and layout.

The proposal will provide regeneration to the Yiewsley/West Drayton town centre and provide an additional retail unit along the High Street frontage to further secure the vitality of the town centre.

The development delivers a sustainable redevelopment proposal of a brownfield site in a town centre location whilst also retaining employment floorspace to serve the Borough.

Subject to appropriate conditions and planning obligations, this outline planning application is considered to accord with local, regional and national planning policy requirements.

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) A s278 shall be entered into to secure the following highways works:

- pedestrian footway widen and redesign improvement schemes and schemes to mitigate other deficiencies highlighted in the PERS Audit.
- Improvements of the Uxbridge to Heathrow Cycle Route and the upgrade of the cycle route along the Grand Union Canal
- Measures for improving pedestrian safety mainly by enhancing pedestrian visibility when crossing adjacent site junctions.

ii) Affordable Housing: Deliver the Extra Care Home as affordable housing component (32%).

iii) Health: a contribution in the sum of £46,022.87.

iv) Public Realm: a contribution of £75,000.

v) Community facilities: a contribution of £40,000.

vi) Libraries: a contribution in the sum of £4,885.43.

vii) Construction Training: a contribution equal £2500 per £1m build cost and a financial contribution of £66,747.34 for the work place coordinator.

viii) Education: a payment in the sum of £299,083

ix) Employment Strategy: the Employment Strategy will need to demonstrate how the employment aspect of the development will be effectively marketed so as to endeavour to secure long terms B1 employment on the site.

x) Project Management and Monitoring Fee: Financial contribution equal to 5% of all financial contributions.

xi) Future residents of the scheme will not be entitled to to parking permits

xii) Travel Plan

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 within 3 months of the date of this Committee resolution, 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, Green Spaces and Culture prior to issuing the decision:

1 COM1 Outline Time Limit

The development hereby permitted shall begin either before the expiration of three years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

REASON

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

2 COM2 Outline Reserved Matters

Details of the appearance and landscaping (hereinafter called "the reserved matters") shall be submitted to the local planning authority before the expiry of three years from the date of this permission and approved in writing before any development begins. The submitted details shall also include details of:

- (i) Phasing of the development including the order and timing of development.
- ii) The internal layouts of each building
- iii) External materials. Details should include information relating to make, product/type, colour and photographs/images.
- iv) Energy measures
- v) Plant & machinery
- ix) Refuse storage

The development shall be carried out in accordance with the approved details.

REASON

To comply with Sections 91 and 92 of the Town and Country Planning Act 1990 (As Amended).

3 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

A1832/2.3/008R
AA1832/2.3/011R
AA1832/2.3/012RA
AA1832/2.3/014R
AA1832/2.3/016R
AL1832/2.1/03R
AL1832/2.1/01R
AL1832/2.1/02R
AA1832/2.3/15R
AA1832/2.3/17R
AA1832/2.3/13R
A1832/2.1/01D
AA1832/2.3/014A
AA1832/2.1/021RA
AA1832/2.1/022RA
AA1832/2.1/23RA
AA1832/2.1/024RA
AA1832/2.1/025RA
AA1832/2.3/004R
AA1832/2.3/001RA
AA1832/2.3/003R
AA1832/2.3/006R
AA1832/2.3/007R

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).

4 NONSC Non Standard Condition

The total floorspace areas of the uses hereby approved shall be limited to the following:

Overall floorspace area of all uses shall not exceed 19,666.4 sqm (GIA)
Residential floorspace (Class C3) shall not exceed 17,526 sqm (GIA)
Retail (Class A3) shall not exceed 611 sqm (GIA)
Office/Light Industrial (Class B1) shall not exceed 1,529.4 sqm (GIA)
Car parking shall not exceed 152 vehicular bays

Residential floorspace comprises all residential units including extra care and dementia units.

REASON

To ensure the quantum of floorspace does not exceed the amount assessed in the application in order to provide an appropriate mix of land uses in accordance with policies 2.14, 3.1, 3.2, 3.3, 3.4, 3.5, 3.7 and 3.9 of the London Plan 2011.

5 NONSC Non Standard Condition

The residential accommodation hereby approved shall not exceed 99 residential units, 42 Extra Care Units and 8 Dementia Care units overall.

All residential units within the development shall be constructed in accordance with 'Lifetime Homes' standards and the adopted 'London Housing Design Guide' SPG 2012 and to Code for Sustainable Homes Level 4.

REASON

To ensure that the appropriate level of accessibility is achieved within the development in accordance with policies 2.14, 3.1, 3.2, 3.3, 3.4, 3.5, 3.7 and 3.9 of the London Plan 2011.

6 NONSC Non Standard Condition

The Extra Care Facility hereby approved used for an Extra Care Facility and for no other purpose including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987).

REASON

To ensure an adequate level of amenity for future occupiers and neighbouring properties and to protect the amenity and character of the area in accordance with Policies BE13 and BE19 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

7 COM6 Levels

No phase of the 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 relating to the relevant phase of the development have been submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and known datum point. Thereafter the relevant phase of 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)

8 RES15 Sustainable Water Management (changed from SUDS)

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

- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. include a timetable for its implementation; 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 each phase of the development shall be implemented and retained/maintained in accordance with the details for the relevant phase 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.

9 RES16 Code for Sustainable Homes

The dwellings shall achieve Level 4 of the Code for Sustainable Homes. No phase of the development shall commence until a signed design stage certificate confirming this level has been received for the relevant phase. The design stage certificate for the relevant phase shall be retained and made available for inspection by the Local Planning Authority on request.

The relevant phase of 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 within the relevant phase.

REASON

To ensure that the objectives of sustainable development identified in London Plan (July 2011) Policies 5.1 and 5.3.

10 RES17 Sound Insulation

No phase of the development shall begin until a scheme for protecting the proposed development from road traffic noise has been submitted to and approved in writing by the Local Planning Authority for the relevant phase. All works which form part of the scheme shall be fully implemented before the relevant phase of 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 noise in accordance with policy OE5 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (July 2011) Policy 7.15.

11 RES18 Lifetime Homes/Wheelchair Units

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

REASON

To ensure that sufficient housing stock is provided to meet the needs of disabled and elderly people in accordance with London Plan (July 2011) Policies 3.1, 3.8 and 7.2

12 RES22 Parking Allocation

No unit in any phase hereby approved shall be occupied until a parking allocation

scheme for the relevant phase has been submitted to, and approved in writing by, the Local Planning Authority. Thereafter the parking shall remain allocated for the use of the units in accordance with the approved scheme and remain under this allocation for the life of the development.

REASON

To ensure that an appropriate level of car parking provision is provided on site in accordance with Policy AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan . (July 2011).

13 RES23 Visibility Splays - Pedestrian

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

REASON

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

14 RES24 Secured by Design

The dwellings 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 within each relevant phase shall be occupied until accreditation has been achieved.

REASON

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

15 RES26 Contaminated Land

(i) Any phase of the development hereby permitted shall not commence until a scheme to deal with contamination for the relevant phase has been submitted in accordance with the Supplementary Planning Guidance on Land Contamination and approved in writing 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 of the relevant phase; 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 relevant phase of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing.

REASON

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

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

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

1. Details of Soft Landscaping
 - 1.a Planting plans (at not less than a scale of 1:100),
 - 1.b Written specification of planting and cultivation works to be undertaken,
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
 - 1.d Survey showing trees to be retained and removed.
 - 1.e Buffer zone along the canal
2. Details of Hard Landscaping
 - 2.a Refuse Storage
 - 2.b Cycle Storage
 - 2.c Means of enclosure/boundary treatments
 - 2.e Hard Surfacing Materials
 - 2.f External Lighting
 - 2.g Other structures (such as play equipment and furniture)
3. Living Walls and Roofs
 - 3.a Details of the inclusion of living walls and roofs
 - 3.b Justification as to why no part of the development can include living walls and roofs
4. Details of Landscape Maintenance
 - 4.a Landscape Maintenance Schedule for a minimum period of 5 years.
 - 4.b Proposals for the replacement of any tree, shrub, or area of surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.
5. Schedule for Implementation
6. Other
 - 6.a Existing and proposed functional services above and below ground
 - 6.b Proposed finishing levels or contours
 - 6.c Arboricultural method statement

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

REASON

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

17 NONSC Non Standard Condition

Prior to the commencement of Phases adjoining the canal of the development hereby permitted, a Risk Assessment and Method Statement outlining all works to be carried out adjacent to the water must be submitted and approved in writing by the local planning authority.

REASON

In the interest of preserving the setting and ecology of the canal environment in accordance with policy BE34 of Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

18 NONSC Non Standard Condition

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 prior to the commencement of each phase. Thereafter the approved details for the relevant phase shall be 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 accordance with policy BE34 of Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

19 NONSC Non Standard Condition

Prior to the commencement of each phase of the development hereby permitted, a scheme for the provision of electric vehicle charging points for the relevant phase of development shall be provided. The details shall be submitted to and agreed in writing by the Local Planning Authority. The spaces shall be constructed and marked out and the charging points installed prior to the occupation of the relevant phase of the development, and thereafter retained permanently for the accommodation of vehicles of occupiers and visitors to the premises and not used for any other purpose.

REASON

To encourage the use of electric cars in order to reduce carbon emissions, and in accordance with the London Plan Housing SPG.

20 NONSC Non Standard Condition

Prior to the commencement of each phase of the development a Delivery and Servicing Plan to incorporate details of deliveries to the site, including size of vehicle, routing of deliveries, and times of deliveries for the relevant phase of the development shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall be

adhered to for the relevant phase thereafter unless otherwise agreed in writing by the Local Planning Authority.

REASON

In order to minimise the impact of the development on the local highway network, local amenity and traffic congestion and in accordance with policy BE1 of the Local Plan Part 1 2012.

21 NONSC Non Standard Condition

Prior to the commencement of each phase of the development a detailed energy assessment shall be submitted showing how the relevant phase development will reduce carbon emissions by 40% from a 2010 Building Regulations compliant development. The assessment shall clearly show:

- 1) 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) the methods to improve the energy efficiency of the development and how this impacts on the baseline emissions:
- 2) the inclusion of phasing for CHP to service the whole site, the specification of the technology to be used, the inputs and outputs of the CHP unit and the impacts on the baseline emissions:
- 3) how renewable energy will be incorporated into the development, including plans and drawings showing the use of technology (e.g. roof plans and elevations showing PVs) and how the chosen technology impacts on the baseline emissions.
- 4) how the technology will be maintained and managed throughout the lifetime of the development.

The development shall be implemented and retained in accordance with the details approved for each phase of the development.

REASON

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

22 NONSC Non Standard Condition

Before each phase the development hereby approved is commenced a scheme for protecting the proposed accommodation in the relevant phase of development from external air pollution shall be submitted and approved by the LPA. Any works which form part of such a scheme shall be completed for the relevant phase before any part of the development is 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 2 (November 2012).

23 NONSC Non Standard Condition

Before each phase of 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 and approved in writing. 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 neighbouring properties in accordance with policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

24 NONSC Non Standard Condition

Before the development of each phase of the development hereby approved is commenced, details to limit and/or control air pollution for any CHP for the relevant phase of development shall be submitted to and approved in writing by the Local Planning Authority. The measures shall be provided prior to the occupation of the relevant phase in which the CHP is to be constructed and thereafter maintained for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

REASON

In order to safeguard the amenities of the area, in accordance with Policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

25 NONSC Non Standard Condition

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

REASON

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

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.

LPP 1.1	2011)Delivering the strategic vision and objectives for London
LPP 2.1	(2011) London in its global, European and UK context
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.

BE25	Modernisation and improvement of industrial and business areas
BE26	Town centres - design, layout and landscaping of new buildings
BE31	Facilities for the recreational use of the canal
BE33	Proposals for the establishment of residential moorings
BE36	Proposals for high buildings/structures in identified sensitive areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
H4	Mix of housing units
H5	Dwellings suitable for large families
S12	Service uses in Secondary Shopping Areas
R1	Development proposals in or near areas deficient in recreational open space
R10	Proposals for new meeting halls and buildings for education, social, community and health services
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
LE2	Development in designated Industrial and Business Areas
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
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

3

In order to provide an appropriate accessibility standards are satisfied at the reserved matters stage, the following detailed advice is provided:-

It is noted that the design would incorporate a shared surface environment. A future

detailed application must ensure that the said environment clearly demonstrates:

- a. a design that successfully alerts motorists, cyclists and pedestrians to the shared surface environment;
- b. clear wayfinding for blind and partially sighted people; a design that minimises the risk of blind people straying into the path of moving vehicles;
- c. minimal use of bollards and similar obstacles; rationalised use of street furniture;
- d. defined car spaces to ensure vehicles are parked only in designated places;
- e. road narrowing, carefully positioned planters and/or other passive measures that force slow vehicle movement;
- f. an environment that is legible; to aid navigation, it should be possible to easily differentiate one area of the development from another.

2. Level access should be achieved across the site. Should it not be possible, due to topographical constraints, to achieve level access, gradients should not exceed 1:50, with a maximum crossfall of 1:60. The ramp leading to the promenade should be eliminated or be graded to accord with the above specifications.

3. All residential accommodation should comply with all 16 Lifetime Home standards (as relevant) with all details shown on plan. In addition, 10% of new housing should be built to Wheelchair Home Standards. Indicative layout should be submitted to ensure that the requisite standards have been considered and incorporated into the building footprints identified.

4. In addition to the provision referred to in point 2 above, an allocated parking space, within 40 m of the home, is required for each Wheelchair Standard Home. (This provision is also required in any car free elements/zones of the proposal.)

5. In line with the GLA 'Wheelchair Housing BPG', the wheelchair accessible flats should be evenly distributed throughout the site

6. All blocks of flats, as proposed, should feature a single communal entrance that serves all flats. In the smaller blocks, one Part M compliant passenger lift should be provided. In blocks containing 15 flats or more two lifts should be featured to allow for increased use and to maintain wheelchair access in the event of a lift breakdown.

7. 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.

8. The bathrooms/ensuite facilities should be designed in accordance with the pre-July 2010 Lifetime Home standards. At least 700mm should be provided to one side of the WC, with 1100 mm provided between the front edge of the toilet pan and a door or wall opposite.

9. The Gross Internal Area required for the living areas within a specific size of dwelling (e.g. a two-bedroom flat) should be increased by approximately 10% to allow the successful integration of facilities within the wheelchair home standard units.

10. The limited parking proposed for the extra care facility is considered to be insufficient. Whilst it is accepted that every resident is unlikely to require a parking space, it would be common practice to expect a significant number of professionals to visit each day and for there to be a need for parking in excess of 16 spaces at any time. The parking provision

proposed for this facility should be increased to take account of members of staff who are likely be reliant upon a car (particularly when working a late shift), residents who may own an accessible vehicle, in addition to district nurses, care workers, physiotherapists, social workers and other visiting professionals and service providers.

4 128 **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).

5 147 **Damage to Verge**

The Council will recover from the applicant the cost of highway and footway repairs, including damage to grass verges.

Care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense.

For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

6 148 **Refuse/Storage Areas**

The proposed refuse and recycling storage areas meet the requirements of the Council's amenity and accessibility standards only. The proposed storage area must also comply with Part H of the Building Regulations. Should design amendments be required to comply with Building Regulations, these should be submitted to the Local Planning Authority for approval. For further information and advice contact - Planning & Community Services, Civic Centre, Uxbridge, UB8 1UW (Tel: 01895 250400).

7 149 **Secured by Design**

The Council has identified the specific security need(s) of the application site to be: (State specific security need(s)).

You are advised to submit details to overcome the specified security need(s) in order to comply with condition 13 of this planning permission.

(Please Note: This Informative must accompany Condition OM14).

8 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.

9 I60 Cranes

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

10 I15 Control of Environmental Nuisance from Construction Work

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

A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance 'The Control of dust and emissions from construction and demolition.

D. No bonfires that create dark smoke or nuisance to local residents.

You are advised to consult the Council's Environmental Protection Unit (www.hillingdon.gov.uk/noise 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.

11

The applicant is advised of the following Disabled Access issues that will need to be addressed at reserved matters stage:

1. It is noted that the design would incorporate a shared surface environment. A future detailed application must ensure that the said environment clearly demonstrates:

- a. a design that successfully alerts motorists, cyclists and pedestrians to the shared surface environment;
- b. clear wayfinding for blind and partially sighted people; a design that minimises the risk of blind people straying into the path of moving vehicles;
- c. minimal use of bollards and similar obstacles; rationalised use of street furniture;
- d. defined car spaces to ensure vehicles are parked only in designated places;
- e. road narrowing, carefully positioned planters and/or other passive measures that force slow vehicle movement;

f. an environment that is legible; to aid navigation, it should be possible to easily differentiate one area of the development from another.

2. Level access should be achieved across the site. Should it not be possible, due to topographical constraints, to achieve level access, gradients should not exceed 1:50, with a maximum crossfall of 1:60. The ramp leading to the promenade should be eliminated or be graded to accord with the above specifications.

3. All residential accommodation should comply with all 16 Lifetime Home standards (as relevant) with all details shown on plan. In addition, 10% of new housing should be built to Wheelchair Home Standards. indicative layout should be submitted to ensure that the requisites standards have been considered and incorporated into the building footprints identified.

4. In addition to the provision referred to in point 2 above, an allocated parking space, within 40 m of the home, is required for each Wheelchair Standard Home. (This provision is also required in any car free elements/zones of the proposal.)

5. In line with the GLA 'Wheelchair Housing BPG', the wheelchair accessible flats should be evenly distributed throughout the site

6. All blocks of flats, as proposed, should feature a single communal entrance that serves all flats. In the smaller blocks, one Part M compliant passenger lift should be provided. In blocks containing 15 flats or more two lifts should be featured to allow for increased use and to maintain wheelchair access in the event of a lift breakdown.

7. 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.

8. The bathrooms/ensuite facilities should be designed in accordance with the pre-July 2010 Lifetime Home standards. At least 700mm should be provided to one side of the WC, with 1100 mm provided between the front edge of the toilet pan and a door or wall opposite.

9. The Gross Internal Area required for the living areas within a specific size of dwelling (e.g. a two-bedroom flat) should be increased by approximately 10% to allow the successful integration of facilities within the wheelchair home standard units.

10. The limited parking proposed for the extra care facility is considered to be insufficient. Whilst it is accepted that every resident is unlikely to require a parking space, it would common practice to expect a significant number of professionals to visit each day and for there to be a need for parking in excess of 16 spaces at any time. The parking provision proposed for this facility should be increased to take account of members of staff who are likely be reliant upon a car (particularly when working a late shift), residents who may own an accessible vehicle, in addition to district nurses, care workers, physiotherapists, social workers and other visiting professionals and service providers.

12

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 £591,990 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

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises the former Rainbow and Kirby Industrial Estates, which accommodate approximately an 2.15 hectare irregularly shaped plot, currently accessed via two access points from Trout Road, as well as the High Street and from St Stephen's Road. Parts of the site front the south east side of Trout Road, the western side of Yiewsley High Street, and the north west side of St Stephens Road, with the entire south west boundary bordered by the Grand Union Canal.

The site largely accommodates a range of single-storey and two-storey industrial buildings, many of which were in a poor state of repair, particularly those fronting Trout Road. Many of the buildings suffered significant fire damage on 19 March 2011 and have since been demolished. The site also encompassed a three-storey vacant office building, Gemeni House fronting the High Street, which has also now been demolished.

The site is bounded to the North West by existing industrial units and by Trout Road, beyond which are four-storey residential properties (including roof accommodation) and the recently completed Tesco Supermarket and ancillary parking.

To the North East the site is largely bounded by commercial properties fronting Yiewsley High Street. These range from single-storey to four-stories in height, fronting the street and include two supermarkets (Aldi and Iceland) and ancillary parking, as well as smaller retail units with offices and/or residential accommodation above. The former church immediately opposite the site's High Street frontage, and the George and Dragon Public House to the north.

The Grand Union Canal and towpath bound the site's South West boundary, beyond which are two-storey terraced residential properties and associated gardens, located in Peplow Close, and industrial units located in Bentinck Road.

To the South East, with the exception of industrial units located towards the canal, the site is largely bounded by a mix of two-storey detached and semi-detached residential properties located in St Stephens Road.

The former office building fronting the High Street falls within the Secondary Shopping Area of Yiewsley/West Drayton Town Centre. The remainder of the site falls within the Trout Road Industrial and Business Area.

The application site has a PTAL level of 3.

The application is in Outline form with access, layout and scale being determined at this stage.

3.2 Proposed Scheme

Of the 2.15ha of site area, 1.44ha are proposed for residential and mixed use, 0.41ha for extra care and dementia accommodation and 0.3ha for business and light industrial uses.

The redevelopment of the site will provide 99 no. market flats and 50 no. extra care and dementia flats with approximately 18,525m² GIA at a density of 80 dwellings per hectare.

The housing would comprise a total of 25 one-bedroom flats, 62 two-bedroom flats, and 12 three-bedroom flats. The extra care and dementia units will comprise 8 bedsits, 38 one-bedroom flats and 4 two-bedroom flats. The extra care and dementia accommodation will provide the required affordable housing element of the scheme. The split will be approximately 68% market dwellings and 32% affordable.

The start-up business units (B1) that are proposed will provide 1,529.40m² GIA of business floorspace and there will be an additional 611.30m² of restaurant/cafe (A3) floorspace. The development would range in height from two to five-storeys (including semi basement parking) across the site, with the units fronting the canal being 4 storey near Trout Road stepping down to 3 storey.

The buildings' heights are 3 storeys on the eastern boundary of the site in blocks R3 and R6; while two 4 storey blocks, R2 and R5, would frame the central green space. Block R5 has also got a ground floor cafe introduced facing the canal.

The mixed use block on the High Street has been kept at 3 storeys which represents a reduction from the 3-4 tall commercial storeys of the previous building. This reduction helps to bring the mass of the proposed block in line with the existing 3 storey properties along the High Street. The B1 business units (C1, C2 and C5) are two storeys.

The site will be accessed via 4 existing locations, two of which are situated off Trout Road. On Trout Road there will be a separate access for residential and a separate access for the business units. The business/industrial access will be located approximately 75m west of the Trout Road/High Street/Falling Lane junction and the residential access will be approximately 120m further west from this. These are current existing access points to the application site.

Vehicular access to the southern most part of the site would be provided via the third existing access which is located off St Stephen's Road and will facilitate 22 residential units within Blocks R7 and R8 in the south west of the development site.

The last access is from the High Street to the rear of Block M1. Pedestrian links would also be provided through the site between the High Street and the Canal and Trout Road. The proposed connection of the High Street to the canal towpath, through a series of public open areas, is the principal structuring design element of the layout. By opening the scheme to public access and offering enhanced landscaped open space, this increases the permeability and legibility within the application site. This structuring element will be a well-defined pedestrian route which will connect a series of high quality hard and soft landscaped spaces, including:

- a Piazza located just off Yiewsley High Street;
- a Community Park which has been designed as the main public space at the heart of the development to provide a focus for recreation and a gathering place for the local community;
- the Canal Square which opens the scheme to the canal and promotes activity along this frontage, providing an important destination space for pedestrians;
- and the Entrance Square, which is the primary vehicular access point of the scheme,.

A mix of surface level and under-croft parking would be provided for the various uses,

throughout the site. The parking accords with London Borough of Hillingdon's policy on car parking standards.

Ten percent of residential parking spaces are to be designated as disabled parking bays and will be designed to the required mobility standards. 16 parking spaces have been allocated for the extra care and dementia units. This provision is considered to be an acceptable level given the development's location.

Generally, the ground floor private sale flats are provided with private patios / gardens while the flats on the upper floors will benefit from generous balconies of circa 2m x 3.5m. All blocks have dedicated residents shared amenity space at ground floor. These areas are located in the immediate vicinity of each block and will be separated from public access areas by hedges and railings. The extra care dwellings will have private glazed winter gardens and this is further complemented by the dedicated communal amenity gardens that are separated from publicly accessed areas in the site. All public and residents' amenity space is overlooked by building frontage to provide natural surveillance and security.

In terms of appearance and materials, the palette of materials will reflect the local vernacular in a modern interpretation. The materials will consist of mainly brick and through coloured render with accents of mineral or timber boarding in key corners and features of the scheme. The materials strategy will be further developed during the subsequent design stages.

The application is supported by a number of reports that assess the impact of the development proposals. 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 development proposals. The statement concludes that the proposal is well conceived, robust and in accordance with the proper planning of the area.

- Employment Report

The Report states that the alternative uses proposed of residential and small scale retail space (as well as 17 B1 start up units) do not conflict with the policies and objectives of the plan, as it is recognised in the Council's Core Strategy that there is an employment land release capacity of 17.3 ha, with 17.58 ha of employment land, including land at the Trout Road IBA, already identified for release.

The report states that the proposals are appropriate as much of the surrounding industrial land has previously been redeveloped to provide residential and mixed use schemes, and the majority of the application site is vacant and therefore not currently contributing to Hillingdon's employment provision. Regeneration of such a currently under-used site with a mixed use scheme provides an excellent opportunity for economic growth in the Borough. In addition, the proposals will help to meet the UDPs objectives in relation to affordable housing (by providing 50 extra care sheltered affordable housing units) and economic regeneration.

- Design and Access Statement

This report outlines the context for the development and provides a justification for the design rationale, the quantum of units, layout and scale. The history of the design

evolution is explained with illustrative indications of proposed landscaping of key new spaces and appearance of the proposed new buildings of the proposed development.

- Arboricultural Implications Assessment

The Assessment identifies that the most significant trees on the site are on its boundaries. It concludes that the recommended removal of vegetation can be easily mitigated by replacement planting and that principal trees (along the Grand Union Canal and to the rear of properties in St Stephens Road) can be effectively retained, subject to implementation of the protective measures detailed within the report.

The report considers that the post development landscape will be enhanced by the proposals and there are no foreseen significant arboricultural reasons why the development proposals should not be approved.

- Energy Assessment

The Energy Assessment has established the energy profile of the proposed development and considered the most appropriate solutions in terms of technical, practical and economic viability, to comply with the Councils requirement of Code for Sustainable Homes Level 3. Compliance with the London Plan and thus achieving Code Level 4 will be challenging and will require low or zero carbon technologies to be used. Options that will be investigated at the detailed application stage [reserved matters submissions] to achieve this include, extraction of heat/cooling from the canal; central energy centre and independent systems.

- Ecology

The Phase 1 Habitat Survey showed that there are no habitats of ecological importance that will be adversely affected by the proposed development works. The protected species assessment noted the potential presence of feeding Bats and nesting and feeding birds and any future mitigation measures should be directed towards these two areas.

Bat surveys were undertaken in September 2010 following an initial site assessment visit, completed in August 2010, which identified six buildings with some potential to support roosting bats, although no existing records of roosts have previously been confirmed from the site. The Bat survey concluded that the dusk emergence surveys and dawn re-entry surveys did not locate the presence of any extant bat roost during the autumn mating season in the bats' yearly life cycle. No bats were observed to utilise the site as a flight-line for commuting during either the dusk or dawn survey windows.

- Fouls Sewerage and Utilities

The Foul Sewerage and Utilities Assessment identified that as expected from the site's current use the site is already served by all utility services. The report concludes that the proposed development can be serviced by the appropriate level of infrastructure although it is recognised that there will need to be a level of investment in the various services to achieve this. The proposal allows for a new substation and new buried pumping station (locations to be agreed) but no other major infrastructure elements is considered necessary at this stage.

In relation to the surface water, it is anticipated that the proposals will result in a considerable net benefit, in flood reduction and ecological value. The proposals will result in an increase in discharge to groundwater assisting with groundwater recharge in London.

- Ground Investigation Contamination Report

The Ground Investigation Contamination Report identifies current users, proposed users, construction operatives, vegetation and controlled waters as receptors from contamination at the site. Multiple sources of chemical contamination have been identified at the site with pathways linking these sources to the receptors. Chemical testing indicated a moderate risk to human receptors. A moderate risk is also considered to exist to controlled waters. It concludes that further investigation at the site will be required in the future to further assess the identified sources and to cover area inaccessible during this investigation. As the report recommends it is intended that when more detailed proposals are prepared these issues will be investigated further and will be addressed.

· Air Quality Impact Assessment

The Air Quality Impact Assessment was carried out to assess both construction and operational impacts of the proposed redevelopment.

A qualitative assessment of the potential impacts during the construction phase shows that during this phase of the proposed development releases of dust and PM10 are likely to occur during site activities. Through good site practice and the implementation of suitable mitigation measures, the impact of dust and PM10 releases may be effectively mitigated.

Concentrations of NO2 and PM10 have been predicted using DMRB and compared with relevant air quality objectives set for the protection of human health. The assessment has shown that emissions from traffic associated with the proposed development are likely to have an insignificant impact on local air quality and that both NO2 and PM10 concentrations will remain below the objectives for these pollutants.

The Air Quality Assessment concludes that air quality does not pose a constraint to the redevelopment of the site as proposed.

· Planning Noise Assessment

The Noise Assessment shows that ambient noise levels adjacent to the development site known as the Rainbow Industrial Estate, Trout Road, Yiewsley have been measured and assessed relative to the criteria documented in Planning Policy Guidance 24 (PPG24): Planning and Noise.

Based on the assessment and the mitigation measures identified, The Noise Assessment concluded that it is not considered that noise poses a material constraint to the redevelopment of the site.

· Transport Assessment

The Transport Assessment clearly demonstrates that the proposal accords with national and local transportation policy and offers a site location with a reliable and free-flowing road network which enables the efficient movement of people. The site is well situated and offers alternative sustainable modes of transport, other than the private car. It is located within 250m of three bus stops and within walking distance to West Drayton Railway Station. Existing cycling and pedestrian routes improve the sustainability credentials of the site.

The proposed level of parking for the development is in line with the standards set out by London Borough of Hillingdon. The proposed 152 car parking spaces will provide sufficient parking space to cope with the demand without promoting the use of the private car. Given the high level of car use and ownership in LB Hillingdon car parking for the private residential element of the proposals is on a 1:1 basis. The provision of 131 cycles

spaces will also encourage alternative modes of transport.

The junction capacity assessments demonstrate that the proposed development will not have a detrimental impact on the local highway network. All junctions operate well within their practical capacity. It has also been demonstrated through the Transport Assessment that the proposed development will generate lower levels of vehicular traffic than that of the lawful commercial use of the site during peak periods.

· Flood Risk Assessment and Drainage

Given its size of 2.15 Ha, a Flood Risk Assessment (FRA) has been prepared. The FRA confirms that the existing site is predominantly impermeable hard standing and commercial buildings. It states that as a result the new proposed development, which includes public and private garden areas, will replace some of the paved areas of the site. It concludes that surface water run-off from the site will therefore be reduced as a result of this and the use of porous surfacing.

The FRA shows that the site is at low risk of flooding from the River Pinn, River Fray and the Grand Union Canal. It also states that the Environment Agency required a 5m buffer strip along the Grand Union Canal to allow access for maintenance and encourage conservation. This has been provided as part of the scheme as well as retaining the existing trees along the canal frontage.

· 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

A confidential Financial Viability Assessment accompanies the application submission which has been independently assessed by external consultants on behalf of the Council.

3.3 Relevant Planning History

Comment on Relevant Planning History

There is no directly relevant planning history relating to the Rainbow or Kirby Industrial Estates, which is relevant to the proposal. However, it should be noted that planning permission was granted in November 2008 for the redevelopment of the former industrial area to the north west, to provide a Tesco Superstore, 101 residential units and associated landscaping, parking and access (ref: 60929/APP/2007/3744). In addition a planning application ref: 38058/APP/2012/1203 sought to provide a similar development proposal but was withdrawn in February 2013.

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:

LPP 1.1 2011)Delivering the strategic vision and objectives for London

LPP 2.1	(2011) London in its global, European and UK context
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE26	Town centres - design, layout and landscaping of new buildings
BE31	Facilities for the recreational use of the canal
BE33	Proposals for the establishment of residential moorings
BE36	Proposals for high buildings/structures in identified sensitive areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
H4	Mix of housing units
H5	Dwellings suitable for large families
S12	Service uses in Secondary Shopping Areas
R1	Development proposals in or near areas deficient in recreational open space
R10	Proposals for new meeting halls and buildings for education, social, community and health services
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
LE2	Development in designated Industrial and Business Areas
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
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

5. Advertisement and Site Notice

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

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

EXTERNAL CONSULTTEES

The application was advertised as a major development under Article 8 of the Town and Country Planning (General Development Procedure) Order 1995. A press notice was placed in the local newspaper, a site notice was displayed and 344 neighbouring residents were consulted individually in writing.

1 letter of support was received from the Yiewsley and West Drayton Town Centre Action Group:

Submitted on behalf of the Yiewsley & West Drayton Town Centre Action Group. Revised submission noted. There has been no change in views since the original application. The proposed mixed use development of the site will greatly enhance this rundown part of the town and is to be welcomed. However, expressions continue to be made as to the viability of the inclusion of retail/business use within the proposals.

ENVIRONMENT AGENCY COMMENTS

The Environment Agency had initially objected to the proposal and following discussions with the Council's Flood Risk Officer the Local Planning Authority have entered into an agreement with the Environment Agency which allows our internal Flood Risk Officer the authority to re-assess proposals and provide formal responses. As such, the above objections have been overcome following further discussions, please see full comments set out within the 'Internal Consultation' section of this committee report.)

CANAL AND RIVERS TRUST COMMENTS

After due consideration of the application details, the Canal & River Trust has the following specific comments to make:

Layout and Landscaping

In principle, we have no objection to the proposed redevelopment of the site as indicated in outline. We support the design of the canal square and cafe, set back slightly from the canal but providing a clear link through, opening up the canal environment to the site. The applicants should bear in mind that an access agreement will be required with the Trust's Estates team.

Ideally, we would not support car parking or car park grills on the canal elevation, but we acknowledge that the adjacent recent residential development on Trout Road has a similar treatment, and consider that because these are proposed a reasonable distance from the canal towpath, these can be screened with appropriate landscaping.

Towpath works

There are 21kms of towpath in LB Hillingdon, the greatest amount of the 15 London boroughs that our towpaths travel through. The proposal will bring more employees and visitors to the site and the canalside, who would likely make use of the adjacent canal towpath as a convenient transport link and valuable amenity resource, as well as encouraging increased use from existing communities making use of the link to the High Street. The development therefore presents an opportunity to improve this resource in order to mitigate this impact.

The towpath is proposed to be widened, which we support, and we would expect the development to upgrade this stretch of towpath, as well as improve the existing accesses to Trout Road. Alternatively we could consider a contribution towards the works, but we would need to discuss how the finished site boundary relates to the towpath.

As part of the onsite management of new landscaping, we would ask that the stretch of towpath alongside the site is included, in terms of litter collection and vegetation management, to assist the Trust in the increased management of the towpath that will be required to meet the raised expectations from that of the existing site. We would also seek adoption by the development of Legible London signage.

Lighting

We would request a condition regarding proposed lighting details for the site. Specifically, lighting should not spill onto the canalside, and lighting along the promenade should not lead people onto the towpath after dark, where there is no other lighting.

Surface Water Drainage

The Trust will need to grant consent for any surface water discharge from the site towards the canal or towpath, and we request an informative with contact details for our Utilities team.

Waterborne Freight Opportunities

The Council supports the use of waterborne freight along the Grand Union Canal in line with the London Plan, and we consider there would be opportunities to make use of this here, with appropriate pedestrian management of the towpath while materials were lifted over. However, we note that the site has already been cleared, and there may therefore be more limited opportunities for transport by water. We would normally suggest a condition for a feasibility study into this, but will leave this at the discretion of the LPA in this instance.

If the Council is minded to grant planning permission, it is requested a towpath contribution or works in kind be secured as part of the S106, and that the following conditions and informatives be attached to the decision notice:

Conditions

"Prior to the commencement of development hereby permitted, a Risk Assessment and Method Statement outlining all works to be carried out adjacent to the water must be submitted and approved in writing by the local planning authority in consultation with The Canal & River Trust."

"No development shall take place on site until full details of the proposed landscaping scheme have been submitted to and approved in writing by the Local Planning Authority in consultation with the Canal & River Trust. The landscaping scheme should include reference to plant species types, surface treatments, fences and walls, and any signage, together with the means of on-going

maintenance. The approved landscaping scheme shall be implemented by the first planting scheme after the development commences.

Reason:

In the interest of preserving the setting and ecology of the canal environment."

"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. Any 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 canal setting."

"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."

Informatives

"The applicant/developer should refer to the current Canal & River Trust "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 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) for more information."

"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)."

(Officer Comment: The requested conditions and informatives are (where appropriate) included in the recommendation. Monies to secure a towpath contribution will also be secured.)

TRANSPORT FOR LONDON COMMENTS

The following comments represent the views of Transport for London officers and are made on a "without prejudice" basis. They should not be taken to represent an indication of any subsequent Mayoral decision in relation to a planning application based on the proposed scheme. These comments also do not necessarily represent the views of the Greater London Authority.

The site is situated in Yiewsley, on Trout Road, which forms its north-west boundary. To the south-west it is bounded by the Grand Union Canal, to the south-east by St. Stephen's Road and to the north-east by the High Street, which are both borough highway. There are no sections of the Transport for London Road Network (TLRN) or Strategic Road Network (SRN) in close proximity to the site.

The nearest rail station is West Drayton, located 800m south of the site. This station provides

National Rail services to central London (Paddington) and Oxford, Reading, Twyford and Banbury to the west. In addition, four bus routes (222, U1, U3 and U5) serve the High Street adjacent to the site. Another route, the 350, also serves West Drayton station and the southern end of the High Street. The site is not served by the London Underground network. As such, the site has a moderate Public Transport Accessibility Level (PTAL) of 3, out of a range of 1 to 6 where 6 is the highest. This level may be further enhanced with the arrival of Crossrail services in 2019.

Car parking

A total of 152 parking spaces will be provided for the entire development (equating to 1.5 spaces per 1 and 2 bed unit and 2 spaces per 3 bed unit).

The proposed quantum of parking will need to be reduced to accord with the relevant London Plan standards which require less than one space per 1 and 2 bed units and a maximum of 1.5 spaces to cater for the 3 bed units. With consideration to the site's moderate accessibility, introduction of Crossrail at West Drayton station and overarching objectives contained within London Plan policy 6.13 'Parking' TfL considers that a maximum of 0.75 spaces per 1 and 2 bed units and 1 space per 3 bed units is more appropriate.

This would equate to a reduction of 27 spaces to serve the 1 and 2 bed units and 11 spaces to serve the 3 bed units. To facilitate this reduced quantum of parking on site it is recommended that a car club is introduced on site. The applicant is therefore encouraged to enter into discussions with local car club operators to determine the viability of introducing a scheme on site.

Similarly, TfL consider the quantum of parking proposed to serve the office floorspace to be excessive and requests that the quantum is reduced to six spaces or 1 space per 300m².

Irrespective of the quantum of car parking ultimately agreed on site, 20 % of all residential spaces should be fitted with active Electrical Vehicle Charging Points (EVCPs) with an additional 20% fitted with passive infrastructure. The office spaces would require 20% active and 10% passive. Furthermore, each wheelchair accessible unit should be allocated a dedicated Blue Badge bay in accordance with the London Plan Housing SPG.

The site currently resides within a Controlled Parking Zone (CPZ) and in order to reduce local on street parking pressure TfL requests that residents are made exempt for applying for a local parking permit. This will need to be included in the s106 agreement.

Cycle parking

A total of 133 cycle spaces are proposed to cater for the residential units with an additional 23 spaces to serve the office floorspace and 4 for the retail. The applicant should be aware that to ensure full compliance with the Revised Early Minor Alterations of the London Plan, 1 space per 40 residential units is required to cater for visitors to the site. This equates to a minimum of 3 spaces and these should be located within the public realm in accessible and convenient locations. To ensure that the cycle spaces are fit for purpose in accordance with London Plan policy 6.9 'Cycling' additional information on their location is requested.

Trip generation and modal split

A full multi-modal impact assessment has been provided which is welcomed however the applicant should have confirmed the level of occupancy at time of traffic surveys. Depending on occupation levels this site may be deemed brownfield and the assessment should have included gross trips.

While the use of the TRAVL database to calculate the existing and proposed mode share is acceptable a comparison should have been undertaken by comparing the TRAVL database with Census data for the proposed mode share for the development.

Notwithstanding these comments, it is considered that this development will not have an unacceptable impact on the local strategic highway or public transport networks.

Walking

It is welcomed that a Pedestrian Environment Review System (PERS) audit has been provided. TfL would recommend that in accordance with London Plan policy 6.10 'Walking' a contribution is sought to improve the footway along the river and for improving the environment on the High Street, Station approach and Horton Road.

Servicing, deliveries and freight

TfL welcomes the details on the number of refuse vehicles serving the development provided in the transport assessment, as well as the swept path analysis undertaken. TfL is satisfied with these arrangements, subject to a Delivery and Servicing Plan (DSP) being secured by condition and approved by Hillingdon Council prior to any occupation of the site.

To ensure full compliance with London Plan policy 6.14 'Freight' a construction and logistics plan (CLP) will also be required. The CLP should be a standalone document that enables construction impacts to be managed, minimising impact on the highway network and transport system. Similarly, this will need to be secured by condition and approved by Hillingdon Council prior to the commencement of any construction.

Travel planning

Two Travel Plans for the development site have been developed; a Residential Travel Plan for the dwellings and a Framework Travel Plan for the Business uses, cafe and care facility.

The content of these have been reviewed in accordance with the ATTrBuTE assessment tool and have failed. Information on how the Travel Plans will be secured is required, once included it is expected that Hillingdon Council secure, enforce, monitor, review and ensure the funding of the Travel Plan through the Section 106 agreement to ensure conformity with London Plan policy 6.3. 'Assessing effects of development on transport capacity'.

CIL

In accordance with London Plan policy 8.3, Community Infrastructure Levy, the Mayor agreed to commence CIL charging for developments permitted on or after 1 April 2012. It is noted that the proposed development is within LB Hillingdon, where the Mayoral charge is £35 per square metre Gross Internal Area (GIA). The levy will raise £300 million towards the delivery of Crossrail. Further details can be found at: <http://www.london.gov.uk/publication/mayoral-community-infrastructure-levy>.

Crossrail SPG

The mechanism for contributions to be made payable towards Crossrail has been set out in the Mayor's Supplementary Planning Guidance (SPG) 'Use of planning obligations in the funding of Crossrail and the Mayoral Community Infrastructure Levy' (April 2013) and London Plan policies 6.5 and 8.3. The SPG states that contributions should be sought in respect of uplift in floorspace for B1 office, hotel and retail uses (with an uplift of at least 500sqm). To calculate the net increase in chargeable floorspace, account will only be taken of any building in lawful use for a continuous period of six months within the twelve months before planning permission is granted. The site is within the 1km charging zone of West Drayton station and therefore the applicant will need to provide the existing and proposed GIA floorspace to ensure the Crossrail contribution is calculated

correctly.

The applicant should note however, that the Mayor's CIL charge will be treated as a credit towards the Section 106 liability and therefore only the greater of the two sums will normally be sought. As the CIL charge will not be confirmed until development is about to commence, the Section 106 agreement will need to be worded so that if the Section 106 contribution based on the assumed CIL proves incorrect the contribution is adjusted accordingly (assuming it is still more than the CIL).

Summary

In summary, the application does not currently comply with the transport policies of the London Plan. A number of issues are highlighted in this report, including: the need to reduce car parking, provide sufficient numbers of disabled parking and EVCPs, enter into a car free legal agreement and explore the viability of introducing car club on site.

It is also recommended that the Council seek a contribution to implement the recommendations contained within the submitted PERS audit. The Travel Plans will need to be amended and finally figures for the GIA floorspace of the existing and proposed development are also required to assist TfL in calculating the appropriate contribution required under the Crossrail SPG.

Finally, both a DSP and CLP will need to be secured by condition. These matters should be resolved before the application can be deemed to be acceptable in strategic transport terms.

(OFFICER COMMENT: Whilst it is noted that the car parking provision exceeds the London Plan standards, the Council's adopted Parking Standards allow for a greater provision of on site car parking due to the nature of the borough and local requirements. It is therefore considered that the car parking provision is acceptable. Similarly the local car parking standards for B1 floorspace are greater than the London Plan policy requirements, and therefore the proposals accords with local policy requirements.

Conditions will be imposed to secure the following:

- 20% EVCP and 20% passive EVCP;
- Provision of 3 visitor cycle parking spaces within the communal areas;
- Delivery and Servicing Plan;
- Construction Logistics Plan.

The following will be secured through the Legal agreement at the site:

- Permit free development;
- Contribution towards improvements to the public footway;
- Travel Plan (to include car club opportunities).

Internal Consultees

ENERGY COMMENTS

The energy strategy submitted lacks substance even for a broad strategy. It is unclear how each aspect of the development will contribute to the required reductions. There is a suggestion regarding the use of CHPs and Photovoltaics but nothing of any substance to demonstrate the size, operation or their relationship with the baseline carbon footprint. The energy strategy does not therefore provide a sufficient level of information to demonstrate that the reduction targets can be met.

The following condition is therefore essential:

Prior to the commencement of development a detailed energy assessment shall be submitted showing how the development will reduce carbon emissions by 25% from a 2010 Building

Regulations compliant development. The assessment shall clearly show:

- 1) 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).
- 2) the methods to improve the energy efficiency of the development and how this impacts on the baseline emissions:
- 3) the inclusion of CHP to service the whole site, the specification of the technology to be used, the inputs and outputs of the CHP unit and the impacts on the baseline emissions:
- 4) how renewable energy will be incorporated into the development, including plans and drawings showing the use of technology (e.g. roof plans and elevations showing PVs) and how the chosen technology impacts on the baseline emissions.
- 5) 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 appropriate carbon savings are delivered in accordance with London Plan Policy 5.2.

ECOLOGY COMMENTS:

The development borders the Grand Union Canal which is a site of importance for nature conservation (Metropolitan Grade). The development is relatively open to the canal which I support, but the planting and landscaping represents a more contrived environment with limited natural areas. The development needs to promote and enhance ecology in accordance with London Plan and Local Plan policies. However, I am flexible as to how this can be achieved and would welcome further discussions when the following condition is being considered:

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 building. 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.

(Officer Comment: The requested conditions will be attached to the Planning Decision Notice.)

ACCESSIBILITY COMMENTS:

The proposal is to demolish all existing buildings and erect 99 flats consisting of a mixture of 1,2 and 3 bed units. An additional extra care/dementia sheltered housing unit is also proposed, which will comprise 42 extra care unit flats and eight dementia bedsits, along with 17 new business start-up units and cafe/restaurant units. All parking would be provided at ground level and within an undercroft facility.

In assessing this application, reference has been made to London Plan July 2011, Policy 3.8 (Housing Choice), Policy 7.1 (Building London's Neighbourhoods and Communities), Policy 7.2 (Inclusive Environment) and the Council's Supplementary Planning Document "Accessible Hillingdon" adopted January 2010.

It is understood that the proposal seeks outline permission to redevelop the above site. However, to ensure that the finer points of the above policies can be successfully incorporated at the reserved matters stage, and particularly design features required that may affect a buildings height, appearance and footprint, it is paramount to consider the detail of accessibility and inclusive design at this stage.

The following issues should therefore be considered at this stage, and incorporated within a revised Design & Access Statement and/or shown on plan, as appropriate;

1. It is noted that the design would incorporate a shared surface environment. A future detailed application must ensure that the said environment clearly demonstrates:

- a. a design that successfully alerts motorists, cyclists and pedestrians to the shared surface environment;
- b. clear wayfinding for blind and partially sighted people; a design that minimises the risk of blind people straying into the path of moving vehicles;
- c. minimal use of bollards and similar obstacles; rationalised use of street furniture;
- d. defined car spaces to ensure vehicles are parked only in designated places;
- e. road narrowing, carefully positioned planters and/or other passive measures that force slow vehicle movement;
- f. an environment that is legible; to aid navigation, it should be possible to easily differentiate one area of the development from another.

2. Level access should be achieved across the site. Should it not be possible, due to topographical constraints, to achieve level access, gradients should not exceed 1:50, with a maximum crossfall of 1:60. The ramp leading to the promenade should be eliminated or be graded to accord with the above specifications.

3. All residential accommodation should comply with all 16 Lifetime Home standards (as relevant) with all details shown on plan. In addition, 10% of new housing should be built to Wheelchair Home Standards. indicative layout should be submitted to ensure that the requisites standards have been considered and incorporated into the building footprints identified.

4. In addition to the provision referred to in point 2 above, an allocated parking space, within 40 m of the home, is required for each Wheelchair Standard Home. (This provision is also required in any car free elements/zones of the proposal.)

5. In line with the GLA 'Wheelchair Housing BPG', the wheelchair accessible flats should be evenly distributed throughout the site

6. All blocks of flats, as proposed, should feature a single communal entrance that serves all flats. In the smaller blocks, one Part M compliant passenger lift should be provided. In blocks containing 15 flats or more two lifts should be featured to allow for increased use and to maintain wheelchair

access in the event of a lift breakdown.

7. 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.

8. The bathrooms/ensuite facilities should be designed in accordance with the pre-July 2010 Lifetime Home standards. At least 700mm should be provided to one side of the WC, with 1100 mm provided between the front edge of the toilet pan and a door or wall opposite.

9. The Gross Internal Area required for the living areas within a specific size of dwelling (e.g. a two-bedroom flat) should be increased by approximately 10% to allow the successful integration of facilities within the wheelchair home standard units.

10. The limited parking proposed for the extra care facility is considered to be insufficient. Whilst it is accepted that every resident is unlikely to require a parking space, it would be common practice to expect a significant number of professionals to visit each day and for there to be a need for parking in excess of 16 spaces at any time. The parking provision proposed for this facility should be increased to take account of members of staff who are likely to be reliant upon a car (particularly when working a late shift), residents who may own an accessible vehicle, in addition to district nurses, care workers, physiotherapists, social workers and other visiting professionals and service providers.

(Officer Comment: Conditions to secure full compliance with Accessibility Standards are recommended).

TREES AND LANDSCAPING

The site occupies an irregular plot of land covering approximately 2.15 hectares, on the edge of Yiewsley Town Centre. Formerly occupied by an industrial estate, it has now been cleared. It is accessed from and bounded by Trout Road to the north-west, the towpath of the Grand Union Canal to the south-west, the rear gardens of St Stephens Street (residential). There is also pedestrian access from the High Street.

The site is generally level. However, there the current/cleared ground level on the south-west boundary is below that of the canal towpath. There are trees on the site and nearby on neighbouring sites, generally along boundaries. The trees alongside the canal towpath are a particularly significant landscape feature, as are some of the trees to the rear of St Stephens Road.

Selected off-site trees in the garden of Oddicombe, on the north-west boundary, are protected by TPO No. 240. However, there is no evidence that these trees (6No. Douglas Fir and 1No. Rowan) have survived on the adjacent site.

Proposal

The proposal is an outline application to demolish the existing commercial premises and existing dwelling and erect 99 residential units (C3), 50 unit extra care/dementia sheltered housing scheme (C3), 1,529.4sqm light industrial floorspace comprising 17 business units (B1c) and 611.30sqm of restaurant/cafe (A3) floorspace associated open space, car parking and landscaping.

Considerations:

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

· The Design & Access Statement sets out the design objectives for Landscape Design and Residents' Amenity in chapter 2.9.

- The scheme features a 'high quality public realm including a new community park and two public squares'. A new 'Green Walk' will create a central spine through the site providing pedestrian access to the High Street and canal towpath. Clear landscape design objectives are described in 2.9.1.
- The design brief for the public open spaces is provided in 2.9.2 and an indicative planting strategy in 2.9.3, with biodiversity (2.9.4) and private amenity provision at 2.9.5.
- PRP's drawing No. AL1832/2.1/01R, Illustrative Landscape Drawing provides the site layout with indicative hard and soft landscape treatments. Approximately 100No. new trees are indicated, together with a handful of existing / retained trees along the canal boundary and to the rear of St Stephens Road.
- Further details of the Community Park and Canal Square are illustrated in drawing Nos. AL1832/2.1/02R and 03R.
- A Tree Survey and Arboricultural Implications Assessment, to BS5837:2012 has been prepared by Landscape Planning Ltd.
- The survey assesses the condition and quality of 22No. individual trees, 14No. groups and 6No. hedges. There are no 'A' category trees, whose condition and quality would merit retention on a development site. Most of the surveyed vegetation is assessed to be category 'B' (fair) with approximately 6No. classified as 'C', 'C/D' or 'D'. The 'B' category trees should be retained within the masterplan if possible. The 'C' - 'D' category vegetation has a short useful life expectancy and is not normally considered to be a constraint on development.
- The report recommends that 11No. trees and 5No. groups be felled/removed. Most of these trees and groups are self-sets and shrubby material which would be unsuitable for retention.
- A Tree Protection Plan confirms that the boundary trees will be retained and protected.

Recommendations:

- 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.
- An Arboricultural Method Statement (AMS) is required to ensure that further details of any demolition and construction operations on site provide adequate safeguard for retained trees.
- The 'retained' trees indicated on the illustrative masterplan do not correlate with those recommended for retention in the tree survey. This detail should be clarified and all retained / off-site trees clearly marked.

No objection subject to the above observations and conditions RES6, RES8, RES9 (parts 1,2,5 and 6), RES10 and Res11.

(Officer Comment: Conditions securing further landscaping and aboricultural information will be attached to any future decision notice.)

AIR QUALITY COMMENTS

The proposed development is within the declared AQMA and in an area that is probably slightly below the European Union limit value for annual mean nitrogen dioxide (40.0 g/m³) especially adjacent to the High Street. The air quality assessment has used DEFRA background maps but indicates adjacent grids to the site were used as these figures were higher. However, it should be noted a decrease was indicated between the 2010 and 2011 maps, and it is less conservative in this respect. A background value for 2011 of 31 -g/m³ was used for the development opening year, and the report indicates very low traffic speeds were used (the assessment looks from contribution from traffic only) to compensate for potential under-prediction in the model, resulting in a traffic contribution of <0.1 -g/m³. (The transport assessment (SKM Colin Buchanan, May 2012) seems to suggest there will be fewer vehicle movements from the site compared to the former use, and it appears the air quality assessment may have considered a greater number of vehicle movements than the transport assessment suggests, although this is not entirely clear.)

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

Section 106

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

With regard to impact on the development, even with a higher background level, the modelled output for the chosen receptor locations nearer ground level, indicates the EU limit value will not be exceeded, bearing in mind the limitations of the modelling. It should be noted that the Energy Statement (Ramboll, May 2012) indicates CHP should be considered further for the site and this has not been modelled within the air quality assessment. No details with regard to the CHP have been provided as yet.

Specifically, with regard to residential flats to be located adjacent to the High Street and buildings adjacent to or likely to be impacted by the CHP flue, the following condition for the ingress of polluted air is recommended. This is in order to ensure polluted air is not drawn into the building, and to limit the exposure of residents to polluted air. (Please note that no BREEAM pre-assessment report or Code for Sustainable Homes pre-assessment report appears to have been submitted. Based on reports provided for other sites, very little consideration appears to be given to the impact of air pollution (NO₂) on indoor air quality in these assessments.)

Air Quality Condition 1: Ingress of Polluted Air

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

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

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 needs to be considered within the context of a wider air quality assessment. As not all the sources of pollution will be located at ground level, the facade of receptors above the ground floor also need to be consider in an air quality assessment. It is recommended an area about 10 times the appropriate flue height for the CHP is considered within the 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).

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

Notes: This condition relates to the operational phase of residential 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.

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

The application appears to include a total of 154 parking spaces. The new submission includes travel plans submitted for the development. This needs to be given due consideration to ensure sustainable modes of transport are available to workers and residents.

LAND CONTAMINATION COMMENTS

Please note the Ground Investigation Report submitted is a draft copy and is incomplete, with a number of appended sections, including the updated conceptual site model and remediation proposals, missing from the draft version. It also indicates further investigation is required once the buildings are demolished. This would include completing further rounds of gas monitoring to help establish the ground gas risk at the site, including establishing the worst case scenario for the site. In light of the status of the submitted report, I would recommend including the full version of the standard contaminated land condition.

The report has identified made ground (including fill material such as ash, metal and plastic) in the areas investigated. The report identifies potential sources of contamination on site, including oil drums and indicated many areas exhibited surface staining from oil spillages. It also refers to former uses on site including a former abattoir and associated risks. It appears an electricity substation at the site will also be redeveloped, however the current investigation has not looked at PCB (polychlorinated biphenyls) contamination in the area of the substation at this time.

Ground investigations consisted of 7 trial pits excavated to a depth of 1.8 metres, and 5 combined gas and groundwater monitoring boreholes (thought to be of varying depth). Hydrocarbon odours were noted at DTS02 and DTS03 (additional investigatory locations, assumed to be related to geotechnical investigation). Fourteen soil samples were tested in total, four of which are indicated to be targeted samples. Not all soil samples were tested for all contaminants. Contaminants considered include metals, metalloids, cyanide, PAHs (polycyclic aromatic hydrocarbons) and TPH (total petroleum hydrocarbons). Of the areas investigated, the report identified one sample with cyanide concentration above the detection limit and slightly elevated lead at DTS04 in shallow soils. TPH was indicated in two samples from DTS02, with hydrocarbon odour noted at DTS03 (although below the guideline value, which was not provided). The report does not specify if only total TPH was considered in the investigation (although a distinction may have been made with the more volatile BTEX fraction, and also consideration of VOCs/SVOCs). This is assumed to be the case in the absence of test data. I would recommend suitable banding of TPH contamination to distinguish

between more volatile and more toxic constituents, or at the very least they need to provide relevant information to demonstrate that this has been done (a complete version of the report). The presence of PAHs was noted in 'numerous' samples across the site.

Please note a reference to a Halcrow phase 1 report in a planning report from 2002 also considered localised occurrences of PCBs, isocyanates, resins and solvents (some limited sampling of VOCs/sVOCs indicated in the 2011 draft report but no further information has been provided) possible at the site. The Lynch Hill gravel under the site is considered a principle aquifer. There is also a possibility that piled foundations may be used on site. The Environment Agency need to be consulted on the application with regard to this. The standard contaminated condition is provided below. The condition includes ground gas assessment.

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).

"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 UDP Saved Policies (2007)."

STRATEGIC TRANSPORT

These town centre locations should seek to promote car club opportunities and cycling.

(Officer Comment: Car Club opportunities will be investigated through the Travel Plan proposed to be secured at the site. Cycle parking provision is provided on site, including visitor spaces to encourage sustainable modes of travel.)

S106 COMMENTS

Proposed Heads of Terms:

1. Transport: inline with the SPD a s278/s38 agreement may be required to be entered into to address any and all highways matters arising from this proposal. Given the size of the residential component a travel plan is also sought to address sustainable transport measures arising from this level of development at this location. There may also be a need for a public transport contribution but TfL will advise on this point.

2. Affordable Housing: I note that it is proposed to deliver the 50 bed extra care/dementia unit as the affordable housing component on this development. This roughly equates to 32% of the scheme being delivered as Affordable Housing. An FVA is to be submitted to demonstrate that this is the maximum level of Affordable and type that can be delivered and this will be independently validated.

3. Education: in line with the SPD a contribution in the sum of £299,083 is sought. Please note that the sheltered housing component has not been counted.

4. Health: in line with the SPD a contribution in the sum of £46,022.87 is sought.

5. Community Facilities: in line with the SPD and if a bid is received then a contribution towards local community facilities in the sum of £40,000 could be sought.

6. Libraries: in line with the SPD a contribution in the sum of £4,885.43 is sought.

7. Public Realm/Town Centre: in line with the SPD and given the location of the scheme within the town centre and its location next to the canal a contribution towards the public realm is sought should be secured in the region of £75,000 to assist with the Yiewsley/West Drayton town centre improvement programme.

8. Construction Training: in line with the SPD a contribution or in-kind scheme delivered will be required to address training during the construction phase of the development. If the contribution is to be delivered as a financial contribution then it should be in line with the formula which is £2,500 for every £1m build cost + number of units/160 x £71,675 = total contribution.

9. Employment Strategy: in line with the SPD an employment strategy is sought for the life of the development. As a minimum the Employment Strategy will need to demonstrate how the employment aspect of the development will be effectively marketed so as to endeavour to secure long term B1 employment on the site.

10. Air Quality: in line with the SPD and if a bid is received by EPU then a contribution in the sum of £25,000 could be sought as a result of this proposal.

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

Please Note:

i) That this scheme will also have a Mayoral CIL liability on the net increase in GIA for all parts of the scheme apart from the Affordable Housing element.

ii) As this is an outline application formulas will be inserted into the s106 agreement however for the purposes of informing viability at this time the resulting sums sought have been benchmarked.

URBAN DESIGN AND CONSERVATION

The scheme layout and scale are considered generally acceptable in design terms. In terms of amenity space, block R6 does not appear to have a roof form that would allow a roof terrace and the amenity space to block R8 seems to include scraps of land adjacent to the car parking areas. These issues can be addressed at the reserved matters stage.

No objection, appearance and landscaping details subject to further submissions.

TRANSPORT

Further to undertaking an assessment of the SKM Colin Buchanan Transport Assessment Report for the above proposal which is located at the Kirby and Rainbow Industrial Estate which is adjacent to the High Street in Yiewsley, approximately a mile south of West Drayton in the London Borough of Hillingdon;

Highways comments are as follows:-

Highways have no objection in principle to the above application, based on the assessment of Transport Assessment (TA) of the proposed development, the historic and the extant application use for this site' on Traffic and Transportation and Safety grounds to warrant refusal of this application. There are however minor deficiencies concerning survey comparable sites, restaurant's trip rates, but this should not have a significant adverse impact on the road network.

Policy

The submitted assessment takes cognisance of current transportation and land use policies which may relate to the above proposals. National, Regional and Local Policies were considered. Policies and guidance considered in this review were:-

National Planning Policy Framework (NPPF)

Manual for Streets (MFS) and the Manual for Streets 2(MFS2)

The future of Transport: A Network for 2030

Hillingdon Local Development Plan: Core Strategy Development Plan Document (2012)

Southern Hillingdon Area Action Plan (2006-2016)

Accessible Hillingdon Supplementary Planning Document (SPD)-January 2010.

Development proposal

The proposed development is for 99 residential units(C3)made up of 25-1bed flat;60-2Bed room flats, 12 3-bedflats and 2-bed duplex, 50 unit extra Care/dementia(C3) sheltered housing schemes, 1529.4 sq.m industrial floor space comprising 17 business units(B1c) and 611.3sq.m of restaurant/cafe (A3) floor spaces, with open space, car parking and landscaping.

Existing Condition

The development site is located in Yiewsley within the London Borough of Hillingdon (LBH) approximately 1mile (1.6km) north of West Drayton town centre and 800 metres north of the train station. It is bound on the north by Trout Road, the main access and to the south by St Stephen's Road with the Grand Union Canal running in a northern direction next to the development site. West Drayton is 3.5 miles (5.6 km) approx north east of the M25(junction 15), 2miles of (3.2km) north of M4 (junction4) and 18miles (28.9km) to the west of central London. Heathrow airport is located 3 miles to the south of the site.

The primary distributor road networks surrounding this site are the A408 High Street, the A408 Falling Lane and Trout Road. The existing junction of the High street/Trout Road /Falling Lane is a signal controlled junction with pedestrian facilities on Trout Road.

Traffic

Highways have no concerns on traffic grounds concerning the generated impact on the network since the traffic associated with the proposal will be lower than the previous use site figures. Based on TRAVL surveyed comparable sites used in determining the two -way AM and PM trip rates and trip generation for the pre-fire industrial estate, were 0.74 and 0.62 and the two way total vehicular hourly AM trips were 119 and for the PM 101 respectively. This is higher than the 46 AM two way peak vehicular trips and 45 two way hourly PM trips to be generated from the proposed

development. And the findings of the 5 junction assessments For the T A submitted, namely:-

- The 4 arm signalised junction - High Street/Trout Road/Falling Lane
- The 3arm priority junction - High street ST Stephen's Road(North)
- The 3 arm priority junction - High Street St Stephen's Road(south)
- The 3 arm priority junction - High Street Tavistock Road
- The 4 arm Mini Roundabout - Trout Road/Tavistock Road/Wraysbury Road

The junction capacity results captured in Tables 6-2,6-3,6-4, supports the view that the ratio of flow to capacity (RFC) and the degrees of saturation (DoS) at the junctions of High Street /Trout Road /Falling Lane are operating within practical capacity of less than or equal to 0.85%. Also the TA confirms that when the development trips and committed development are added to the highway network the impact is not significant or severe.

Safety

Historic personal injury records from 1st January to 31st December 2012 indicates that for Trout Rainbow had 45 road traffic collisions, one fatal, four serious and 40 light collisions. However, the average collision types were generally on par or lower when compared with the averages of outer London boroughs and the London Borough of Hillingdon(LBH). For this reason, safety is in general satisfactory on condition that Hillingdon Council obtains Section 106 contribution towards Implementation measures to improve pedestrian safety schemes (which enhances pedestrian visibility measures when crossing junction identified in the TA.)

Evidence confirms that most of the accidents (88%) occurred at junctions involved pedestrians.

Parking

The Applicant will also be required produce a Parking allocation and Management Plan to the LPA for approval prior to commencement of occupation. The total car parking for the site should be 152 spaces, 111 residential, 6 of them for visitors;16 car parking spaces for the sheltered care home 2 of which should be for visitors; 14spaces for light industry, and 5 spaces for existing business unit.

Using the Hillingdon maximum parking car standards of 1.5 spaces per unit it stipulates 148 spaces (proposed level of car parking provision is 111);

The Dementia Sheltered housing part LBH's parking allocation requirements- using 1 space per 4units+1 for warden- are 14 (proposed is 16) and for the B1 light industrial(1529sqm GFA) LBH standard parking allocation requirements are- 2 spaces, plus -1 per 100sqm GFA- 17 spaces(proposed 14). LBH maximum parking Standards require 179 however 152 are to be provided. No provision is made for the Cafe/Restaurant

If one is to use the LBH's standard or 1 space/50sqm allocation for the restaurant /Cafe is 12 spaces. Considering the point some of the customers who use the Cafe would be linked trips allocation of 6 parking spaces would be acceptable. The applicant indeed compensates for this with the provision of 6 visitor and 5 existing business unit spaces. Overall the number of parking provision for the development is acceptable.

10% of all parking spaces to the mobility standards of 3.6mx4.8m should be allocated to disabled parking and positioned as near as possible to entrance of buildings.

Highways recommends the provision of 30 active electric charging and 30 passive points based on the 148 LBH Standard residential parking spaces and for light industrial 2 passive 2 active, and 1 active and passive electric charging points for the sheltered home with the remainder subsequently being effected in time with demand.

This proposal should be conditioned so that prior to occupation the applicant provides a Traffic Management and Construction Management Plan. A Green Travel Plan would also be required prior to occupation.

The submitted access road and parking layout plans should be resubmitted as a A1 size or larger scaled drawing showing accesses, road layout, parking layout, superimposed with the swept paths of a large car, a 12m rigid delivery vehicle and a 10.5 Refuse vehicle with 300m margin of error.

Provision is also required for ambulance parking to the south of Block E1, as a minimum 3.5x11 m in dimension should be considered

Public Transport

5 bus routes operate within close proximity of the site, with peak hour frequency ranging from 7 to 5. There are 5 bus stops within 600m of the site with the closest being 250m. The development site is also a 650m-750m walk away from the West Drayton Train Station which offers service on Reading /Oxford to Paddington Line. It provides 10 trains/hr during the Am peak per direction. This station will be upgraded after 2019 with addition of Cross rail services. The Public Transport Accessibility Level is 3 for the development site with 6A being the highest and 1 the lowest.

Pedestrian Environment of the development site

The lit footway along the High Street, Yiewsley offers pedestrian links with retail areas and public transport facilities. A Pedestrian Environmental Review System (PERS) audit was carried to establish the quality of the pedestrian and walking route environment. The Audit confirmed the need for improvements to security and pedestrian footway and public transport waiting area adjacent to site. Also, it confirmed the need to widen and redesign footways and compliance with DDA the L3 and L4 areas close to the site. Highways recommend that all deficiencies highlighted in PERS Audit after discussions with the applicant should be packaged into improvement schemes and implemented before occupation. The Council will be requesting contribution within the context of a Section 106 to facilitate these improvements.

Existing Cycling facilities

Though the High Street close to the site is part of the London Cycle Route(LCN) Route 89, There are no dedicated cycle routes within the site. The National cycle routes 6 and 61 can however be accessed approximately 1 mile to the North in Cowley with the nearest 20 cycling parking at the station. Highways recommends proposed cycle routes are linked the LCN and other local cycle routes, again applicant will be expected to make Section 106 contributions for cycle route improvements where required. The contribution and improvement works has to be agreed with Local Planning Authority's Highways section.

The TA does not address the provision of motor cycle parking spaces. It should be provided at a rate of 1 space per 20 car parking spaces and located as close as possible to the entrance away from the Care Home.

Cycling parking standards requires that 109 parking spaces for the 99 residential dwellings. For the light industrial estate (B1c) 20 cycle parking should be provided. Cycling parking for the restaurant/cafe (A3) is 24. In total the applicant will be expected to provide 153 covered cycle spaces at safe and secure locations within the development site.

Access

The developer will have to provide A1 or larger scaled plans with superimposed sight-lines demonstrating compliance to current highway visibility splay standards for all the 4 accesses to and the development site. Two accesses are proposed for Trout Road one for the High Street and one for St Stephen's Road.

Refuse Collection/Emergency Service Access.

It is not clear whether all the 4 accesses will be utilised for refuse collection, other delivery services and also emergency service vehicles; it should be clarified if this is the case. The Applicant is required to demonstrate with an A1 or larger scaled dimensioned plans in hard copy showing accesses, the internal road network arrangement with the parking layout being successfully negotiated by 1)- a large Car, 2) -a 10.5 refuse vehicle and 3)12m rigid Vehicle. The plans should show the individual vehicles swept paths with a 300mm error of margin for approval.

In summary the following conditions and obligations should be imposed on this application:-

Conditions

- The Applicant will be required to submit a Parking allocation and Management Plan to the LPA for approval prior commencement to occupation.
- Prior to occupation, the applicant should provide a Traffic Management and construction plan.
- A Green Travel Plan will also be required by the LPA for approval prior to occupation.

Obligations

- The Applicant will be required to enter a Section 106 Agreement with the LPA to provide pedestrian footway widen and redesign improvement schemes and schemes to mitigate other deficiencies highlighted in the PERS Audit.
- Section 106 contributions will also be required by LPA from the applicant towards improvements of the Uxbridge to Heathrow Cycle Route and the upgrade of the cycle route along the Grand Union Canal
- A Section 106 contribution towards measures for improving pedestrian safety mainly by enhancing pedestrian visibility when crossing adjacent site junctions.

FLOODING

Following the submission of a Flood Risk Assessment and Utility and Sustainability reports with this application, there is sufficient information to establish that the surface water will be controlled sufficiently from the site to improve the situation as the current site is predominantly hard standing, and sustainable drainage systems will be utilised.

However detailed design is yet to be determined therefore the following condition is requested:

Sustainable Water Management

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

- i. demonstrate how the proposals consider the water cycle and provide information on all Suds features including the method employed to delay and control water discharged from the site and:
 - a. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume.
 - b. any overland flooding should be shown, with flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).
 - c. measures taken to prevent pollution of the receiving groundwater and/or surface waters;
 - d. how they or temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.
 - e. provision of site investigations and structural assessments of the area adjacent to the canal and methods to deal with groundwater flows
- ii. provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues.

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

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

iii incorporate water saving measures and equipment.

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

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

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

REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) Policy 5.12 Flood Risk Management of the London Plan (July 2011) and Planning Policy Statement 25. To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (July 2011), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (July 2011).

In order to discharge this condition, acknowledgement of the Surface Water Management findings of surface water ponding should be taken into account in the detailed design, and additional storage provided.

In addition the site lies adjacent to the canal and appears in principle to treat the canal and its environment sensitively however I request the following condition:

Blue Ribbon Policy

The site lies alongside a strategic waterway within the London Borough of Hillingdon, Policy EM3 Blue Ribbon Network in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) states:

The Council will continue to promote and contribute to the positive enhancement of the strategic river and canal corridors. Development located in or adjacent to the Blue Ribbon Network should enhance the waterside environment, by demonstrating high design quality which reflects the character of the waterway and provide access and improved amenity to the waterfront.

In respect of development proposals and in assessing how they can make a positive contribution to the Network as required by Policy EM3 the following considerations will apply:

1) For the rivers Colne, Pinn, Crane, Yeading Brook and some minor local tributaries to continue to play their role providing space for water.

2). To reduce flood risks to property and road, rail or other infrastructure located in proximity to water courses.

3). To make best use of river and canal corridors for active and passive recreation, increasing accessibility as part of a living corridor for people across the Borough, and in promoting its use as a link to recreational spaces.

4). To maintain and improve the river and canal corridors links as a linear feature in both town and countryside which serve as an "ecological corridors", as a habitat which enables species to migrate and colonise over wider areas.

5). To support the Rivers and Canal Trust aims and ensure that the historic structure of the canals is preserved and support for its continued use as navigable waterways is maintained.

6) To promote and develop the Grand Union Canal as a navigational waterway of national significance.

The varying development and land uses along the Blue Ribbon Network need to be understood and balanced in order to have a co-ordinated and cohesive approach to land use planning and other activities with the use of the Blue Ribbon Network. These should be acknowledged within any application within the different elements of a scheme such as within a landscaping plan, considering its location in relation to the river in its treatment of boundary fences and the provision of habitat for wildlife part of the wildlife corridor along the river.

Any application should demonstrate that:

1) Development proposals will not prejudice the delivery of the outcomes and targets of the Catchment Management Plans for the River Crane and Colne, and should contribute towards the delivery of the actions identified in the Catchment Management Plans.

2) Development proposals should protect and improve the Network Corridors and access points to and along the blue ribbon network and have regard to and if necessary contribute to the Rights of Way and Permissive Route Improvement Plan for Hillingdon.

3) Development proposals should seek to address the points above and explain how these elements have been considered either on site or by contribution to off site improvements.

Note: Any works within 8m of a Main river require the Environment Agency consent under the Land Drainage Act 1991.

Development that encroaches on watercourses has a potentially severe impact on their ecological value. As stated by the Environment Agency artificial lighting disrupts the natural diurnal rhythms of a range of wildlife using and inhabiting the river and its corridor habitat. Land alongside watercourses is particularly valuable for wildlife and it is essential this is protected. Incorporating a buffer zone at this site will contribute to improving the water body and help achieve 'good' status objective by 2027.

This is supported by the National Planning Policy Framework (NPPF), paragraph 109 which recognises that the planning system should aim to conserve and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible. The Natural Environment and Rural Communities Act which requires Local Authorities to have regard to nature conservation and article 10 of the Habitats Directive which stresses the importance of natural networks of linked corridors to allow movement of species between suitable habitats, and promote the expansion of biodiversity. Paragraph 118 of the NPPF also states that opportunities to incorporate biodiversity in and around developments should be encouraged. Such networks may also help wildlife adapt to climate change and will help restore watercourses to a more natural state as required by the Thames River Basin Management Plan.

Condition: No development shall take place until a landscaping scheme for the site shall be submitted to and agreed in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved scheme and any subsequent amendments shall be agreed in writing with the Local Planning Authority. The landscaping plan should incorporate details of the provision and management of a buffer zone alongside the canal. The buffer zone scheme shall be free from built development including lighting, domestic gardens and formal landscaping; and could form a vital part of green infrastructure provision.

The landscaping plan shall include:

- Plans showing the extent and layout of the buffer zone.
- Details of any proposed planting scheme (all planting must be of locally native species).

- Details demonstrating how the buffer zone will be protected during development and managed/maintained over the longer term including adequate financial provision and named body responsible for management plus production of detailed management plan.
- Details of any proposed footpaths, fencing (should be minimal), lighting (light spill into the watercourse and within 8 metres of the top of bank, should be maintained at background levels - Lux level of 0-2).
- Provision of a management and maintenance plan detailing rights and responsibilities for future owners, such as 'Living on the Edge' produced by the Environment Agency.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The application site is a designated Industrial Business Area (IBA), referred to as Trout Road, within the saved Unitary Development Plan policies which now forms the Local Plan Part 2. The site is also located within the Hayes/West Drayton corridor. Policy LE2 of the Local Plan Part 2 seeks, in principle, to prevent the change of use of designated IBA's. Policy LE3 states that new development in designated IBAs should, where appropriate and practicable, include the provision of small units, particularly when existing small units are proposed to be demolished.

As part of the evidence base to support the Local Plan Part 1, an employment land study was prepared in 2009 which sought to review the potential to release employment land. Paragraph 5.12 of the Local Plan Part 1 identifies the Part of the Trout Road area in Yiewsley as suitable for the managed release of industrial and warehousing land. The future Local Plan Part 2 document will provide specific details of this and other employment land release. In advance of the release of Local Plan Part 2, which is yet to be released for consultation, The Local Plan Part 1, paragraph 5.12 and the 2009 Employment Land Study are material planning considerations in the determination of this planning application. The Employment Land Study 2009 notes that, with the exception of the Rainbow Industrial Estate, much of this has already been released for alternative uses, including for a DIY store and petrol station, for housing and for a large Tesco supermarket. It acknowledges that the Rainbow Estate still provides important short term affordable accommodation for smaller 'under the arches' type businesses, but that the ageing structures, poor access, flood risk and proximity to residential properties do create a number of limitations. Given its proximity to Yiewsley/West Drayton Town Centre it is suggested that the future redevelopment of the site to provide a mixed-use scheme, including housing and community facilities and affordable business units could be considered.

The loss of some employment land at this site is therefore considered to be acceptable in principle and accords with London Plan policy 4.4, policy E1 of the Local Plan Part 1 and the Councils Employment Land Study; 2009.

Any redevelopment of the site should include provision of accommodation for existing business occupiers within the site. This is reinforced at Appendix A of the Employment Land Study 2009, which indicates that it is proposed to retain the site as a designated locally significant industrial site.

The existing site comprises the Rainbow Industrial Estate, the Kirby Industrial Estate and some land which lies outside of these two estates. The site has been vacant for more than 19 months. The Kirby Industrial Estate and the small area of land siting outside of this estate is fully occupied.

The proposed development would provide 1,529sq metres of employment floorspace for business and light industrial purposes (Use Class B1). This would provide accommodation

for up to 17 start up units and future businesses. These units would also be used to accommodate the relocation of existing businesses who wish to stay within the site. The provision of this employment floorspace is welcomed and supported as it creates no net loss of existing employment floor space which is in operation. On balance, this accords with the guiding principles of the Employment Land Use Study recommendations to retain some employment, including start up units within the Trout Road estate.

The existing building fronting Yiewsley High Street falls within the Secondary Shopping Area of Yiewsley Town Centre. The site is a former office building which is also vacant. In accordance with national, regional and local planning policies which seek to strengthen the vitality of town centres, it is considered acceptable in principle to provide retail accommodation within this secondary town centre location. The application proposes a Cafe/restaurant use (A3 use class) in this location measuring 611 sq metres. Given the size, town centre location and need to provide active uses within the Yiewsley town centre, the proposed use is considered acceptable in principle.

In accordance with the details set out within the Employment Land Use Study 2009, the sites proximity to the Yiewsley town centre lends itself to being an appropriate mixed use housing site, providing a sustainable use of a previous employment site.

The London Plan states that development proposals should offer a range of housing choices, in terms of sizes and types and taking account of the local housing needs.

The current application proposes the erection of 99 residential units (Use Class C3), 42 extra care units (Use Class C3) and 8 dementia bedsits (Use Class C2). The proposed extra care and dementia units seek to provide the affordable housing across the application site. Policy H2 of the Local Plan; Affordable Housing, seeks to achieve 35% provision of affordable housing within the borough. Paragraph 6.31 is supportive of provision of housing for older people and for other groups in need of supported housing. The affordable housing provision proposed on site equates to approximately 33% across the site. Whilst this is marginally lower than our policy requirement of 35%, it is considered on balance to be acceptable in principle.

In principle these uses are considered to be acceptable and the extra care and dementia units will be secured by the S106 legal agreement to ensure this housing stock is retained in perpetuity.

7.02 Density of the proposed development

Density

Policy 3.2 of the London Plan seeks to optimise housing potential and development densities, commensurate to the accessibility of a site. The site is located in an urban area with a Public Transport Accessibility Level of 3 and as such is suitable for a development of 200-450 habitable rooms per hectare.

The applicant's supporting statements advises that 487 habitable rooms are proposed to be provided across the site. The proposal is not required as part of an outline application to provide floorplans and therefore it is not possible to verify this quantum, which seems very high for the unit mix proposed by the application.

Based on the indicative units proposed it is envisaged that the site could provide 380 habitable rooms only. On the basis of 380 habitable rooms being provided across the site, the proposal has a density of 205 habitable rooms per hectare which is at the lower end of

the GLA policy guidelines of such a site. The density of such a proposal is therefore considered to be acceptable and in accordance with policy requirements.

Officers consider that in the absence of indicative floorplans, a condition is necessary to ensure the density of development accord with the units proposed at the site. This will also ensure the delivery of the quantum of housing proposed rather than a greater quantity which will require re-assessment.

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

The site is not located in a conservation area or an archaeological priority area and does not contain any listed buildings.

7.04 Airport safeguarding

There are no airport safeguarding issues arising from this development.

7.05 Impact on the green belt

The site does lie within or near the Green Belt.

7.07 Impact on the character & appearance of the area

Policy BE13 states that new development will not be permitted if the layout and appearance fail to harmonise with the existing street scene or other features of the area which the local planning authority considers it desirable to retain or enhance.

Policy BE26 states that within town centres the design, layout and landscaping of new buildings will be expected to reflect the role, overall scale and character of the town centres as a focus of shopping and employment activity.

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 surrounding area is characterised by a mix of development ranging from more traditional rows of terraced properties with retail at ground floor level and residential or office use above, to more modern and larger scale commercial and residential buildings.

The site has been predominantly cleared, with the exception of several small industrial units. Much of the surrounding area comprises two and three storey buildings, with the taller buildings, some up to 5 storeys in part, located toward on the opposite side of Trout Road.

The Urban Design Officer raises no objections to the scale, height and massing of the amended proposal. It is considered that, given the positioning of the building within the site and the increase in height and massing towards the centre of the site, the proposed buildings would not appear unduly prominent within the street scene and would be compatible with the scale of surrounding residential development. No objections are raised to the siting of the play area.

7.08 Impact on neighbours

In relation to outlook, Saved Policy BE21 requires new residential developments to be designed to protect the outlook of adjoining residents. The design guide 'Residential Layouts' advises that for two or more storey buildings, adequate distance should be maintained to avoid over dominance. A minimum distance of 15m is required, although this distance will be dependent on the extent and bulk of the buildings.

Policies BE20 and BE24 seek to ensure that new development does not generate adverse

impacts in respect to sunlight and privacy. Because of the orientation of the site, and the size and siting of the proposed building, no significant loss of daylight and sunlight to adjoining properties would result from this development. The proposed development is considered to be consistent with Policies BE20 and BE24 of the Local Plan. A condition requiring details of exact layouts of each block is recommended.

7.09 Living conditions for future occupiers

The redevelopment of the site will provide 99no. market flats and 50no. extra care and dementia flats totalling 16,914m².

AMENITY SPACE

Through the design of the proposal and the site layout the provision public realm and opening up access to the Grand Union Canal and linking it with the High Street has been a key issue.

The proposed development would result in a shared amenity space requirement of 3380sq metres. The calculations are demonstrated below:

Market

25 x 20 = 500sq m

60 x 25 = 1500sq m

12 x 30 = 360sq m

Extra Care Home

46 x 20 = 920

4 x 25 = 100

The proposal makes provision for approximately 4,399m² of private open space provided through balconies, patios and shared amenity space as well as 379sq metres of public open space. Based on the submission being for 99 residential units and an Extra Care Home of 50 units this level of amenity space is considered to provide an adequate level of amenity space for future occupiers.

The provision of 3,795.2 m² of public open space as well as 4,399.3m² of private open space provided through balconies, patios and shared amenity space ensures that adequate open space is provided on site for both new residents as well as benefiting the existing community.

Generally, the ground floor private sale flats are provided with private patios/ gardens while the flats on the upper floors will benefit from generous balconies of circa 2m x 3.5m. All blocks have dedicated resident's shared amenity space at ground floor level within the site area owned by the client. These areas are generally located in the immediate vicinity of each block and are separated from public access areas by hedges and railings.

UNIT SIZES

Although this is an outline application and the internal layouts of the blocks have not been provided at this stage by the applicant, the applicant has provided an indicative floorspace schedule which shows that each unit will meet the minimum floorspace standards as set out in the London Plan.

OUTLOOK AND LIGHT

Given that this is an outline application and no floor layouts have been provided it is not

possible to conclusive comment in this regard. It is however considered that given the layout of the blocks within the proposed development adequate outlook and light can be achieved. Details of layouts will be secured by condition.

PRIVACY

Given that this is an outline application and no floor layouts have been provided it is not possible to conclusive comment in this regard. It is however considered that given the layout of the blocks within the proposed development adequate privacy can be achieved for existing neighbours and future occupiers of the site. Details of layouts will be secured by condition.

CHILDRENS PLAY SPACE

With Landscaping being reserved for future consideration, the detailed landscape details have yet to be submitted. The applicant has however submitted a layout plan showing where the landscaping areas would go. There is clearly amply space within the development to provide adequate children's play space. This will be secured through the landscaping reserved matter.

7.10 Traffic impact, Car/cycle parking, 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 Pembroke Road. The Highway Engineer therefore raises no objections on traffic generation grounds.

Parking

The site is located within the town centre and close to the crossrail station due to open in 2018, and the Council's Highways Engineer has raised no objection to the level of car parking and has confirmed that all parking spaces would be of sufficient dimensions and usable. As such, it is considered that the application complies with UDP Saved Policies AM14 and AM15.

In addition, the submitted plans indicate that secure cycle storage can be provided for 60 cycles, in the form of cycle stores within the demise of each block. The scheme would be in accordance with the Council's standards and Saved Policy AM9 of the UDP.

Access

The Highways Engineer advises that the access to the site is now sufficiently wide to allow vehicles to enter and exit the site without prejudicing the free flow of traffic.

In light of the above considerations 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 Two - Saved UDP Policies (November 2012).

7.11 Urban design, access and security

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

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

The proposed layout and access are, on balance, considered acceptable.

7.12 Disabled access

Policies 3.8 of the London Plan (July 2011) requires all new housing development to be built in accordance with Lifetime homes standards, Policy 7.1 stresses the importance of improving access and community cohesion and Policy 7.2 requires all new development to provide an inclusive environment that achieves the highest standards of accessibility and inclusive design. Detailed design guidance is provided within the Council's HDAS 'Accessible Hillingdon', January 2010.

The Council's Accessibility Officer advises that although the proposal only seeks outline permission at this stage, it will be important for access considerations to be taken into account so that they can be successfully incorporated at the reserved matters stage. Conditions have been added to ensure that accessibility is provided in general conformity with the Design and Access Statement and that the residential units comply with Lifetime homes standards. An informative is also included which advised of the detailed comments raised by the Council's Accessibility Officer.

7.13 Provision of affordable & special needs housing

The current application proposes the erection of 99 residential units (Use Class C3), 42 extra care units (Use Class C3) and 8 dementia bedsits (Use Class C2). The proposed extra care and dementia units seek to provide the affordable housing across the application site. Policy H2 of the Local Plan Part 1; Affordable Housing, seeks to achieve 35% provision of affordable housing within the borough. Paragraph 6.31 is supportive of provision of housing for older people and for other groups in need of supported housing. The affordable housing provision proposed on site equates to approximately 32% across the site. A Financial Viability Assessment supports this level as appropriate.

In principle the affordable housing provision is considered to be acceptable and the extra care and dementia units will be secured by the S106 legal agreement to ensure this housing stock is retained in perpetuity.

7.14 Trees, landscaping and Ecology

Policy BE38 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) advises that new development should retain topographical and landscape features of merit and that new planting and landscaping within development proposals should be provided wherever it is appropriate.

A Tree Survey, Arboricultural Implications Assessment and an illustrative landscape masterplan have been submitted in support of the application. A total of 22 individual trees, 14 groups of trees and 6 hedges have been assessed. The report advises that the most important trees on site are located along the site boundaries, particularly along the Grand Union Canal and to the rear of properties fronting St Stephens Road on the south-eastern and south-western boundaries and that these trees would be retained.

The Council's Tree/Landscaping Officer advises that there are no 'A' category trees, whose condition and quality would merit retention on a development site, with most of the surveyed vegetation being category 'B' (fair) which should be retained if possible with 6 trees being classified as 'C', 'C/D' or 'D'. The officer advises that the 11 trees and 5 groups of trees identified to be felled are mostly self-sets and shrubby material which would not be suitable for retention and that the Tree Protection Plan confirms that the boundary trees will be retained and protected.

The scheme would include a new community park and two public squares with a new 'green' walk creating a green spine through the site providing a pedestrian link between

the High Street and the canal towpath.

As regards ecology issues, a Phase 1 Habitat Survey has been submitted which demonstrates that there are no habitats of ecological importance that will be adversely affected by the proposals. An initial protected species assessment noted the potential presence of feeding bats and nesting and feeding species birds on site. However, bat surveys undertaken in August and September 2010 did not find any evidence of their presence on site. Many of the buildings have subsequently been demolished. A further ecological survey of the water frontage was undertaken in September 2011, which did not reveal any evidence of protected species.

The Council's Sustainability Officer advises that that the site borders the Grand Union Canal, a site of Metropolitan Importance for Nature Conservation. The officer notes that the development is relatively open to the canal, which is supported, but the planting and landscaping represents a more contrived environment with limited natural areas. The officer considers that enhancements to promote the ecology of the area could be made and recommends a condition which is attached.

7.15 Sustainable waste management

Details of indicative waste and recycling areas are shown within the planning submission and are considered to be acceptable in principle. Full details have also been provided of refuse vehicle access in the site and highways have raised no objection to these arrangements.

Conditions and informatives will be attached to a future decision notice to ensure adequate provision of waste and recycling facilities on site and the retention of such facilities in perpetuity.

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 40% in carbon emissions.

The application is supported by an assessment which indicates that the development has been designed to achieve just over 40% reduction in carbon emissions through the use of photovoltaic panels and CHPs. Subject to an appropriate condition to secure a scheme of monitoring for the Energy reduction measures, the proposals are considered to comply with Local and Regional Planning policy.

7.17 Flooding or Drainage Issues

There are no specific flooding or drainage issues associated with this application. However, in the event that this application is approved, it is recommended that a sustainable urban drainage condition be imposed.

7.18 Noise or Air Quality Issues

The application site is on a busy high road. It is therefore reasonable to expect that traffic noise is likely to be high enough to affect the residential amenities of future occupiers. Although the site falls within NEC B as defined in PPG24, it is considered that flatted development is acceptable in principle, subject to adequate sound insulation.

The acoustic assessment contains recommendations 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 Saved Policy OE5 of the UDP.

7.19 Comments on Public Consultations

Only one letter of support has been received from the Yiewsley and West Drayton Town Centre Action Group.

7.20 Planning obligations

Policy R17 of the Hillingdon UDP 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. The following Heads of Terms are sought:

1. Transport: in line with the SPD a s278/s38 agreement may be required to be entered into to address any and all highways matters arising from this proposal. Given the size of the residential component a travel plan is also sought to address sustainable transport measures arising from this level of development at this location. There may also be a need for a public transport contribution but TfL will advise on this point.

2. Affordable Housing: I note that it is proposed to deliver the 50 bed extra care/dementia unit as the affordable housing component on this development. This roughly equates to 32% of the scheme being delivered as Affordable Housing. An FVA is to be submitted to demonstrate that this is the maximum level of Affordable and type that can be delivered and this will be independently validated.

3. Education: in line with the SPD a contribution in the sum of £299,083 is sought. Please note that the sheltered housing component has not been counted.

4. Health: in line with the SPD a contribution in the sum of £46,022.87 is sought.

5. Community Facilities: in line with the SPD and if a bid is received then a contribution towards local community facilities in the sum of £40,000 could be sought.

6. Libraries: in line with the SPD a contribution in the sum of £4,885.43 is sought.

7. Public Realm/Town Centre: in line with the SPD and given the location of the scheme within the town centre and its location next to the canal a contribution towards the public realm is sought should be secured in the region of £75,000 to assist with the Yiewsley/West Drayton town centre improvement programme.

8. Construction Training: in line with the SPD a contribution or in-kind scheme delivered will be required to address training during the construction phase of the development. If the contribution is to be delivered as a financial contribution then it should be in line with the formula which is £2,500 for every £1m build cost + number of units/160 x £71,675 = total contribution.

9. Employment Strategy: in line with the SPD an employment strategy is sought for the life of the development. As a minimum the Employment Strategy will need to demonstrate how the employment aspect of the development will be effectively marketed so as to endeavour to secure long terms B1 employment on the site.

10. Air Quality: in line with the SPD and if a bid is received by EPU then a contribution in the sum of £25,000 could be sought as a result of this proposal.

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

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.

10. CONCLUSION

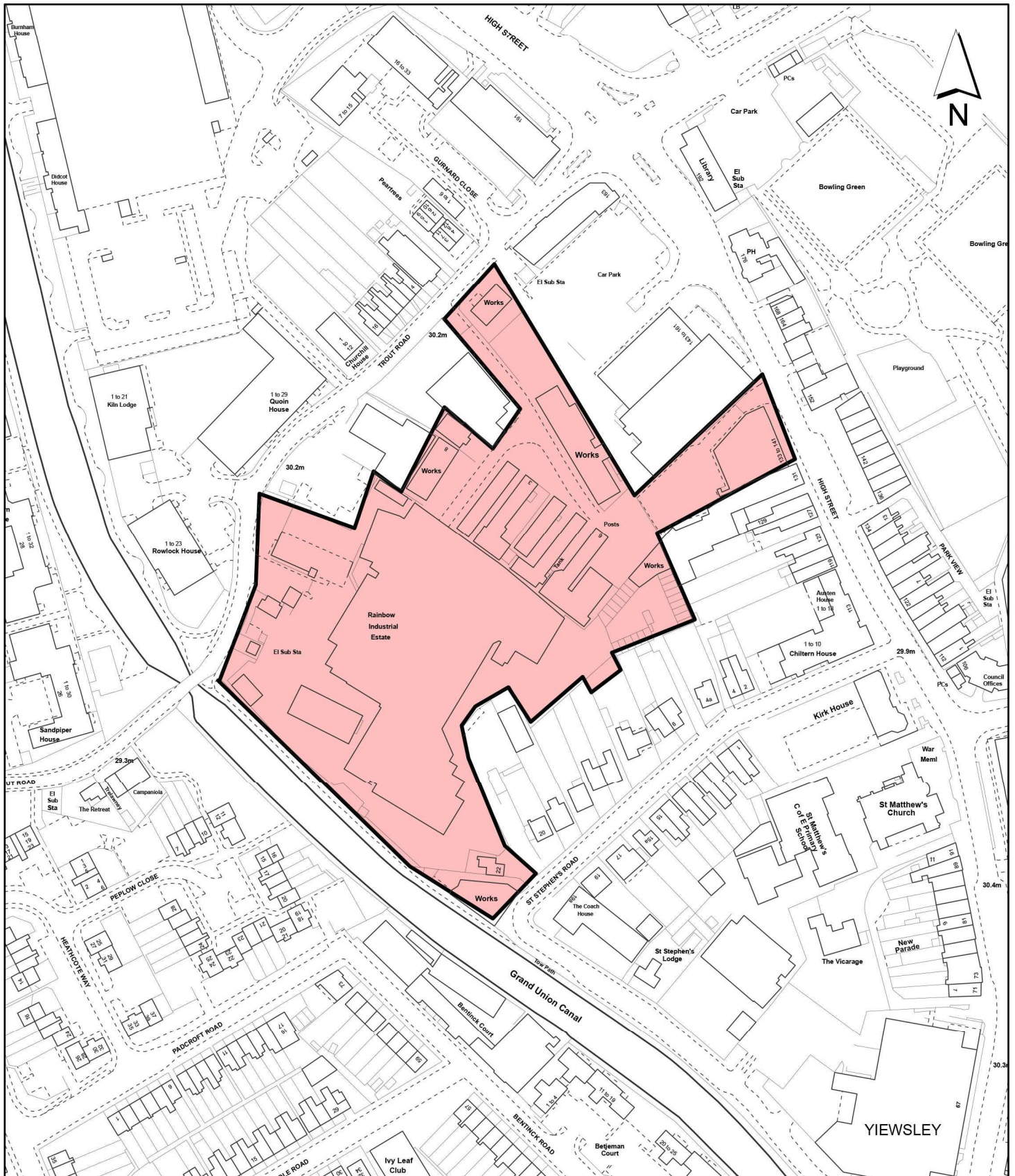
For the reasons provided throughout this report, the application is considered to be appropriate and acceptable and to comply with the relevant policies and planning guidance for the site. Therefore, the application is recommended for approval.

11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (July 2011)
National Planning Policy Framework
Hillingdon Supplementary Planning Document - 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

Contact Officer: Matt Kolaszewski

Telephone No: 01895 250230



Notes

 Site boundary

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Site Address

**Rainbow and Kirby Industrial Estate
 Trout Road**

Planning Application Ref:
38058/APP/2013/1756

Planning Committee
Major Application

Scale
1:2,000

Date
January 2014

**LONDON BOROUGH
 OF HILLINGDON
 Residents Services**

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



HILLINGDON
 LONDON

Plans for Major Applications Planning Committee 22 January 2014



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Report of the Head of Planning, Sport and Green Spaces

Address FRANK WELCH COURT HIGH MEADOW CLOSE PINNER

Development: Variation of condition 2 (Accordance with Approved Plans) of planning permission ref: 196/APP/2012/1776 (Erection of a 45 Bed Care Home (Use Class C2)) to allow alterations to the lower ground floor (basement) layout and alterations to internal walls on upper floors.

LBH Ref Nos: 196/APP/2013/2958

Date Plans Received:	09/10/2013	Date(s) of Amendment(s):	18/11/2013
Date Application Valid:	20/11/2013		09/10/2013 25/10/2013

LOW BORO OF HILLINGDON
RECEIVED
- 9 OCT 2013
PLANNING & TRANSPORTATION
GROUP



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Client
Heliotope International Ltd

Project
Proposed Care Home
Development at High Meadow
Close, Pinner.

Drawing Title
Location Plan

Scale
1:1250 @ A1

Date
Aug 2011

Drawn by
DJR

Checked by

PLANNING APPLICATION

Page No. 117
P/W4701

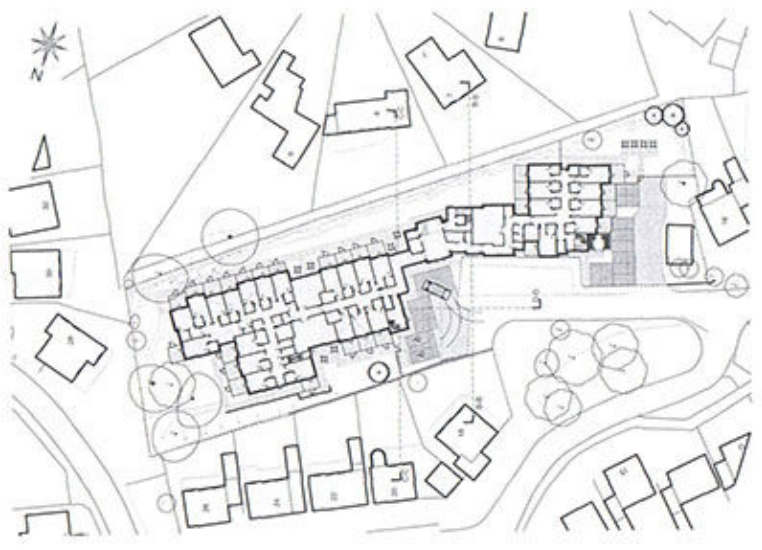
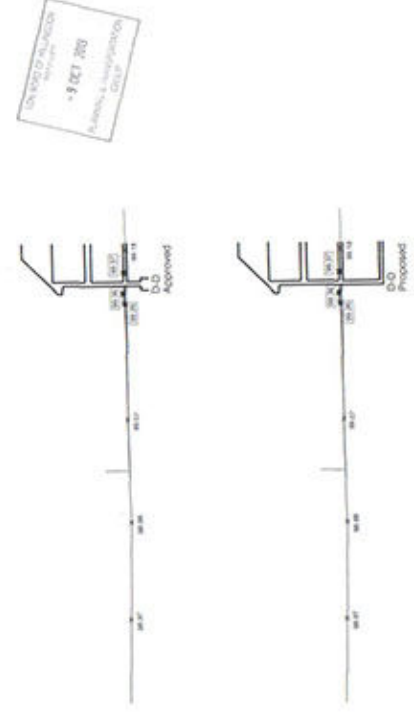
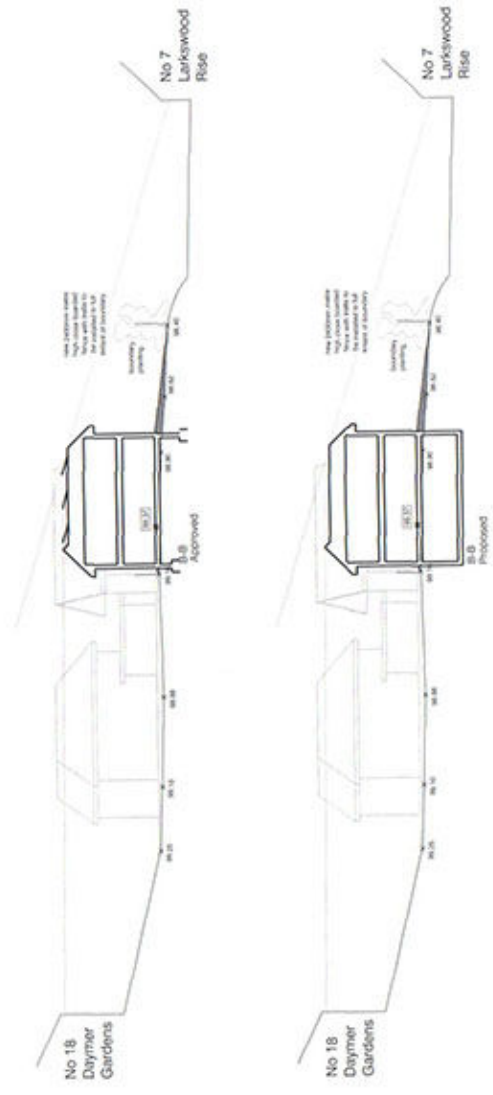
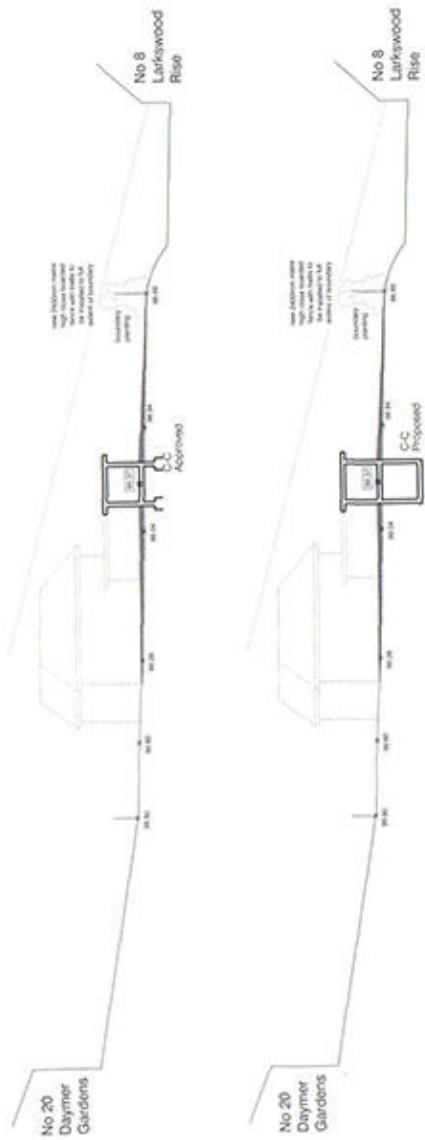
Drawing No. L01

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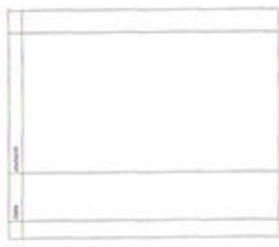


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Notes:
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 3. The drawings are for the use of the contractor only. They are not to be used for any other purpose without the written consent of the architect.
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DWA ARCHITECTS
DWA



Client: **Heliotrope International Ltd**

Project: **Proposed Care Home Development at High Meadow Close, Pinroo.**

Drawn by: **Approved & Proposed Site Sections**

Date: 1/200 (B.A.I.)
 Sheet: 0/17
 Date: April 2013
 Drawing No: **W4701**
 Scale: 49

PLANNING

Notes:
 1. See title block for project information.
 2. All dimensions to be verified on site prior to the start of construction.
 3. All dimensions to be verified on site prior to the start of construction.
 4. All dimensions to be verified on site prior to the start of construction.
 5. All dimensions to be verified on site prior to the start of construction.
 6. All dimensions to be verified on site prior to the start of construction.
 7. All dimensions to be verified on site prior to the start of construction.
 8. All dimensions to be verified on site prior to the start of construction.
 9. All dimensions to be verified on site prior to the start of construction.
 10. All dimensions to be verified on site prior to the start of construction.



DWA ARCHITECTS
DWA



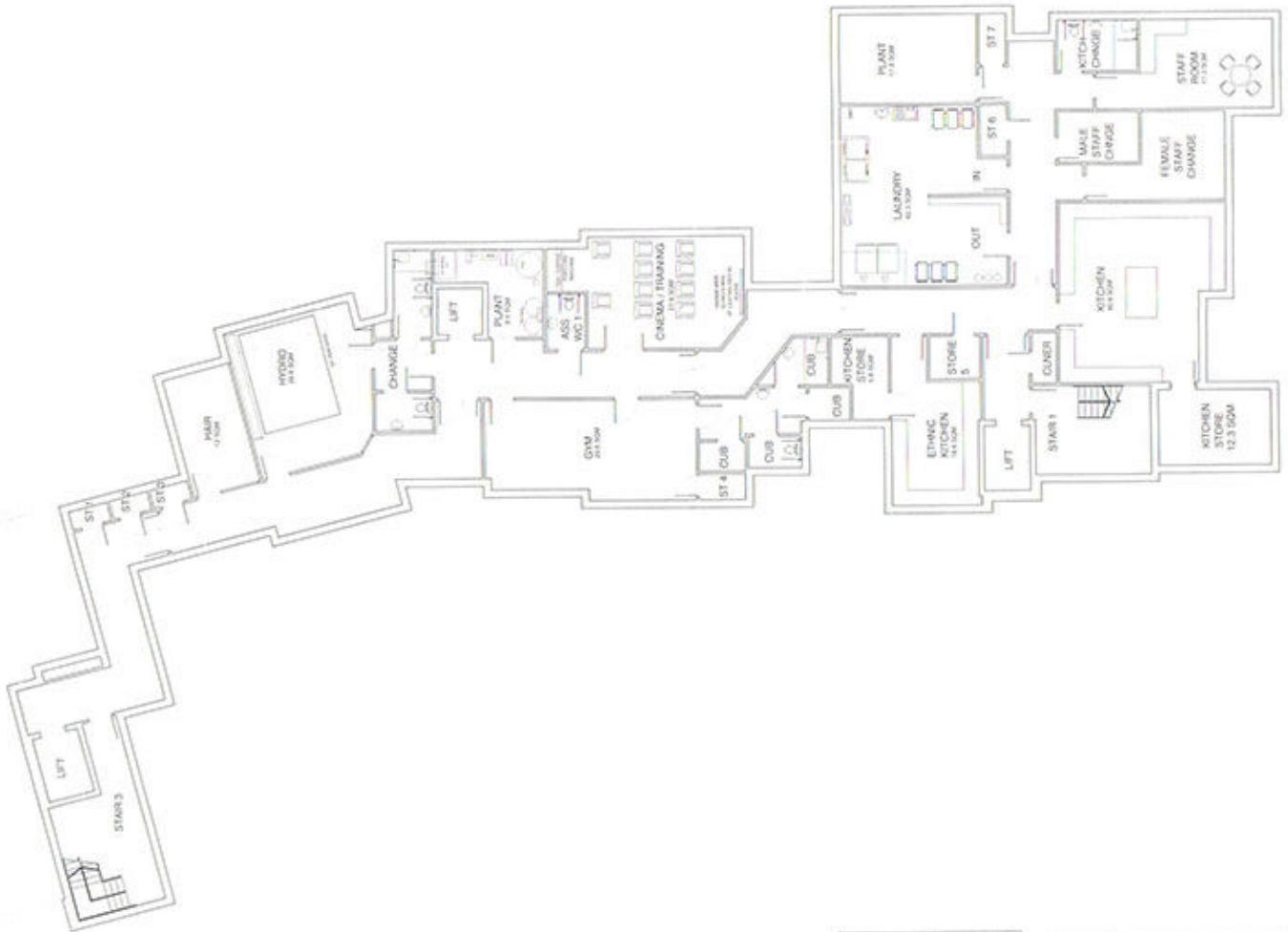
Client: Heliotrope International Ltd

Project: Proposed Care Home Development at High Meadow Close, Pinner.

Drawn by: Approved & Proposed Lower Ground Floor Plan

Date: 11.09.11
 Drawn by: DWA
 Date: April 2013

Sheet No: W4701
 of 45



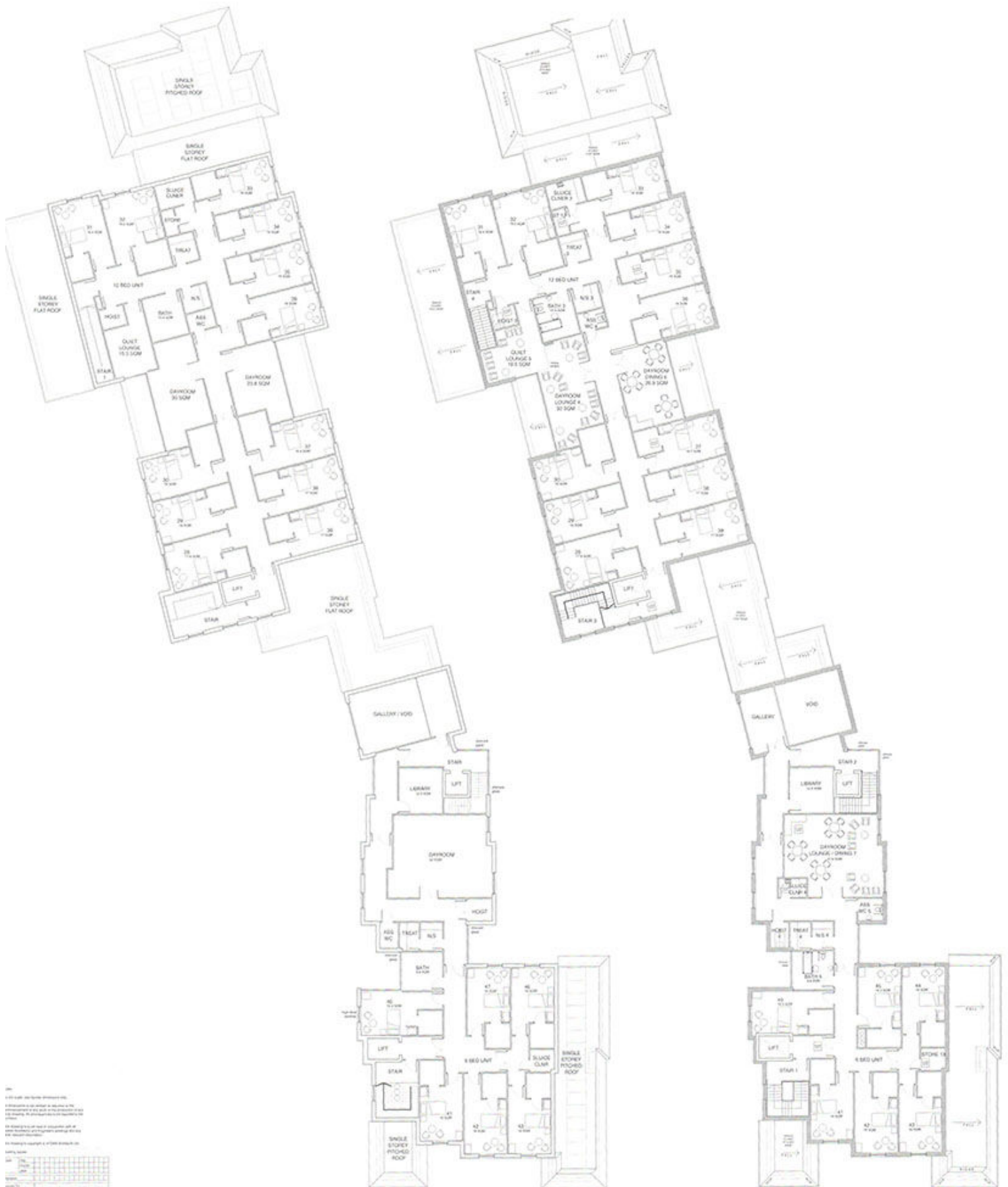
LOWER GROUND FLOOR - PROPOSED ANCILLARY

Gross external floor area - 610.5 m²
 Net internal floor area - 533.2 m²



LOWER GROUND FLOOR - APPROVED ANCILLARY

Gross external floor area - 474.6 m²
 Net internal floor area - 436.5 m²



FIRST FLOOR - APPROVED
 BEDS 28 - 45 (18 Beds)
 Gross external floor area - 1024.7 m²
 Net internal floor area - 950.5 m²
 Dayspace - 121.3 m²
 = 6.74 m² p/p

FIRST FLOOR
 BEDS 28 - 45 (18 Beds)
 Gross external floor area - 1004.8 m²
 Net internal floor area - 950.5 m²
 Dayspace - 124 m²
 = 6.8 m² p/p

Notes:

1. All units are to be finished to the standard of a care home.
2. The floor area of the units is based on the internal area of the units and does not include the area of the external spaces.
3. The floor area of the units is based on the internal area of the units and does not include the area of the external spaces.
4. The floor area of the units is based on the internal area of the units and does not include the area of the external spaces.
5. The floor area of the units is based on the internal area of the units and does not include the area of the external spaces.

Room	Area (m ²)
12 BED UNIT	120.0
17 BED UNIT	170.0
18 BED UNIT	180.0
19 BED UNIT	190.0
20 BED UNIT	200.0
21 BED UNIT	210.0
22 BED UNIT	220.0
23 BED UNIT	230.0
24 BED UNIT	240.0
25 BED UNIT	250.0
26 BED UNIT	260.0
27 BED UNIT	270.0
28 BED UNIT	280.0
29 BED UNIT	290.0
30 BED UNIT	300.0
31 BED UNIT	310.0
32 BED UNIT	320.0
33 BED UNIT	330.0
34 BED UNIT	340.0
35 BED UNIT	350.0
36 BED UNIT	360.0
37 BED UNIT	370.0
38 BED UNIT	380.0
39 BED UNIT	390.0
40 BED UNIT	400.0
41 BED UNIT	410.0
42 BED UNIT	420.0
43 BED UNIT	430.0
44 BED UNIT	440.0
45 BED UNIT	450.0
46 BED UNIT	460.0
47 BED UNIT	470.0
48 BED UNIT	480.0
49 BED UNIT	490.0
50 BED UNIT	500.0
51 BED UNIT	510.0
52 BED UNIT	520.0
53 BED UNIT	530.0
54 BED UNIT	540.0
55 BED UNIT	550.0
56 BED UNIT	560.0
57 BED UNIT	570.0
58 BED UNIT	580.0
59 BED UNIT	590.0
60 BED UNIT	600.0
61 BED UNIT	610.0
62 BED UNIT	620.0
63 BED UNIT	630.0
64 BED UNIT	640.0
65 BED UNIT	650.0
66 BED UNIT	660.0
67 BED UNIT	670.0
68 BED UNIT	680.0
69 BED UNIT	690.0
70 BED UNIT	700.0
71 BED UNIT	710.0
72 BED UNIT	720.0
73 BED UNIT	730.0
74 BED UNIT	740.0
75 BED UNIT	750.0
76 BED UNIT	760.0
77 BED UNIT	770.0
78 BED UNIT	780.0
79 BED UNIT	790.0
80 BED UNIT	800.0
81 BED UNIT	810.0
82 BED UNIT	820.0
83 BED UNIT	830.0
84 BED UNIT	840.0
85 BED UNIT	850.0
86 BED UNIT	860.0
87 BED UNIT	870.0
88 BED UNIT	880.0
89 BED UNIT	890.0
90 BED UNIT	900.0
91 BED UNIT	910.0
92 BED UNIT	920.0
93 BED UNIT	930.0
94 BED UNIT	940.0
95 BED UNIT	950.0
96 BED UNIT	960.0
97 BED UNIT	970.0
98 BED UNIT	980.0
99 BED UNIT	990.0
100 BED UNIT	1000.0

DWA Architects
 Holotrope International Ltd
 Proposed Care Home
 Development at High Meadow
 Close, Pinner
 Approved & Proposed
 First Floor Plan

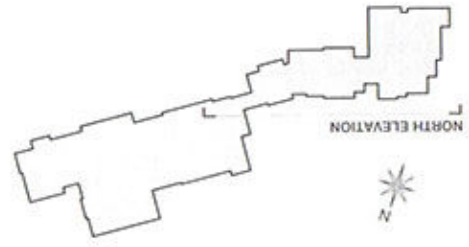
Date: 1:00 p.m. 14th April 2013
 Scale: 1:100
 W4701 47



NORTH ELEVATION - APPROVED



NORTH ELEVATION - PROPOSED



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BWA ARCHITECTS
BWA



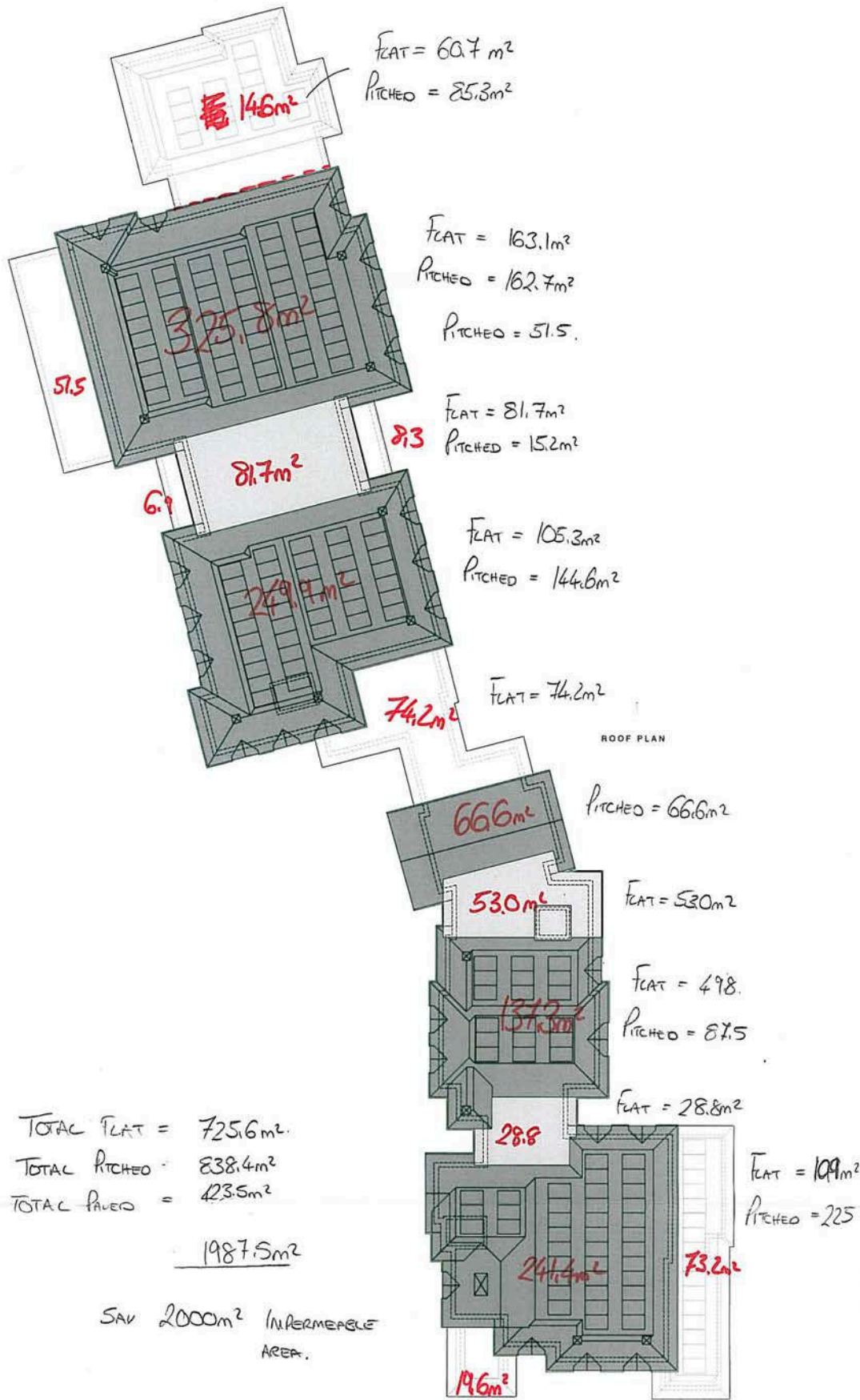
Heilrope International
Ltd

Proposed Care Home
 Development at High Meadow
 Close, Pinner.

Approved & Proposed
 North Elevation

Scale: 1:100 @ A1
 Date: April 2013
 Sheet No: 04/1
 Drawing No: W4701
 Project No: 48

PLANNING



TOTAL FLAT = $725.6 m^2$
 TOTAL PITCHED = $838.4 m^2$
 TOTAL PAVED = $423.5 m^2$
 $1987.5 m^2$

SAV $2000 m^2$ IMPERMEABLE
 AREA.

ROOF PLAN

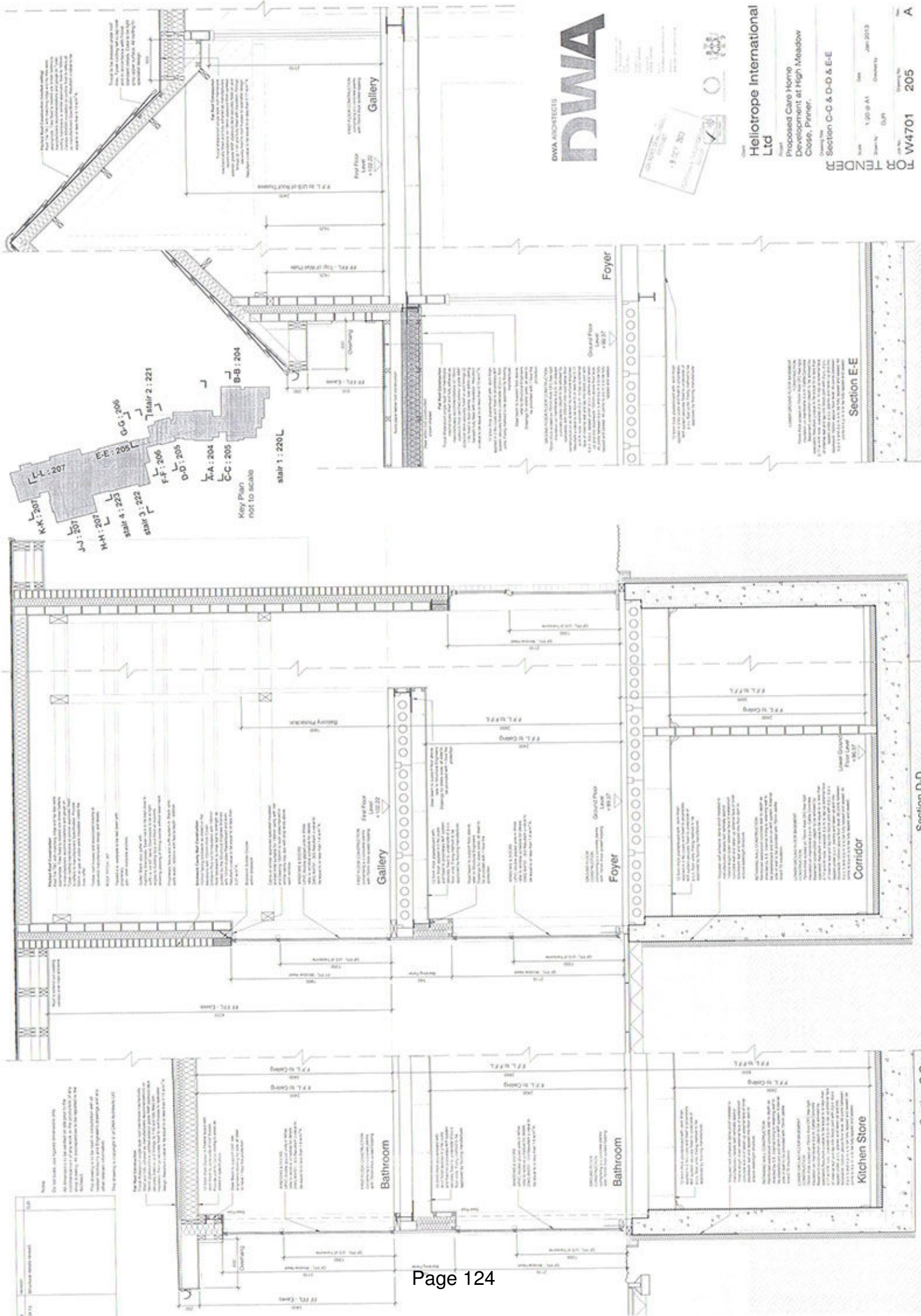
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NO.	REVISION

DWA ARCHITECTS
DWA

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 London, E14 4JF
 Tel: 020 7463 4000
 Fax: 020 7463 4001
 Email: info@dwaarchitects.com
 Website: www.dwaarchitects.com

FOR FROZEN PLAN STATUS
 Client: **Heliotope International Ltd**
 Project: **Proposed Care Home Development at High Meadow Close, Pinner.**
 Drawing No: **Roof Plan**
 Scale: **1:100 @ A0**
 Date: **Aug 2011**
 Drawing No: **W4701** / **SK03**



Heliotrope International Ltd
 Proposed Care Home Development at High Meadow Close, Pinner.
 Drawing No: Section C-C & D-D & E-E
 Date: 1/20/11
 Drawing No: W4701
 Drawing No: 205
 Drawing No: A



Key Plan
not to scale

Stair 1: 220L

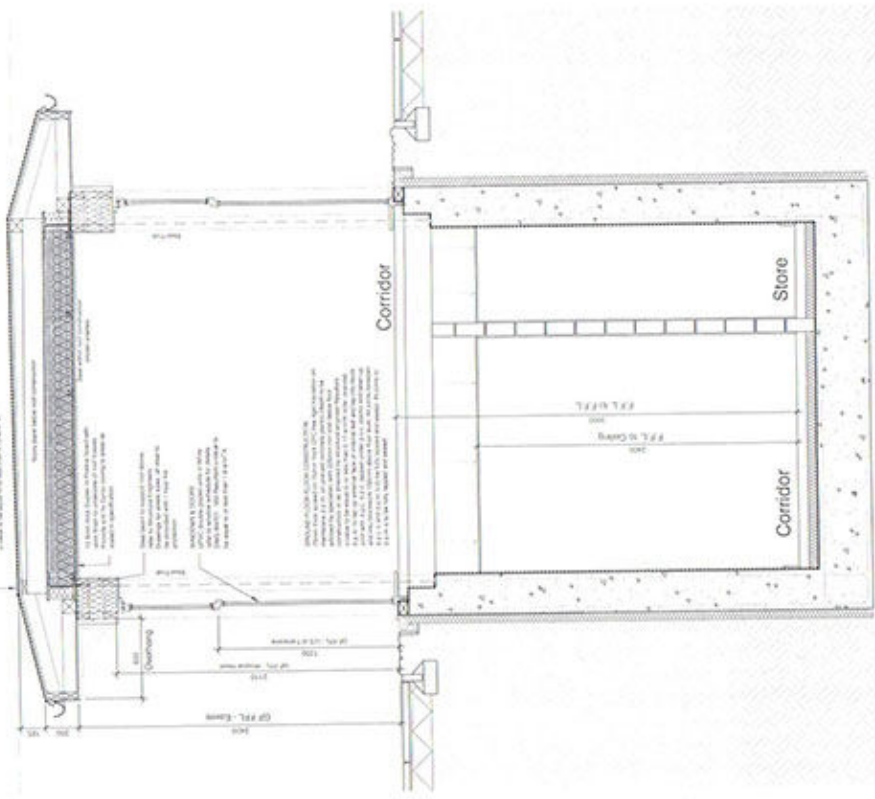
Notes: See also notes on signed drawings only.
All dimensions to be worked on site prior to construction of any work at the discretion of the contractor. All dimensions to be supported by the architect.
This drawing is to be used in conjunction with all other drawings and specifications of the project.
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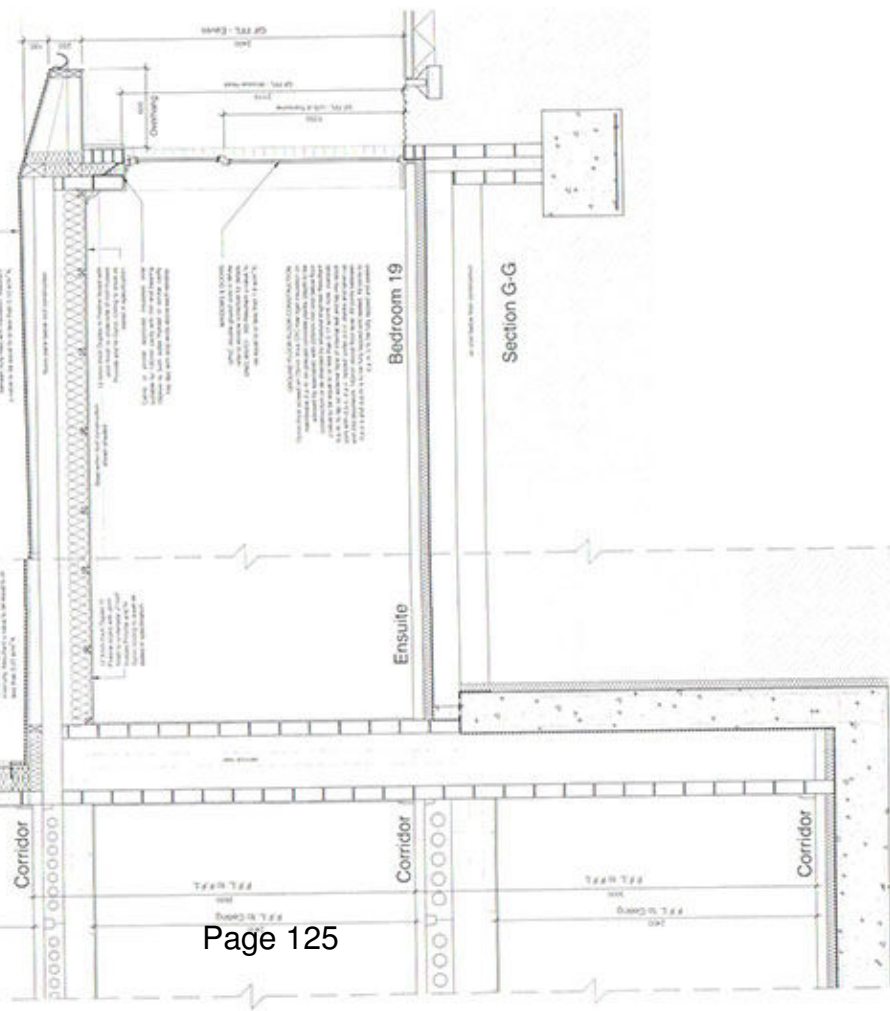
DWA ARCHITECTS
DWA

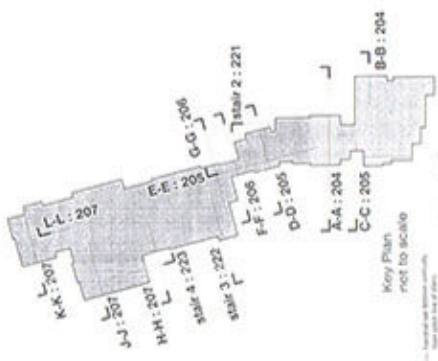


Heliotrope International Ltd
Proposed Care Home Development at High Meadow Close, Pinner.
Section F & G
FOR TENDER
Date: 12/12/13
Checked by: DWA
Drawing No: W4701
Scale: 206
A

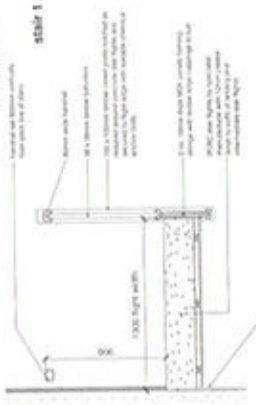


Section F-F



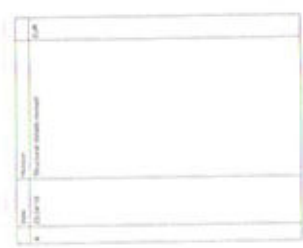


Key Plan
root to scale



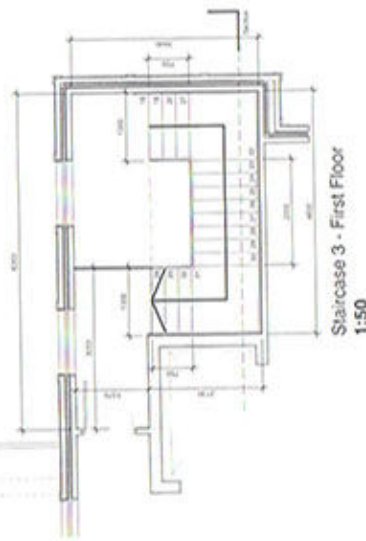
Typical Section through flight
1:20

Notes
 1. The stairs and flight dimensions are as shown.
 2. All dimensions to be finished unless otherwise stated.
 3. The stairs shall be constructed in accordance with the relevant Building Regulations.
 4. The stairs shall be constructed in accordance with the relevant Building Regulations.
 5. The stairs shall be constructed in accordance with the relevant Building Regulations.

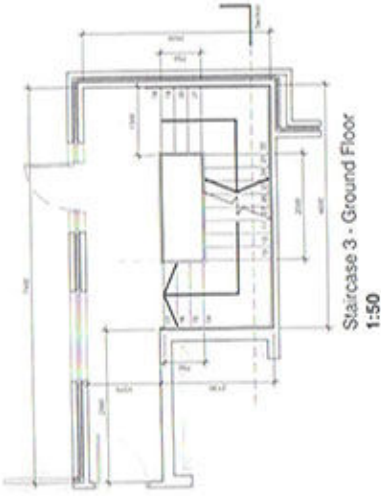


Heitrope International Ltd
 Proposed Care Home
 Development at High Meadow
 Close, Pinner.

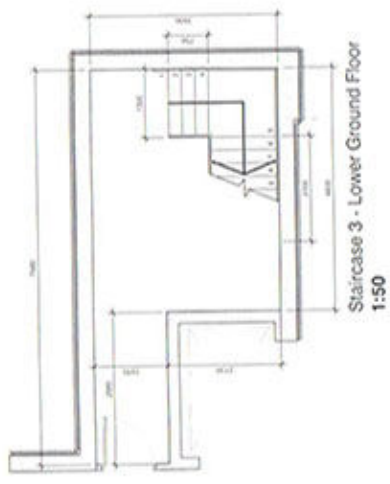
Scale: 1:20 (1:50 G.A.)
 Date: Jan 2013
 Drawing No: W4701
 Revision: 222
 Drawing Title: Staircase 3



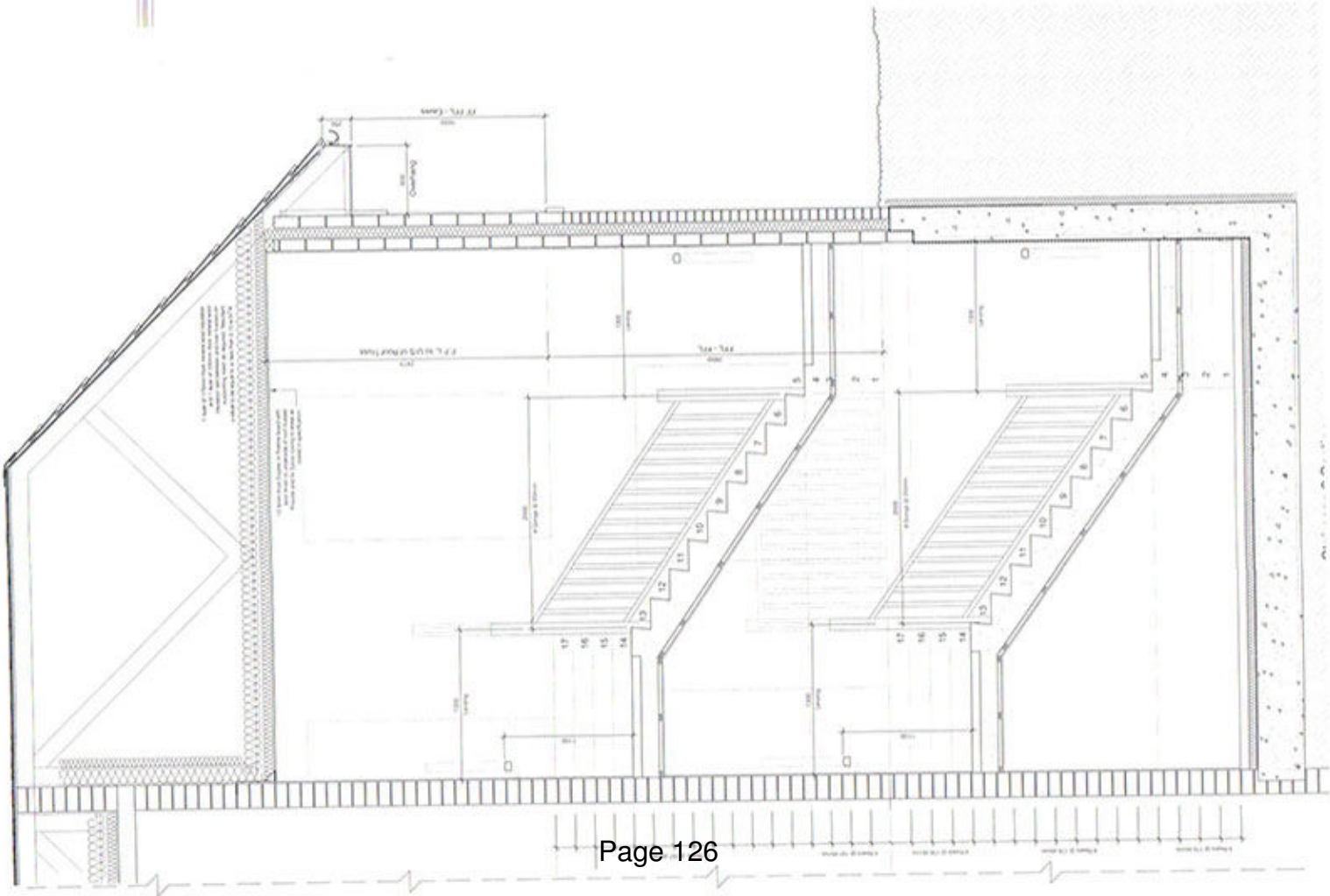
Staircase 3 - First Floor
1:50

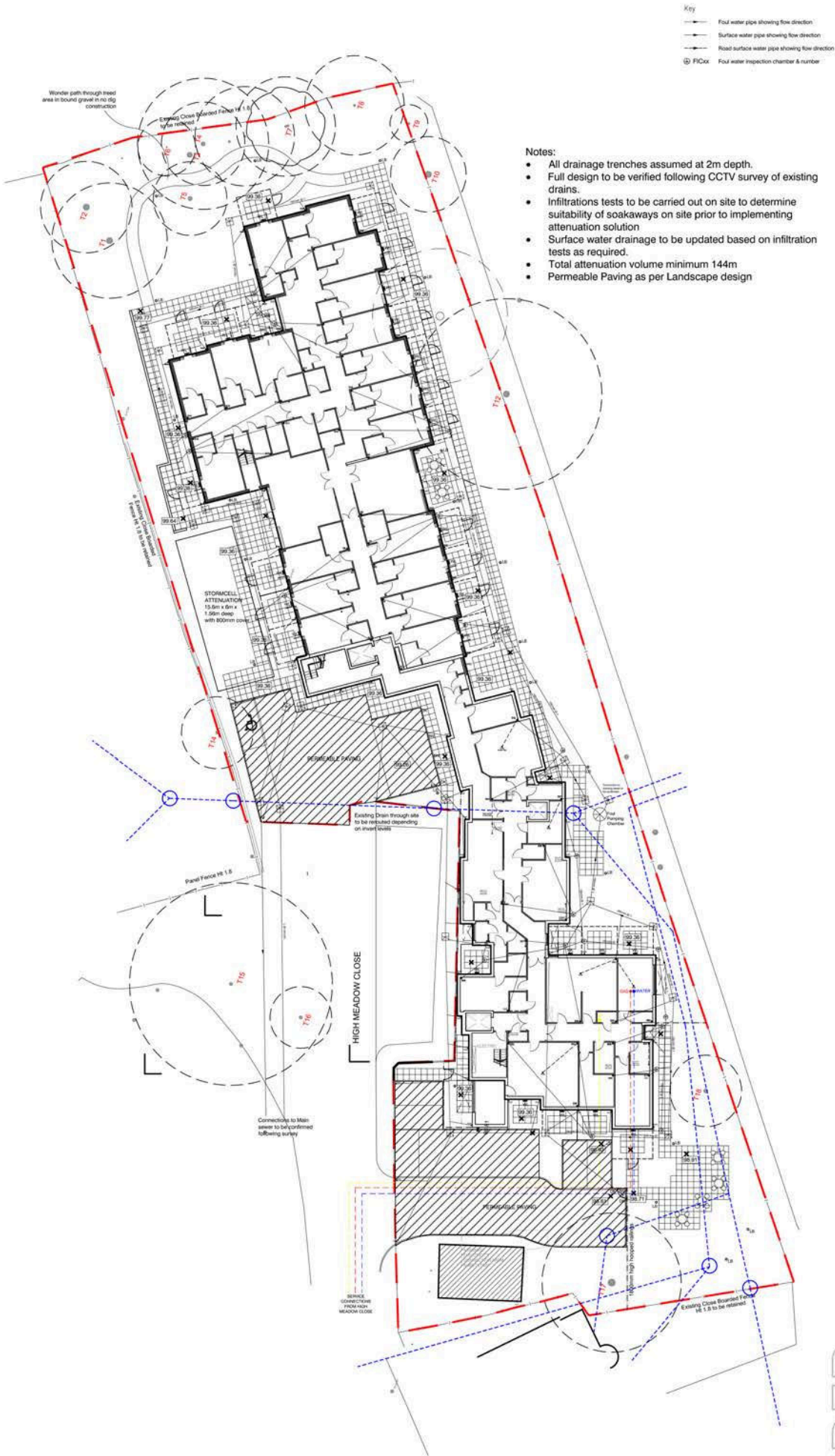


Staircase 3 - Ground Floor
1:50



Staircase 3 - Lower Ground Floor
1:50





Key

	Foul water pipe showing flow direction		Surface water inspection chamber & number
	Surface water pipe showing flow direction		Road surface water inspection chamber and number
	Road surface water pipe showing flow direction		Foul water manhole & number
	Foul water inspection chamber & number		Surface water manhole & number

- Notes:
- All drainage trenches assumed at 2m depth.
 - Full design to be verified following CCTV survey of existing drains.
 - Infiltration tests to be carried out on site to determine suitability of soakways on site prior to implementing attenuation solution
 - Surface water drainage to be updated based on infiltration tests as required.
 - Total attenuation volume minimum 144m
 - Permeable Paving as per Landscape design

DO NOT SCALE FROM THIS DRAWING
GENERAL

1. These notes are intended to augment drawings and specifications. Where conflict of requirements exists the order of precedence shall be as shown in the specifications. Otherwise the strictest provision shall govern.
2. This drawing is to be read in conjunction with all other relevant Engineers and Architects drawings.
3. Drawings not to be scaled. All dimensions to be checked on site by the Contractor prior to the commencement of any work or shop drawing. Any discrepancies to be notified to the Architect & Engineer and further instructions obtained before work is commenced.
4. The structure is designed to be self-supporting and stable after the building is fully complete. It is the Contractors sole responsibility to determine the erection procedure and sequence and ensure that the building and its components are safe during erection. This includes the addition of whatever temporary bracing, guys or tie-downs which may be necessary, such material remaining the property of the Contractor upon completion.

- DRAINAGE NOTES
1. Invert of foul and surface water inspection chambers to be 600mm below FFL.
 2. Covers HD in road, MD in paths and landscaped areas.
 3. All branches from stacks 100mm Ø.
 4. All inspection chambers 450mm Ø with 450mm covers.
 5. Manholes generally to be 1200x750 or 1050 Ø with 600x600 or 600 Ø covers except manholes between 1.5 & 2.7m deep which are to be minimum 1200mm Ø.
 6. Ground floor ensuite shower and bath connections made below floor into nearest run min. 2000mm downstream using 125 branch pipe. Trap to be demountable for rodding.
 7. RWP to discharge into roadable access gullies compatible
 8. Gullies in hardstanding to be Hepworth semi-universal-square top (200m² capacity).
 9. Ensure trap is fitted on laundry installation (separate connection).
 10. Drain runs in the car park area to be surrounded in minimum 150mm pea gravel giving class 5 bedding factor 2.5.
 11. All soil stacks to be vented - those marked SVP are taken through the roof and vented to air, all other to be fitted with Agreement Certified Air Admittance Valves.
 12. The surfacing within the bin store is to be dish from the perimeter to the gully.
 13. Rocker pipes are to be fitted at each side of any pipes penetrating walls or relieving lintels are to be provided.
 14. See project specification for further information.
 15. 1500 drains assume 1:150 unless stated
 16. 1000 drains assume 1:80 unless stated
 17. Kitchen wastes connected to above floor grease trap and then into soil stack.
 18. Where manhole/inspection chamber covers are located in paved or block paved areas, then covers need to be recessed to accept paving type.
 19. Invert levels, pipe diameters, gradients, and connection points associated with pipe interceptors, storage and infiltration areas to be specified by Subcontractor.

WARD ASSOCIATES (C)E

WARD

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Consulting Engineers
10 Beach Street
Salford
Greater Manchester
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Tel: 0161 275 1234
Fax: 0161 275 1235
www.wardassoc.co.uk



Client
Heliotrope International Ltd

Project
Proposed Care Home Development at High Meadow Close, Pinner

Drawing Title
Drainage Layout

Scale
1:100 @ A0

Date
Mar 2013

Drawn by
GB

Checked by

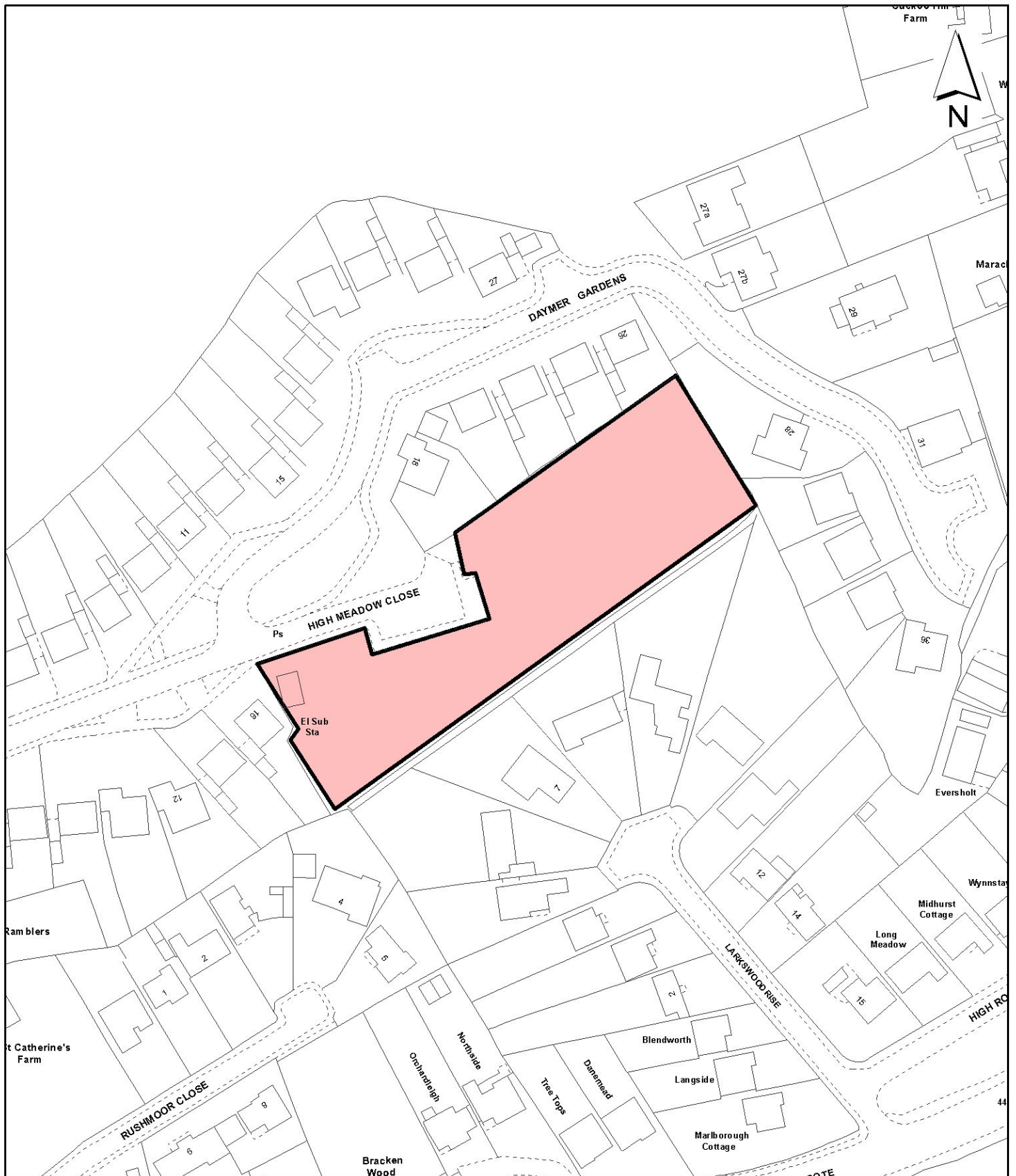
Job No.
1888

Drawing No.
SL(5)/500

Rev.
B

Rev	Date	Details	By	Chk	App
A	25-10-13	Attenuation details updated	GB	-	-
B	15-11-13	Permeable Paving added	GB	-	-

TENDER



Notes

 Site boundary

For identification purposes only.

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Site Address

**Frank Welch Court
High Meadow Close
Pinner**

**LONDON BOROUGH
OF HILLINGDON
Residents Services**

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

Planning Application Ref:

196/APP/2013/2958

Scale

1:1,250

Planning Committee

Major Application

Date

January 2014



HILLINGDON
LONDON

Report of the Head of Planning, Sport and Green Spaces

Address FORMER TECHNICOLOR SITE 276 BATH ROAD SIPSON

Development: Erection of 2 industrial/warehouse units incorporating 10,961sqm GIA within B1(c)/B2/B8 Use Classes with ancillary office space, associated car parking, landscaping and service yards.

LBH Ref Nos: 35293/APP/2013/2709

Drawing Nos:

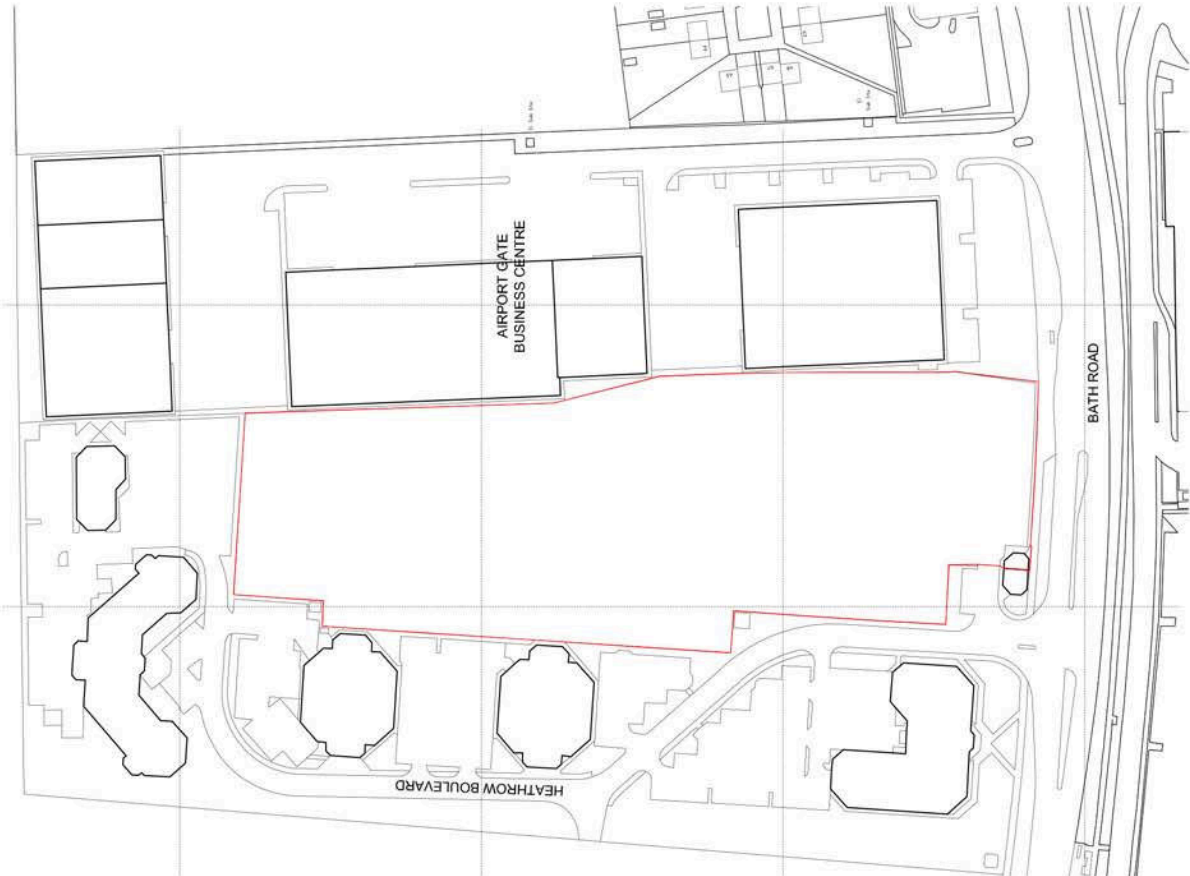
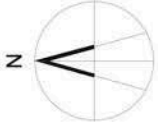
Date Plans Received: 17/09/2013

Date(s) of Amendment(s):



Date Application Valid: 01/10/2013

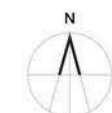
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01
100
SITE LOCATION PLAN
1:1250

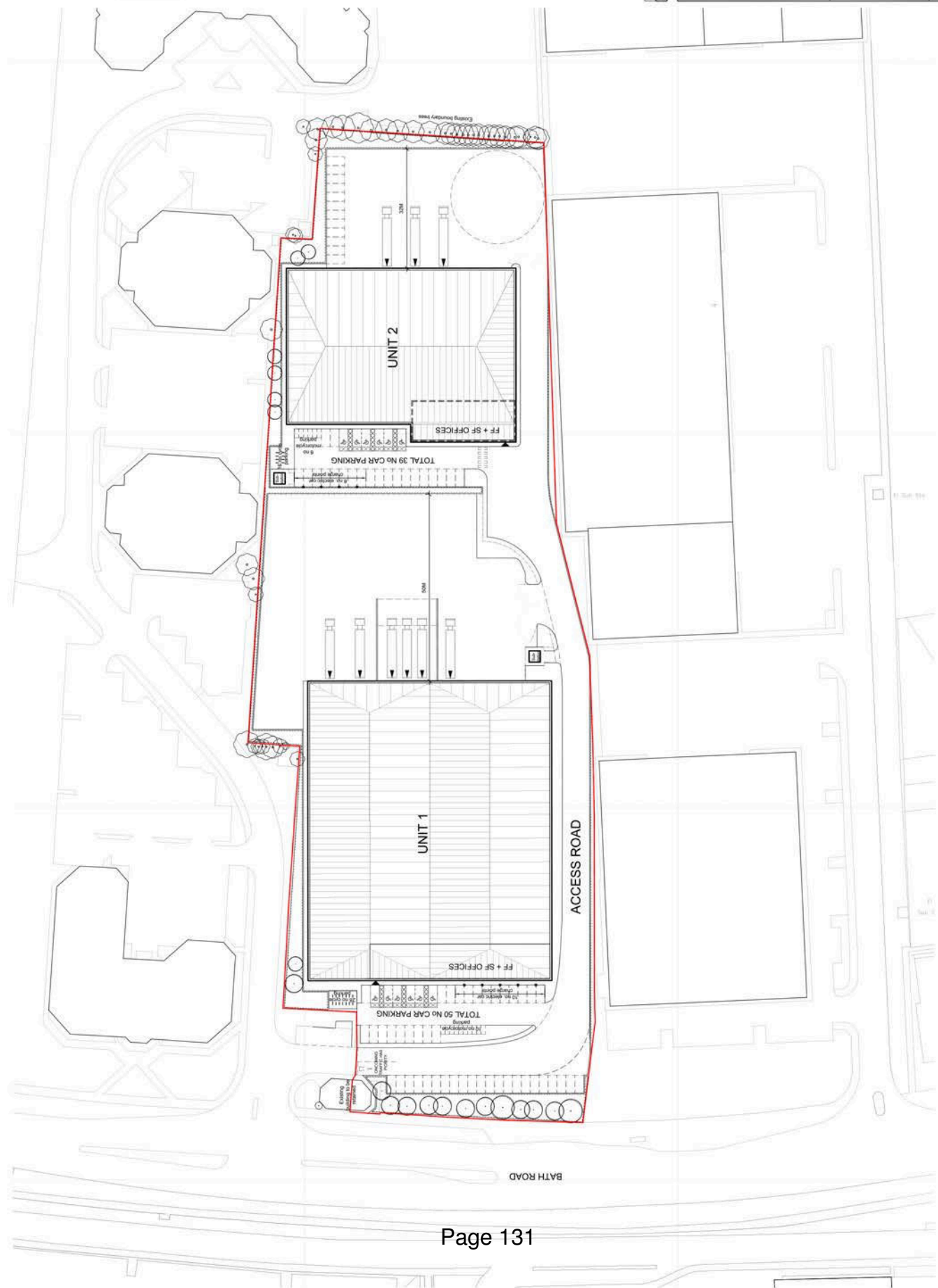
 <p>MICHAEL SPARKS ASSOCIATES CHARTERED ARCHITECTS 11 PLATO PLACE ST. JOHNS ROAD LONDON SW8 4TU TELEPHONE 020 7726 8182 FAX 020 7726 3098 www.msa-architects.co.uk</p>			
<p>TITLE BATH ROAD, HEATHROW FORMER TECHNICOLOR SITE DRAWING SITE LOCATION PLAN CLIENT CANMOOR DEVELOPMENTS</p>			
DATE	SCALE	DRAWN	CHECKED
AUGUST 2012	1:1250 @ A2	AH	AC
STATUS		PLANNING	
PLANNING		AC	
DRAWING NUMBER			
30545-PL-100			



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 DETAILS.

• POSITION OF ELECTRIC CAR
 CHARGE POINT



REV	DATE	NOTE	LP	AC
1	20/12/2013	Issued for Planning		
			DATE	CHECK

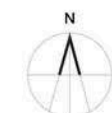
MICHAEL SPARKS ASSOCIATES

TITLE
 BATH ROAD, HEATHROW
 TECHNICOLOR SITE
DRAWING
 SITE LAYOUT PLAN
CLIENT
 CANMOOR

DATE	SCALE	DRAWN
DECEMBER 2013	1:500(B/A1)	LP
STATUS	PLANNING	AC

DRAWING NUMBER
30545-PL-120

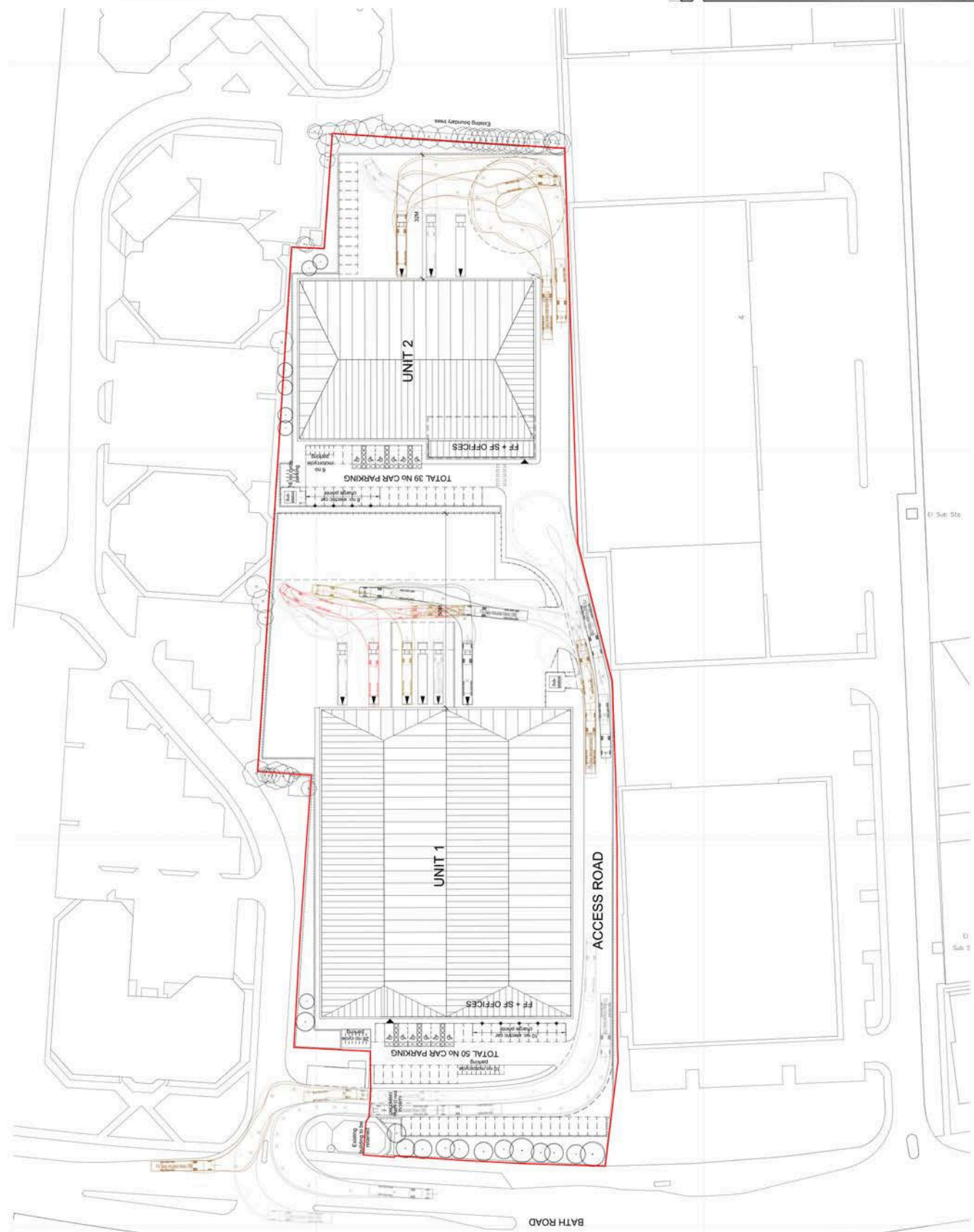




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 WWW.MICHAELSPARKS.COM

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• POSITION OF ELECTRIC CAR CHARGE POINT



REV	DATE	NOTE	BY	CHK
01	12/2013	Issued for Planning	CS	CS
02				
03				

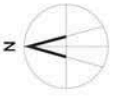
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 100 DUNDAS STREET WEST
 TORONTO, ONTARIO M5G 1C2
 TEL: 416-593-9300
 WWW.MICHAELSPARKS.COM

CANMOOR

FILE: BATH ROAD, HEATHROW
 TECHNICAL SITE
 TRACKING PLAN
 CLIENT: CANMOOR

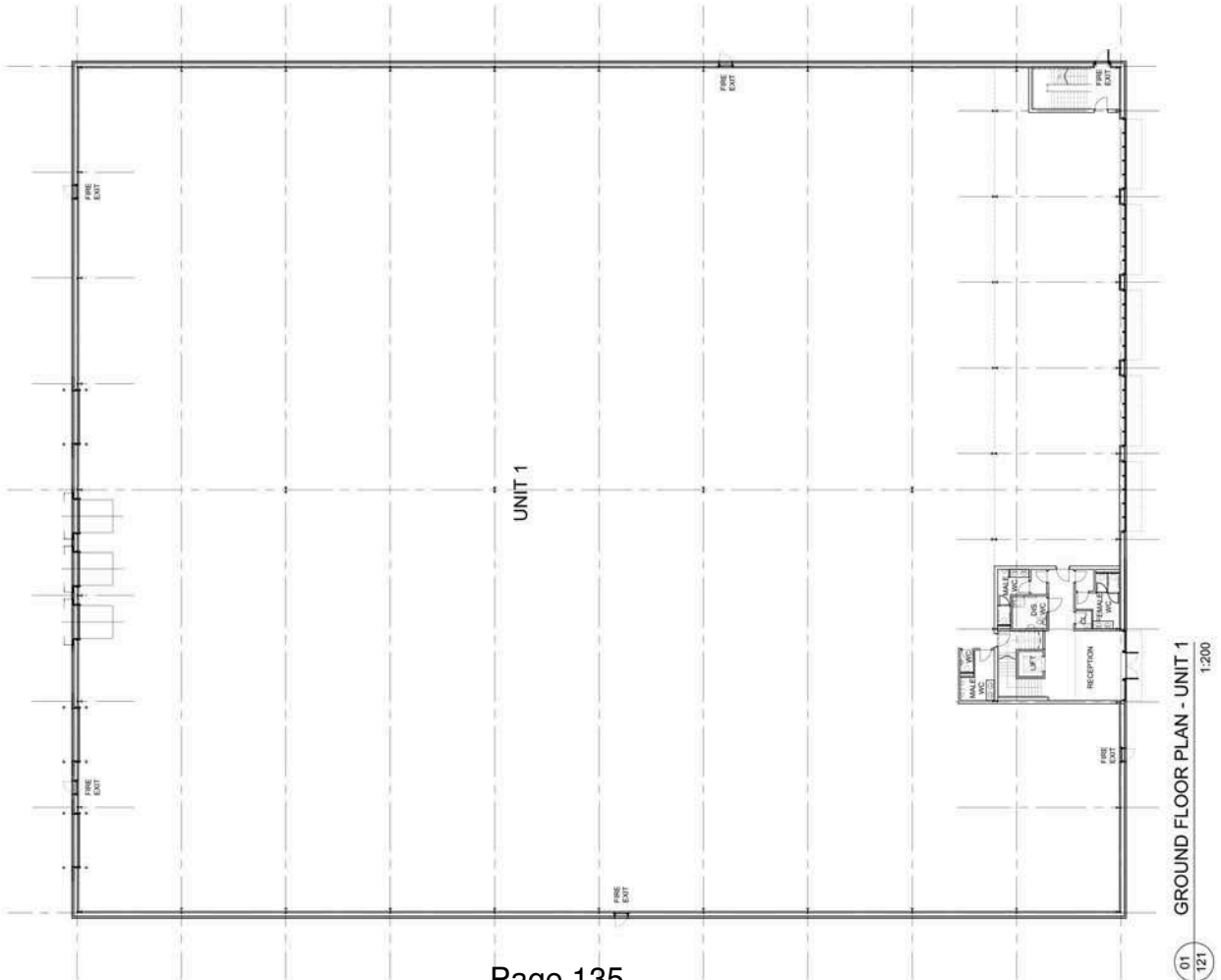
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YEAR	STATUS	DRAWN
2013	PLANNING	AC

PROJECT NUMBER: 30545-PL-125

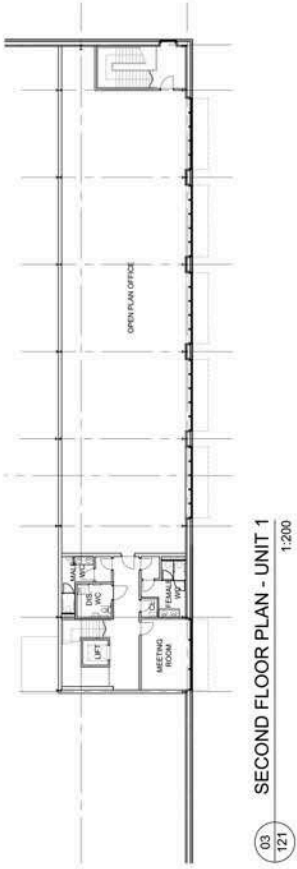


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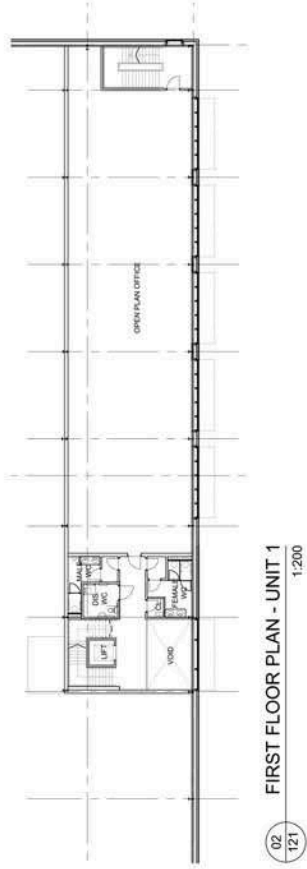
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01
121
GROUND FLOOR PLAN - UNIT 1
1:200



03
121
SECOND FLOOR PLAN - UNIT 1
1:200



02
121
FIRST FLOOR PLAN - UNIT 1
1:200

REV	DATE	NOTE	LP	AC
1	08/12/2013	Issued for Planning		
			Done	Check



MICHAEL SPARKS ASSOCIATES
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FILE: BATH ROAD, HEATHROW
 TECHNICOLOR SITE
 DRAWING: UNIT 1 - FLOOR PLANS
 CLIENT: CANMOOR

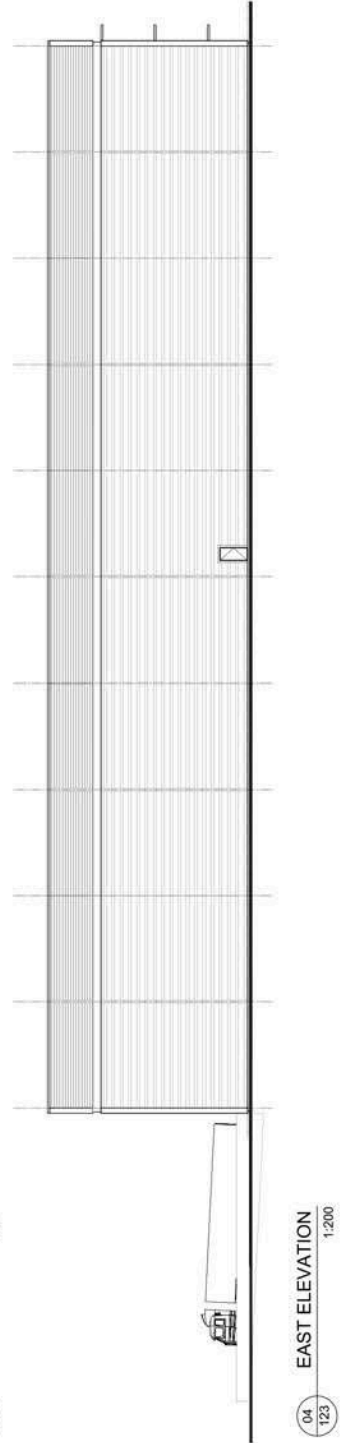
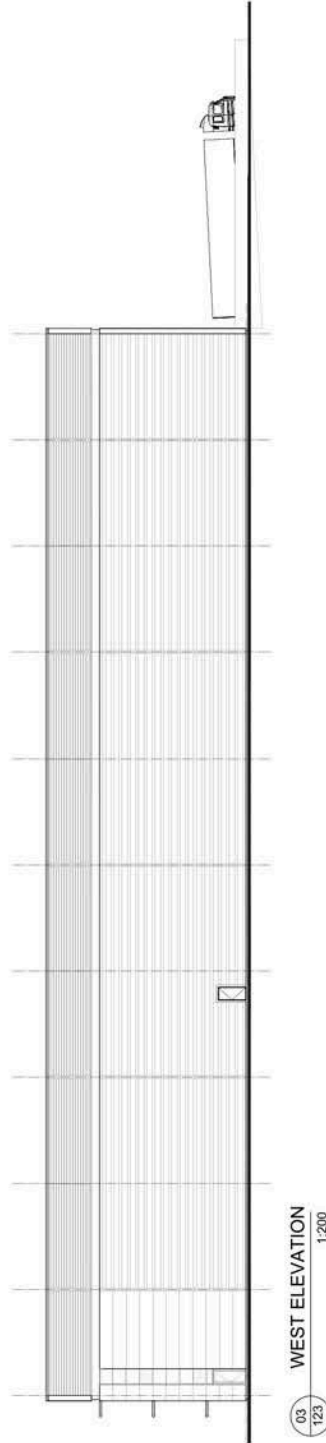
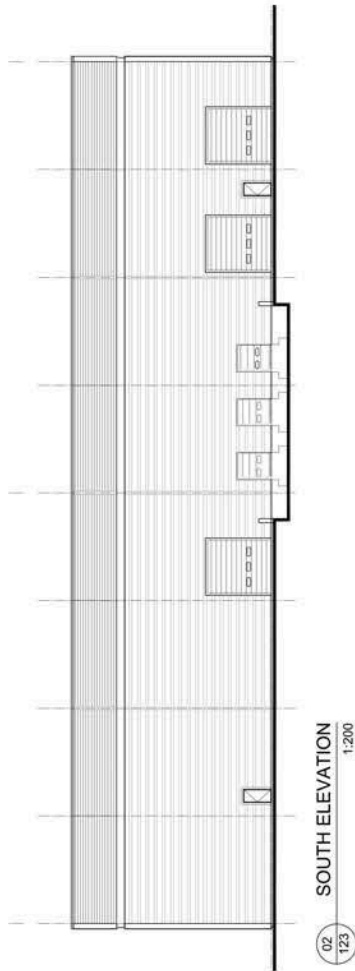
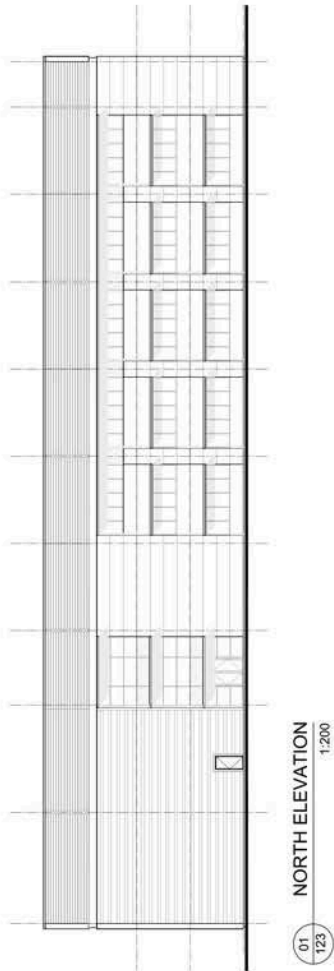
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STATUS: PLANNING	PROJECT: AC	

DRAWING NUMBER:
30545-PL-121



NOTES:

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REV	DATE	NOTE	LP	AC
-	06/12/2013	Issued for Planning		



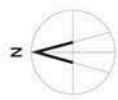
MICHAEL SPARKS ASSOCIATES
ARCHITECTS



TITLE: BATH ROAD, HEATHROW
TECHNICOLOR SITE
DRAWING: UNIT 1 - ELEVATIONS
CLIENT: CANMOOR

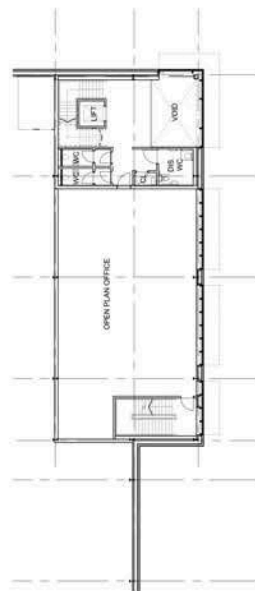
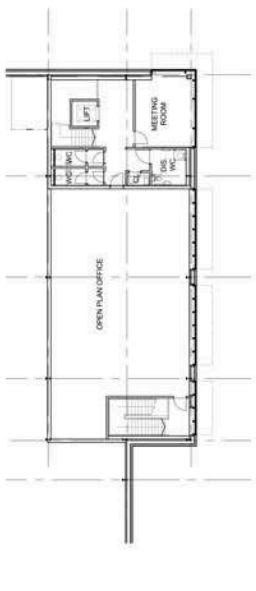
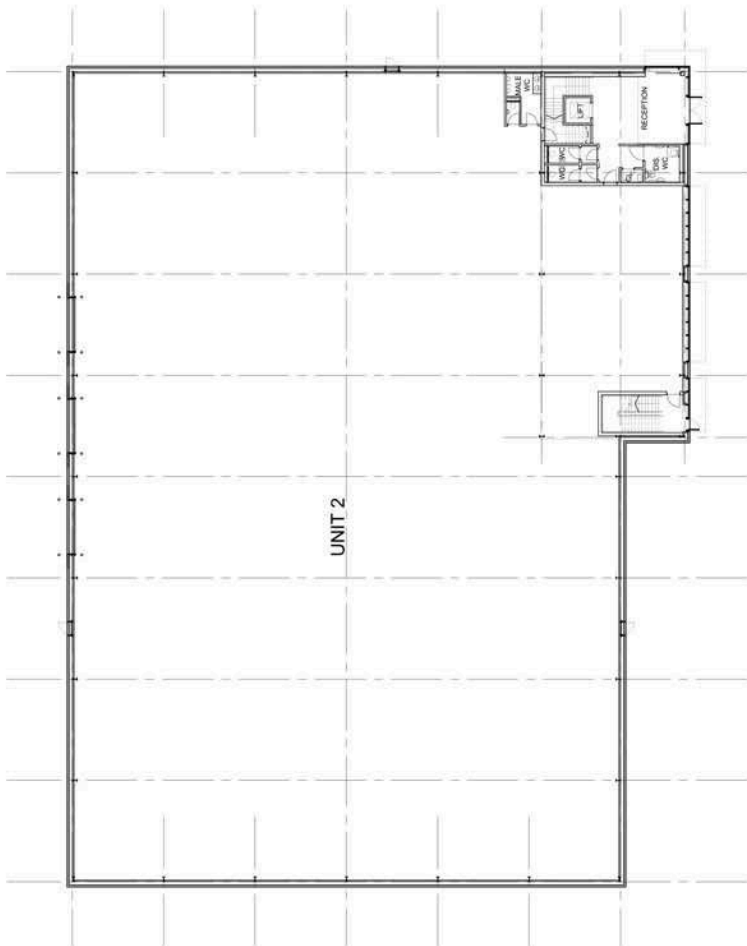
DATE: DECEMBER 2013
SCALE: 1:200(B/A1)
DRAWN: LP
STATUS: PLANNING
PROJECT: AC

DRAWING NUMBER: 30545-PL-123



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REV	DATE	NOTE	LP	AC
-	06/12/2013	Issued for Planning		

MICHAEL SPARKS ASSOCIATES
 ARCHITECTS
 10000 100th Ave. S.E.
 Suite 1000
 Bellevue, WA 98004
 Phone: 206.453.1234
 Fax: 206.453.1235
 Email: info@msa.com

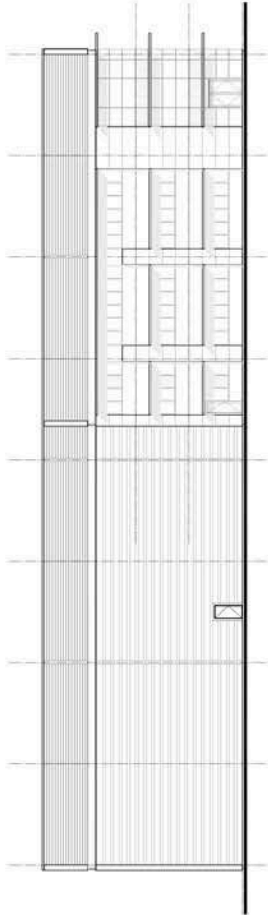
FILE:
 BATH ROAD, HEATHROW
 TECHNICOLOR SITE
DRAWING:
 UNIT 2 - FLOOR PLANS
CLIENT:
 CANMOOR

DATE: DECEMBER 2013
SCALE: 1:200@A1
LP:
STATUS: PLANNING
AC:

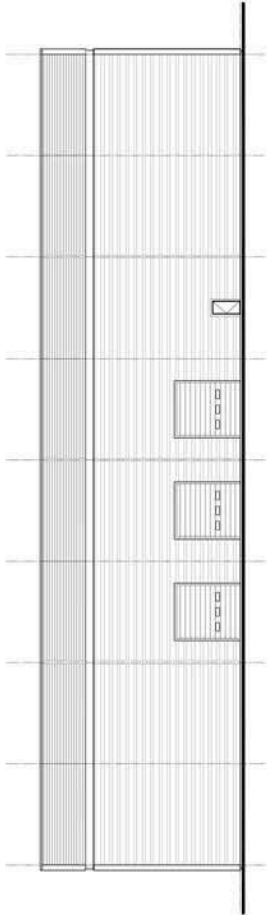
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 30545-PL-122

NOTES:

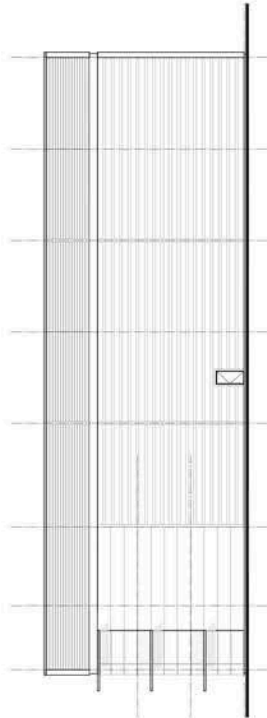
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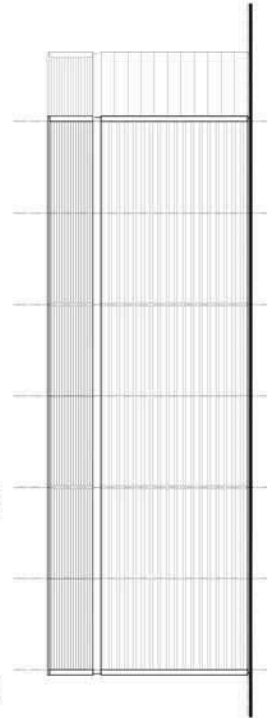
01
124
NORTH ELEVATION
1:200



02
124
SOUTH ELEVATION
1:200



03
124
WEST ELEVATION
1:200



04
124
EAST ELEVATION
1:200



REV	DATE	NOTE	LP	AC
1	06/12/2013	Issued for Planning		



Canmoor

TITLE
 BATH ROAD, HEATHROW
 TECHNICAL SITE
 DRAWING
 UNIT 2 - ELEVATIONS
 CLIENT
 CANMOOR

DATE	SCALE	DRAWN
DECEMBER 2013	1:200(BA1)	LP
STATUS	PLANNING	AC

DRAWING NUMBER
 30545-PL-124

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rev	date	amendments	dit

cdm 2007: designer risk information

seventy



LEGEND: TREE SURVEY TO BS 5837:2012
 NB: The original of this drawing was produced in colour - a monochrome copy should not be relied upon.

-  Category A: High quality and/or value.
-  Category B: Moderate quality and /or value.
-  Category C: Low quality and/or value
-  Category U: Trees unsuitable for retention.



bea
 landscape design ltd

client:
 British Airways Pension Fund

project:
 Former Technicolor Site
 Bath Road, Heathrow

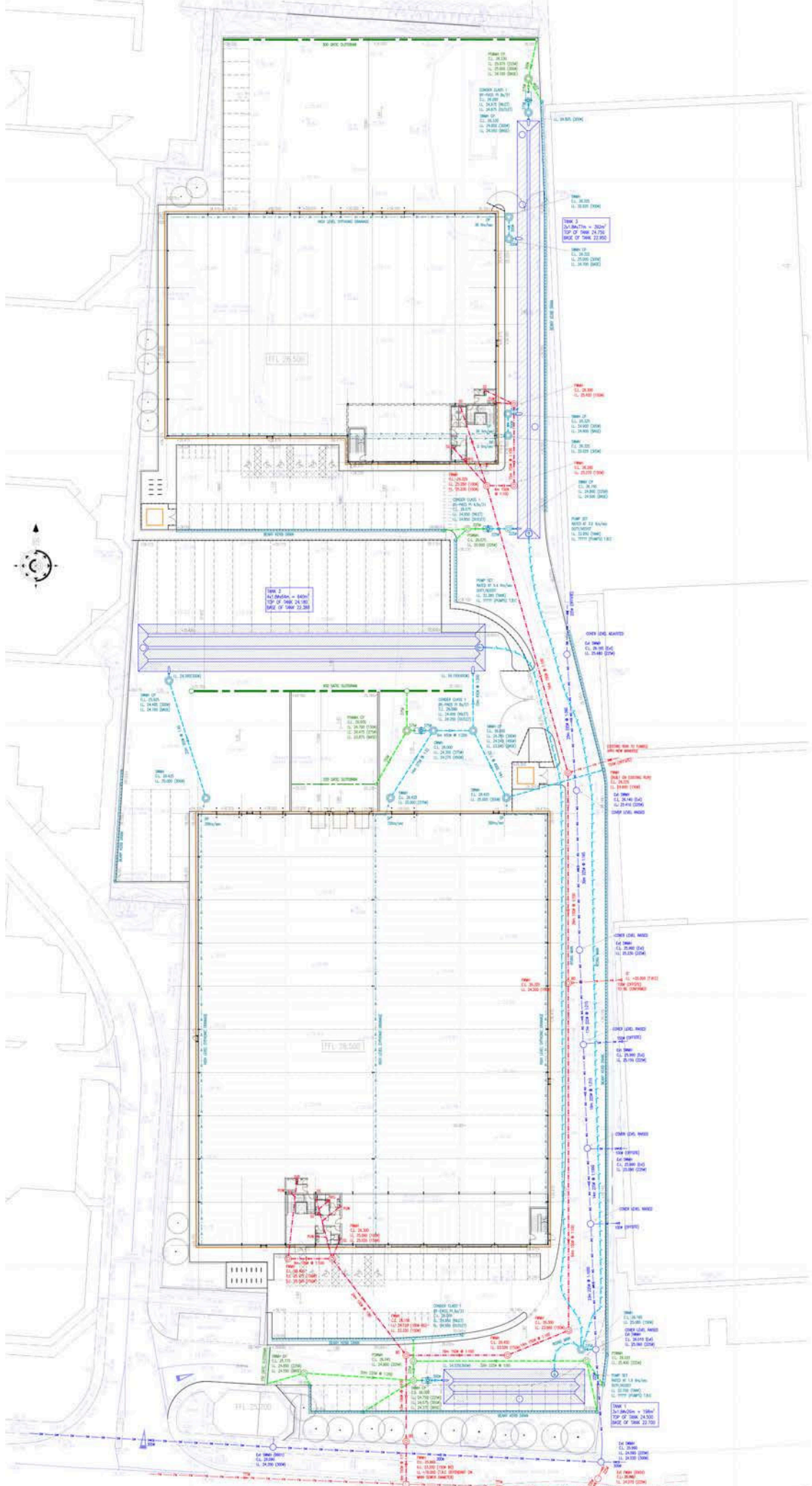
file:
 Tree Survey

status:
 PLANNING

date:	drawn:	number:
AUG 2012	DP	12-02-01
scale: 1:500	checked:	revision:
	ICM	

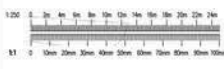
Landscape Institute
 Registered Practitioner

Not a Contract Document
 125, The Pavillion, Southway
 Heathrow, Middlesex, UK
 Tel: +44 (0)181 606 2200
 Fax: +44 (0)181 606 2201
 www.bea-landscape.com



- LEGEND**
- 150mm MANHOLE & DRAIN RUN
FOUL WATER - RED
CLEAN SURFACE WATER - BLUE
INTERCEPTED SURFACE WATER - GREEN
 - 100mm MANHOLE & DRAIN RUN
FOUL WATER - RED
SURFACE WATER - BLUE
 - EXISTING FPOW WATER SEWER
 - EXISTING SURFACE WATER SEWER
 - PACKAGED PUMP STATION
& RISING MAIN
FOUL - RED
SURFACE - BLUE
 - SEA LEVEL TYPICAL DRAINAGE
PRIMARY SYSTEM
 - SOIL & VENT PIPES/STUB STACK WITH AIR
POP-UP WASTE
 - ACCESSIBLE TRAPPED FLOOR DRAIN
 - PRIMARY DRAINAGE DOWNPIPE
 - RAIN WATER PIPE
 - TRAPPED FLOOR DRAIN
 - SAFETY SURFACE DRAINAGE CHANNEL
200mm CAD CONCRETE SURROUND
 - UNDESIGNATED
 - CLASS 1 RETINA INTERCEPTOR
BY CORNER OF SWAMP

- DRAINAGE NOTES**
1. THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL RELEVANT SPECIFICATIONS, ENGINEERS AND SPECIALISTS DRAWINGS AND SPECIFICATIONS.
 2. ALL DRAINAGE WORK TO BE CARRIED OUT IN ACCORDANCE WITH BS 5393, BS 5395 AND THE BUILDING REGULATIONS.
 3. ALL PIPES ARE TO HAVE SURROUND IN ACCORDANCE DRAINAGE DETAILS UNLESS NOTED OTHERWISE.
 4. FOR EXACT LOCATION OF RAIN WATER AND FPOW WATER OUTLETS, REFER TO ARCHITECT'S DRAWINGS.
 5. SURFACE WATER DRAINAGE SHALL BE WITHIN 100mm OF EXISTING FINISH OR FLOOR FINISH (OR UNLESS APPROVED) TO BS EN 1401-1-1 OR P.V.C. PIPES TO BS 5393 (PART 100) OR INTERIOR GUTTS TO BS 5393.
 6. FPOW WATER DRAINAGE SHALL BE WITHIN 100mm OF EXISTING FINISH OR FLOOR FINISH (OR UNLESS APPROVED) TO BS EN 1401-1-1 OR INTERIOR GUTTS TO BS EN 3085.
 7. ALL GPP UNDERGROUND TANKS ARE TO BE BASED ON AND ENCASED IN 200mm SOLID 20mm AGG. CONCRETE STRICTLY IN ACCORDANCE WITH THE MANUFACTURERS INSTRUCTIONS.
 8. ROAD GULLY DRAINAGE PIPE INLET LEVELS TO BE 600mm BELOW TOP OF DRAINAGE LEVEL.
 9. ALL MANHOLES AND INSPECTION CHAMBERS COVERS, FRAMES AND LIDS MUST BE IN PATENTED AREAS SHALL COMPLY TO EITHER BS 487 - PART 1 HEAVY DUTY COVERS TO MANHOLE OR BS EN 124 GRADE SADE (11.5 TONNE WHEEL LOADING).
 10. FOR DRAINAGE CONSTRUCTION AND PIPE BED DETAILS REFER TO DRAWING NO. 3005/77.
 11. ALL DRAINAGE BRANCHES TO BE 100mm FOR FPOW WATER & 150mm FOR SURFACE WATER UNLESS NOTED OTHERWISE.
 12. ALL SOA & VENT STACKS TO HAVE REMOVABLE ACCESS 150mm ABOVE GROUND FLOOR SLAB LEVEL WITH REMOVABLE ACCESS PLATES.
 13. ALL DRAINAGE CHANNELS TO HAVE ACCESS CHAMBER AT ENDS OF RUNS & BE REMOVABLE EVERY 30m THEREAFTER.
 14. ALL SURFACE DRAINAGE TO HAVE SUMP UNITS AT OUTLETS OF RUNS & HAVE REMOVABLE ACCESS POINTS EVERY 30m THEREAFTER.
 15. ALL SHALLOW DRAINAGE (400mm COVER) AND DRAINAGE BELOW FLOOR SLAB TO BE ENCASED IN 100mm CONCRETE SURROUND.
 16. ALL CONCRETE SURROUNDS FOR THE DRAINAGE TO BE CLASS D22 (SULPHATE RESISTING).



DRAINAGE LAYOUT
Scale: 1:250



PR	01/21/18	COMPLETELY RE-DESIGNED	TC	CE
PA	02/01/18	COMPLETELY RE-DESIGNED	TC	CE
PS	07/20/18	REVISED BETWEEN PARAS	TC	CE
PD	07/20/18	UNSET / UNTESTED	TC	CE
PE	02/01/19	PRELIMINARY ISSUE	TC	CE
REV	DATE	DESCRIPTION	BY	CHK

T. R. COLLIER & ASSOCIATES.
CONSULTING ENGINEERS

PROJECT: **TECHNICOLOR SITE, BATH ROAD, HEATHROW LONDON W4**

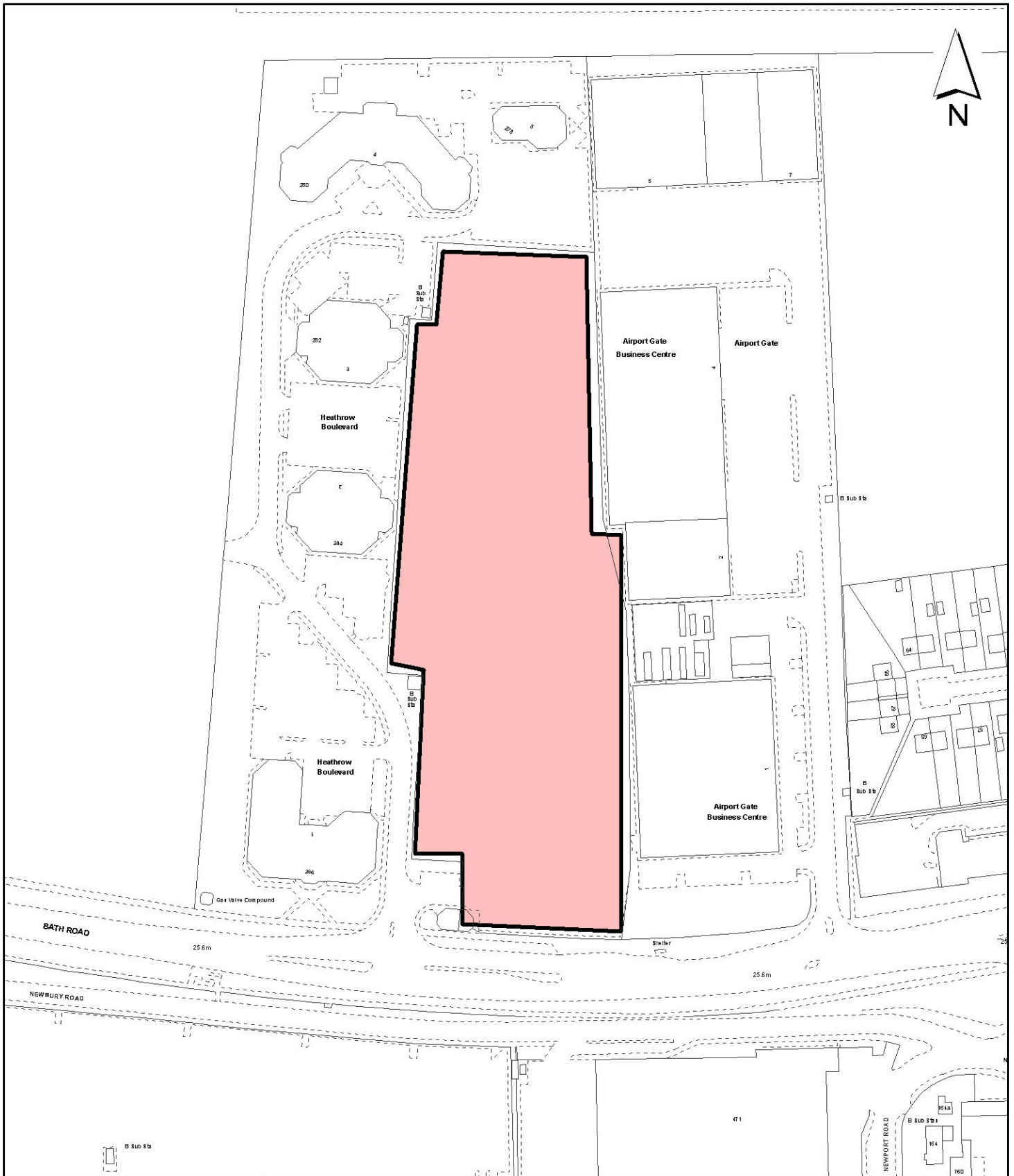
TITLE: **DRAINAGE LAYOUT**

CLIENT: **Michael Sparks Associates**

DESIGNER: **CE** CHECKED: **TC** DATE: **09/08/2018**

DATE: **09/20/2018** SCALE: **1:250** STATUS: **Preliminary**

3055-50



Notes

 Site boundary

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Site Address

**Former Technicolor Site
276 Bath Road**

**LONDON BOROUGH
OF HILLINGDON
Residents Services**

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

Planning Application Ref:

35293/APP/2013/2709

Scale

1:2,000

Planning Committee

Major Application

Date

January 2014



HILLINGDON
LONDON

Report of the Head of Planning, Sport and Green Spaces

Address RAINBOW AND KIRBY INDUSTRIAL ESTATES TROUT ROAD YIEWSLEY

Development: Demolition of existing commercial premises and existing dwelling and erection of 99 residential units (C3), 50 unit extra care/dementia sheltered housing scheme (C3), 1,529.4sqm light industrial floorspace comprising 17 business units (B1c) and 611.30sqm of restaurant/cafe (A3) floorspace associated open space, car parking and landscaping. (Outline Application)

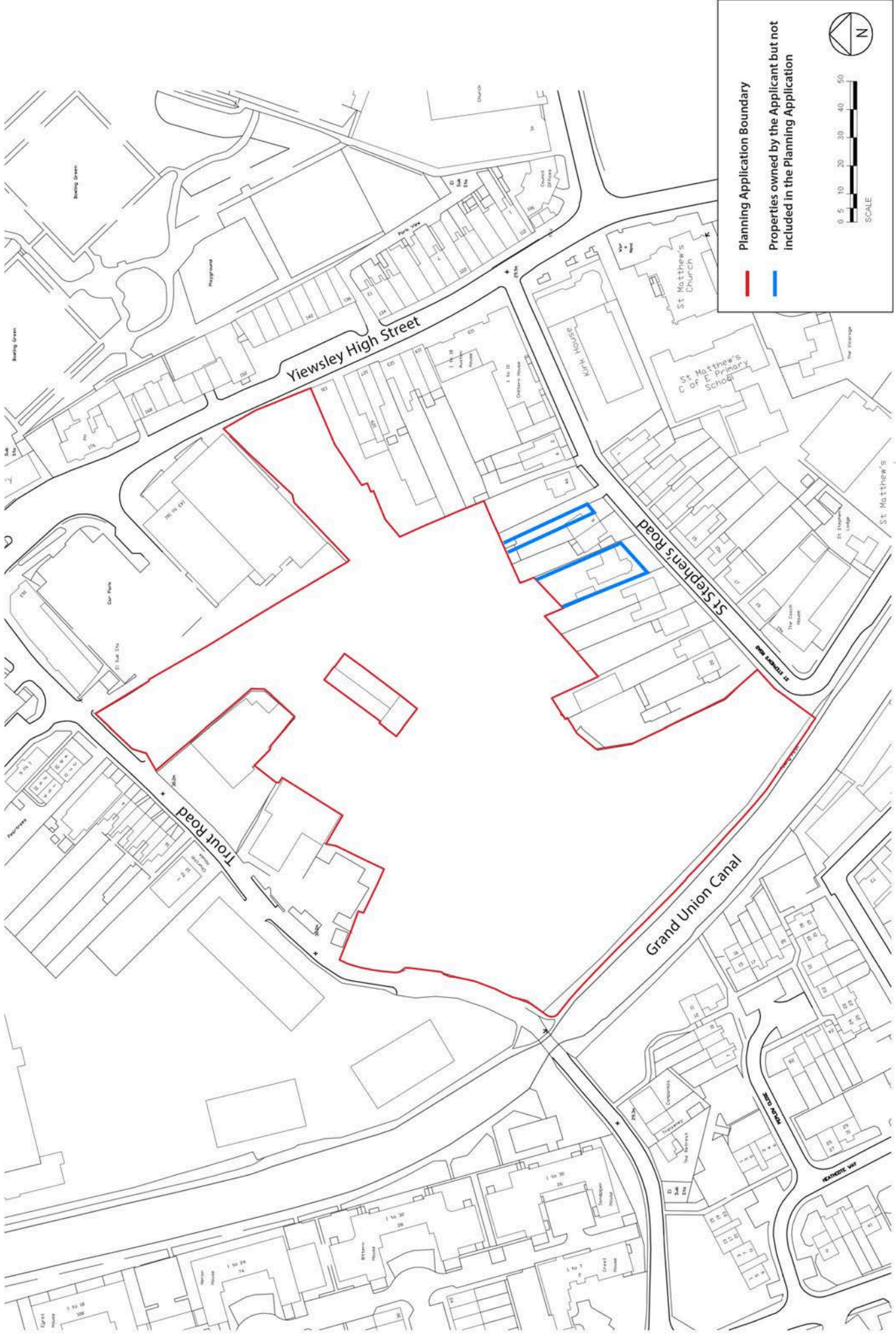
LBH Ref Nos: 38058/APP/2013/1756

Date Plans Received: 25/06/2013

Date(s) of Amendment(s):

Date Application Valid: 07/08/2013

[Redacted content]



— Planning Application Boundary
— Properties owned by the Applicant but not included in the Planning Application

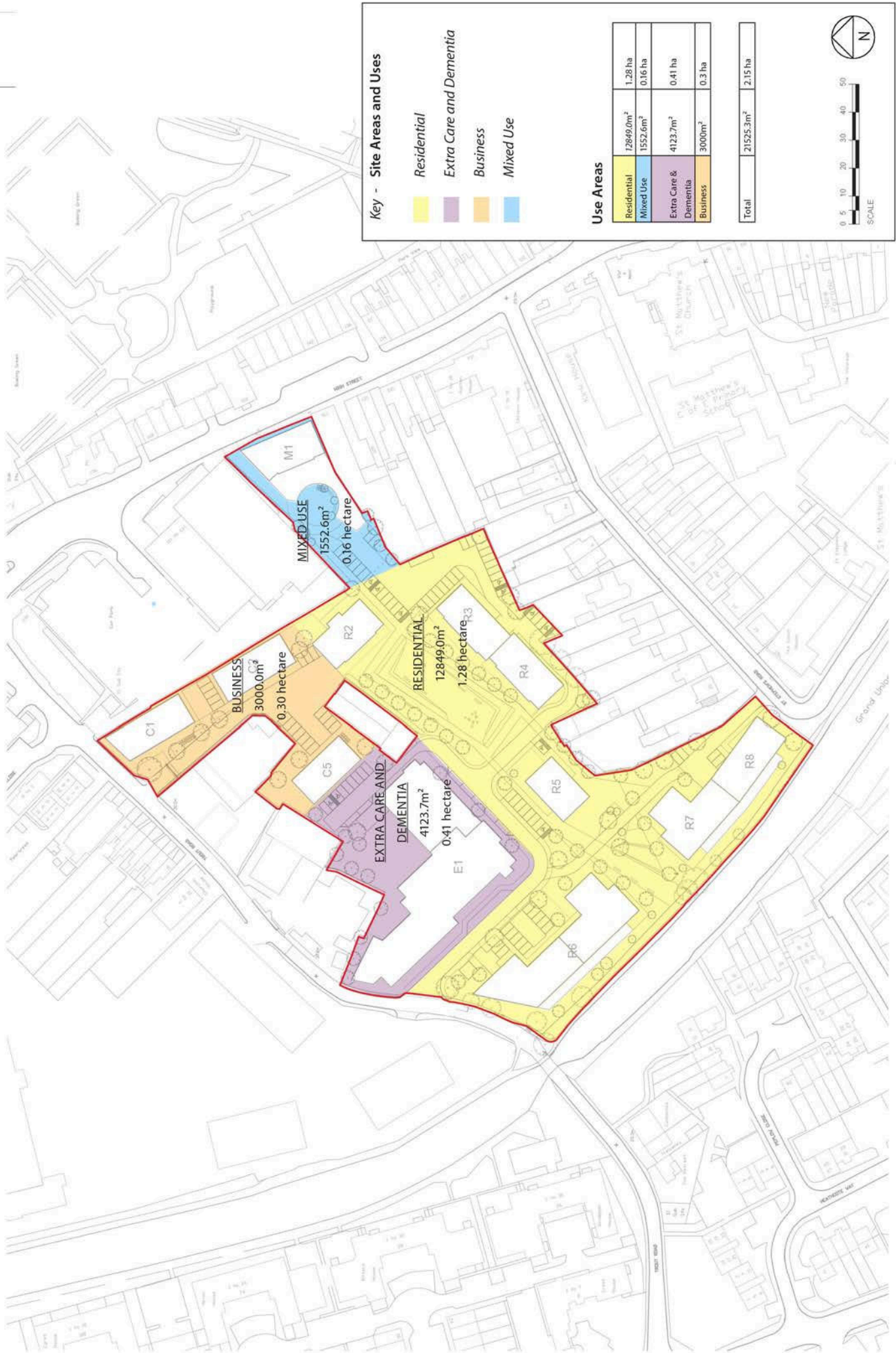
SCALE
 0 5 10 20 30 40 50

N



drawn by SDT/AP scale 1:1250 @ A3
 checked TR date 19/06/2013

dwg no AA1832/2.3/001A



drawn by SDT/AP scale 1:1250 @ A3
checked TR date 19/06/2013

dwg no AA1832/2.3/014A

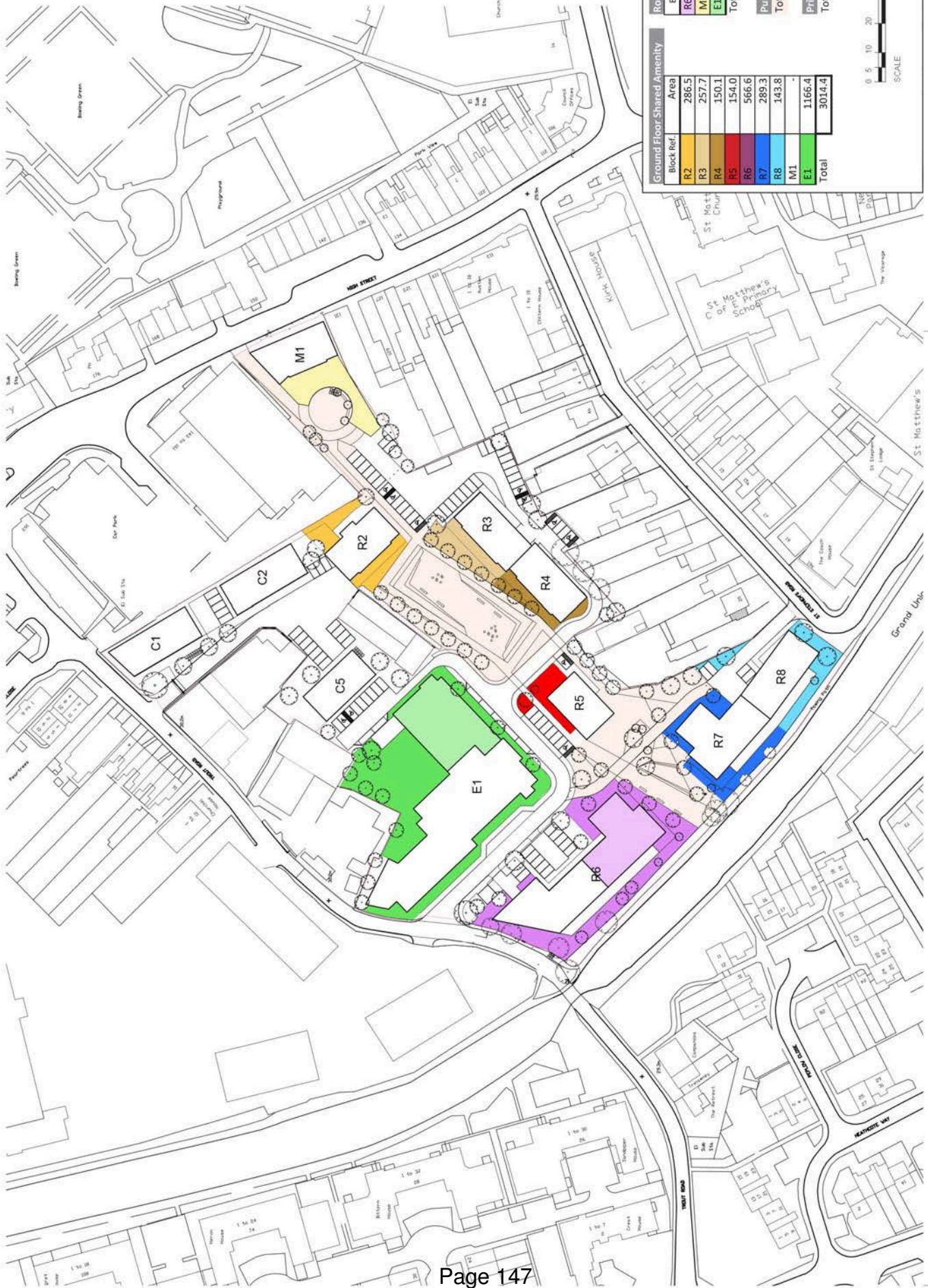
Trout Road, West Drayton | Site Areas Plan



RevA: Ambulance and minibus bay indicated; blocks R2, R3 and R4 moved to provide landscape buffer along SE Boundary

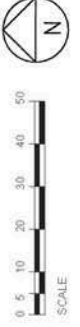
PLANNING APPLICATION BOUNDARY





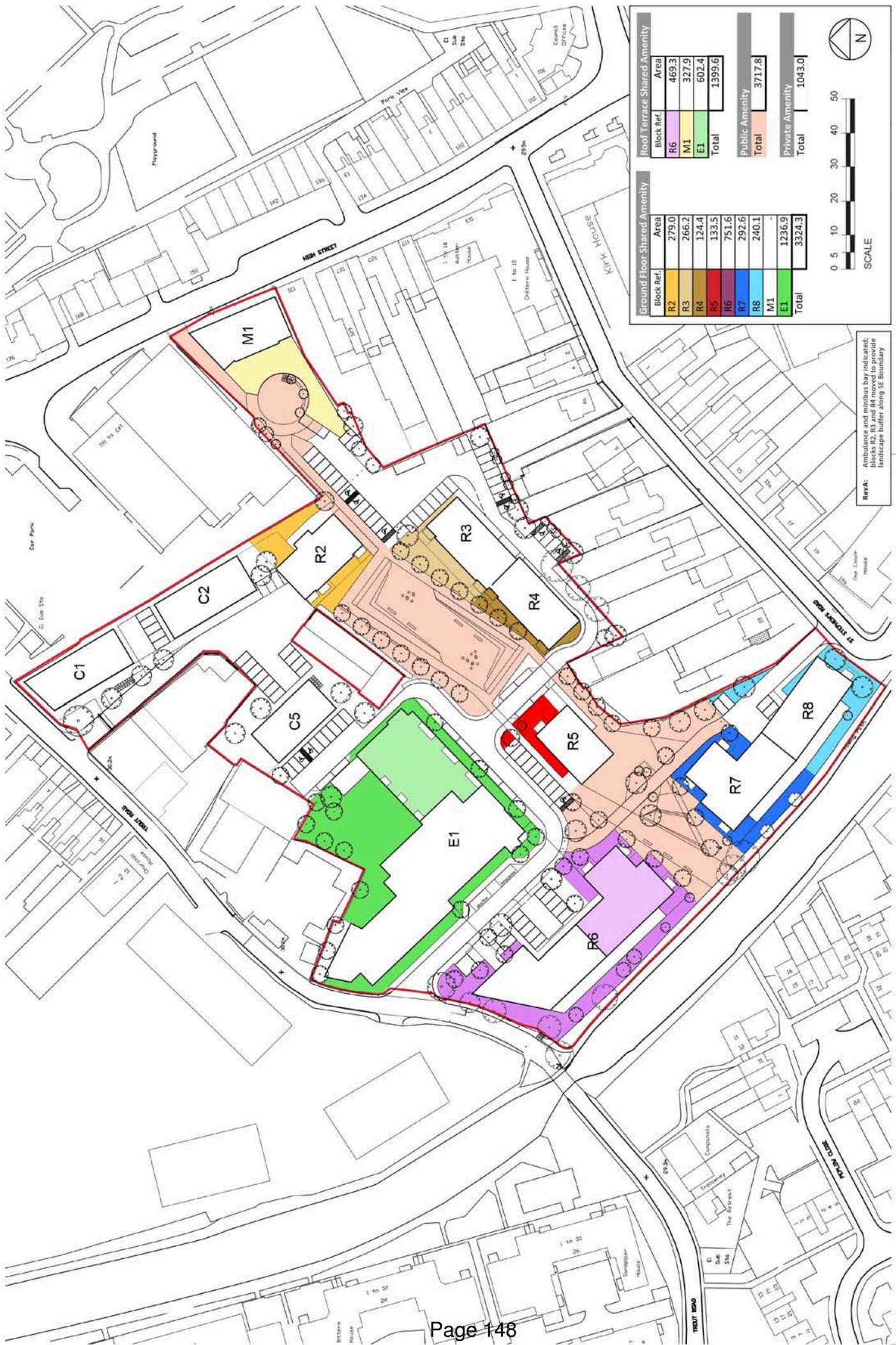
Ground Floor Shared Amenity		Roof Terrace Shared Amenity	
Block Ref.	Area	Block Ref.	Area
R2	286.5	R6	469.3
R3	257.7	M1	313.2
R4	150.1	E1	602.4
R5	154.0	Total	1384.9
R6	566.6		
R7	289.3		
R8	143.8		
M1	-		
E1	1166.4		
Total	3014.4		

Public Amenity		Private Amenity	
Total	Area	Total	Area
	3795.2		1043.0
Total	3795.2	Total	1043.0



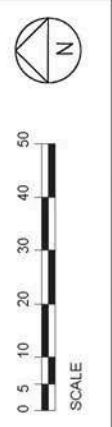
drawn by SDT/AP scale 1:1250 @ A3
checked TR date 19/06/2013

dwg no AA1832/2.1/24A

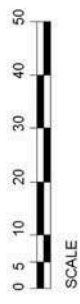


Ground Floor Shared Amenity		Roof Terrace Shared Amenity	
Block Ref.	Area	Block Ref.	Area
R2	279.0	R6	469.3
R3	266.2	M1	327.9
R4	124.4	E1	602.4
R5	133.5	Total	1399.6
R6	751.6		
R7	292.6		
R8	240.1		
M1	-		
E1	1236.9		
Total	3324.3		

Public Amenity		Private Amenity	
Total	3717.8	Total	1043.0



REVA: Ambulance and minibus bay indicated; blocks R2, R3, and R4 moved to provide landscape buffer along SE boundary



drawn by SDT/AP scale 1:1000 @ A3
checked TR date 19/06/2013

dwg no. A1832/2.1/01D

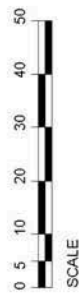
Trout Road, West Drayton | Illustrative Layout Drawing

- SITE BOUNDARY
- RETAINED TREES
- PROPOSED TREES
- AMENITY PLANTING
- GRASSED AREAS
- PRIMARY ROUTE - DENSE BITUMEN MACADAM (DBM)
- SQUARES/PIAZZA - BLOCK PAVING
- ROAD/PEDESTRIAN FOOTPATHS - BLOCK PAVING
- PARKING BAYS - BLOCK PAVING
- GRAND UNION CANAL



- SITE BOUNDARY
- RETAINED TREES
- PROPOSED TREES
- AMENITY PLANTING
- GRASSED AREAS
- PRIMARY ROUTE - DENSE BITUMEN MACADAM (DBM)
- SQUARES/PIAZZA - BLOCK PAVING
- ROAD/PEDESTRIAN FOOTPATHS - BLOCK PAVING
- PARKING BAYS - BLOCK PAVING
- GRAND UNION CANAL
- ORNAMENTAL RILL (SUDS)
- BLOCK PAVING

RevA: Ambulance and minibus bay indicated; blocks R2, R3 and R4 moved to provide landscape buffer along SE boundary

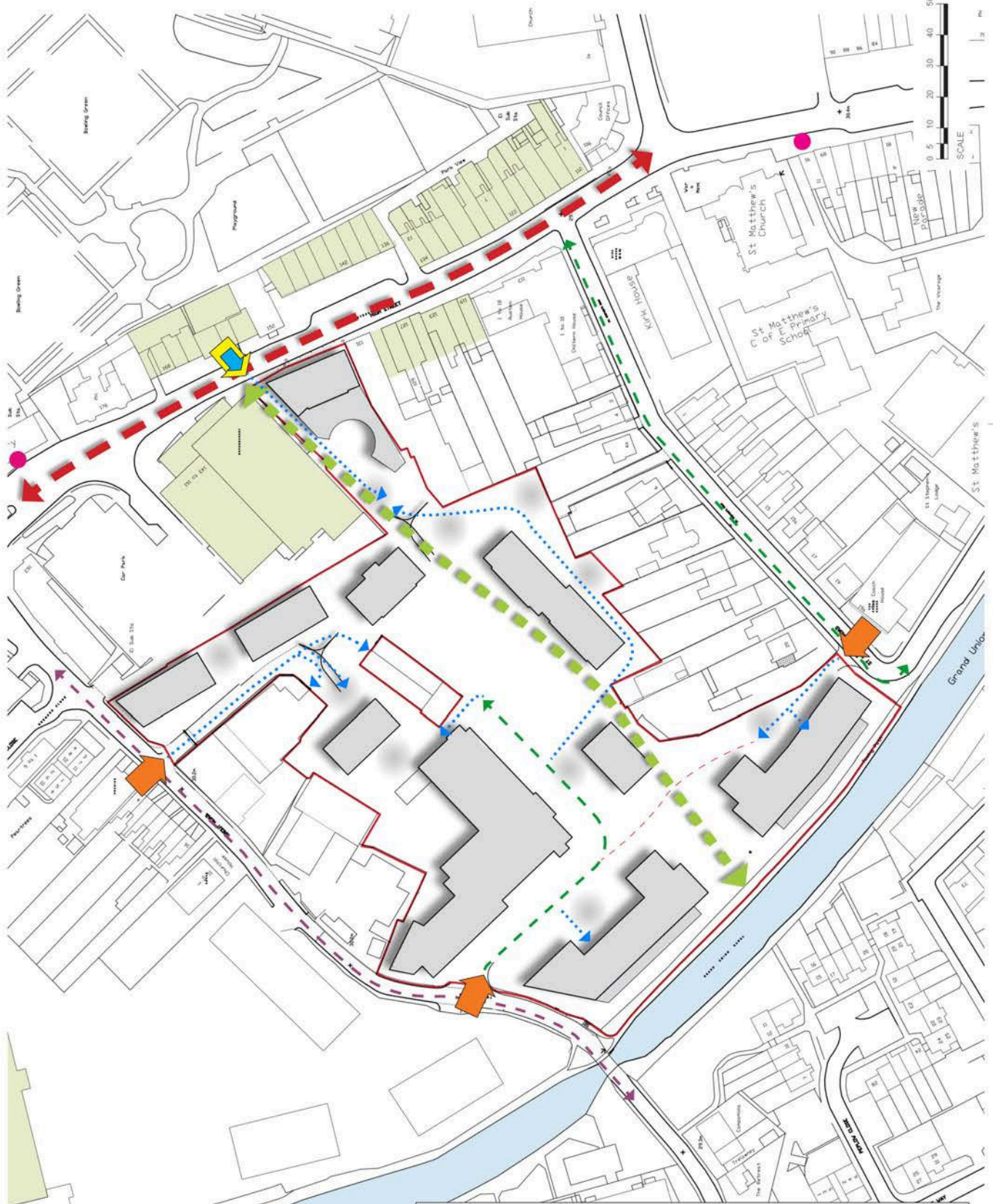


IMAGES FOR ILLUSTRATION PURPOSES ONLY



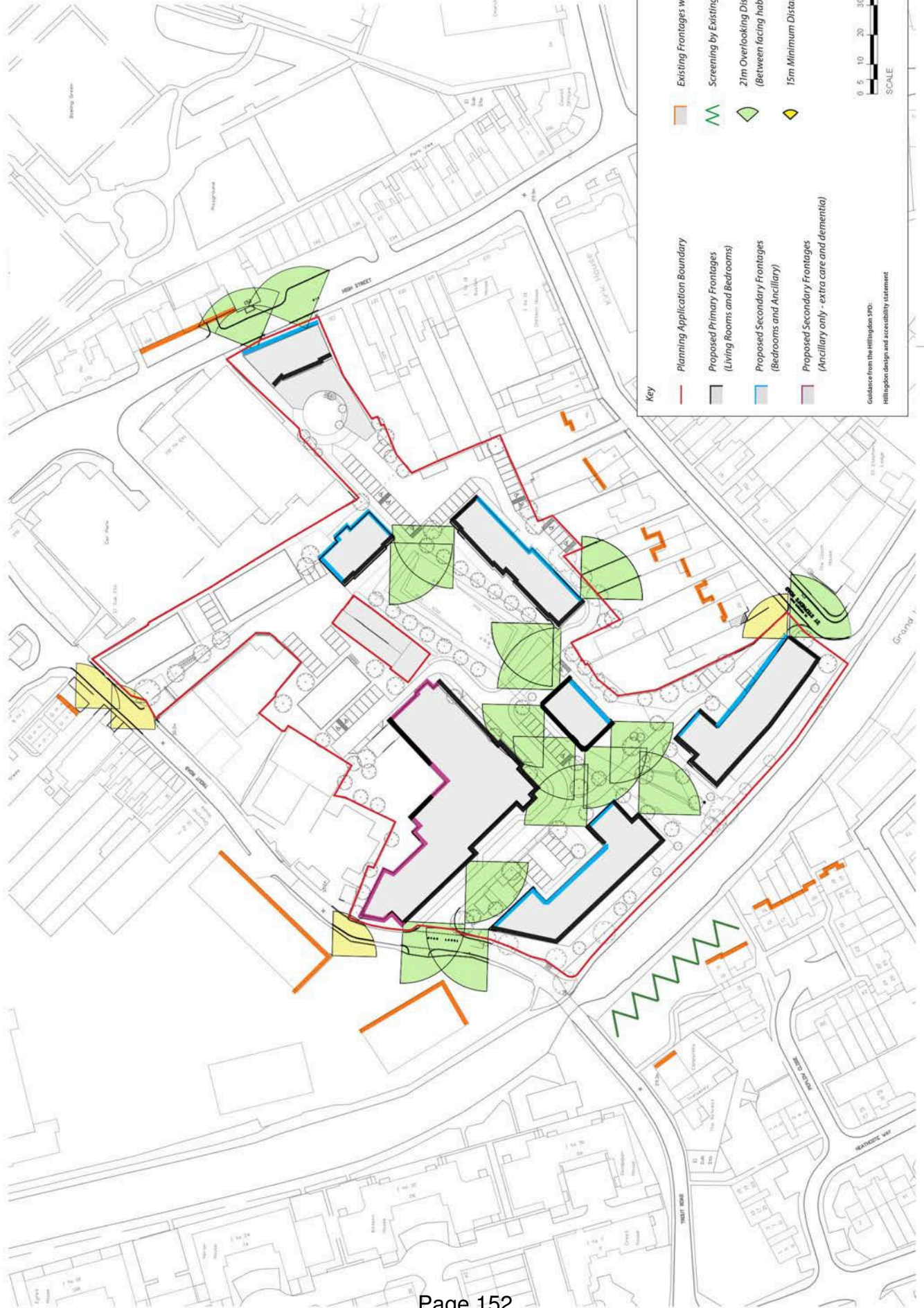
dwg no AL1832/2.1/01R.A
 RevA 18/12/2013
 drawn by SDT/AP
 checked TR
 scale 1:500 @ A1
 date 04/07/2013

Trout Road, West Drayton | Illustrative Landscape Drawing



Key	
	Planning Application Boundary
	Primary Road
	Secondary Road
	Secondary Road (Residential)
	Tertiary Road
	Primary Pedestrian Connection
	Fire Track
	Turning Heads
	Vehicular Access Points
	Service Access for Cafe/Restaurant (and residents of block M1)
	Main Pedestrian Access Point
	Proposed Buildings
	Proposed Parking Areas
	Bus Stop
	Local Shops





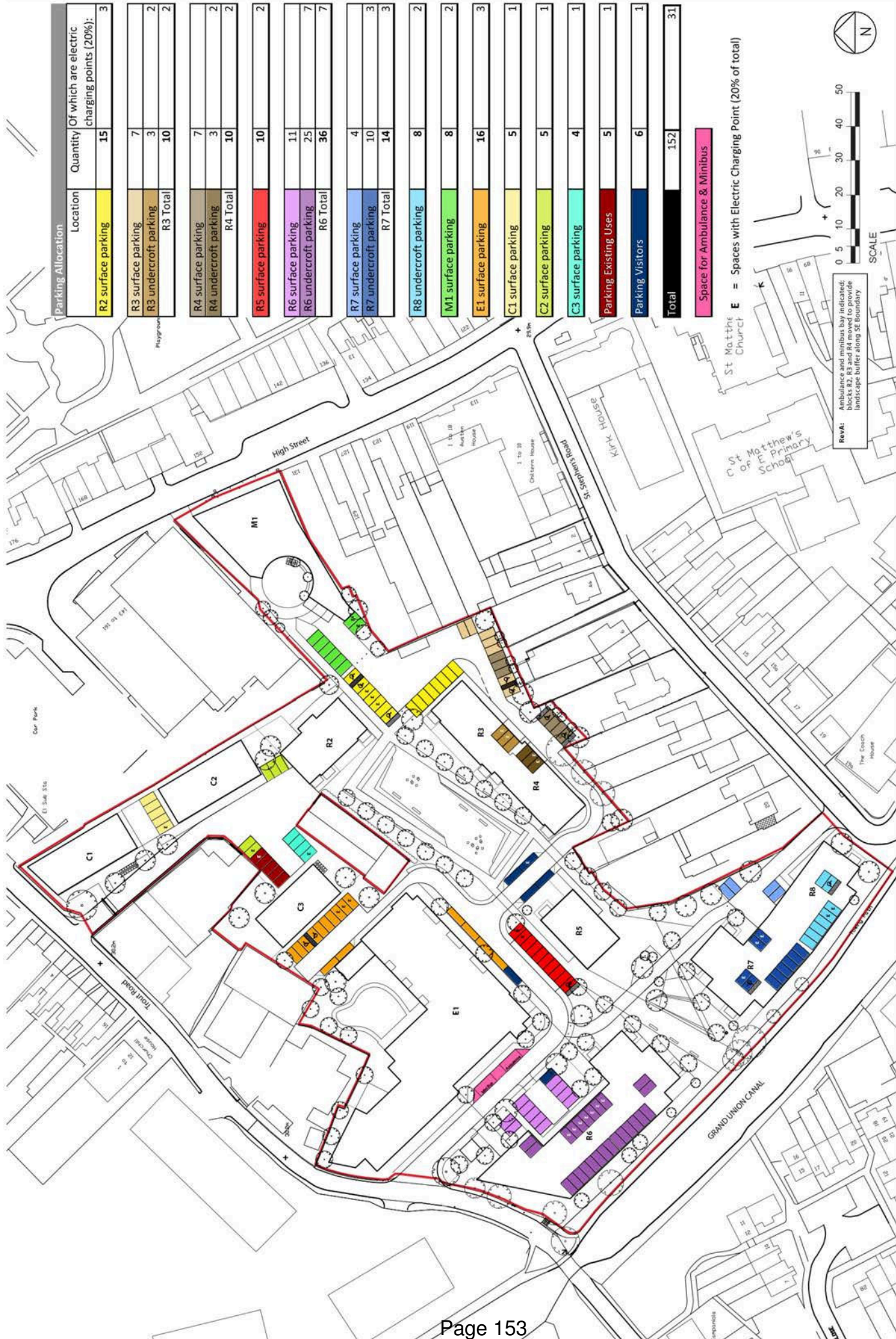
Key

- Planning Application Boundary
- Proposed Primary Frontages (Living Rooms and Bedrooms)
- Proposed Secondary Frontages (Bedrooms and Ancillary)
- Proposed Secondary Frontages (Ancillary only - extra care and dementia)
- Existing Frontages with Habitable Rooms
- ~ Screening by Existing Trees
- ◊ 21m Overlooking Distance (Between facing habitable room windows)
- ◊ 15m Minimum Distance

Guidance from the Hillingdon SPD:
Hillingdon design and accessibility statement

SCALE
0 5 10 20 30 40 50

N

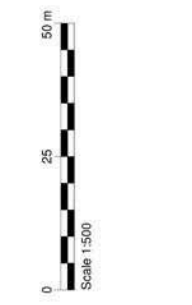


Parking Allocation	
Location	Quantity Of which are electric charging points (20%)
R2 surface parking	15
R3 surface parking	7
R3 undercroft parking	3
R3 Total	10
R4 surface parking	7
R4 undercroft parking	3
R4 Total	10
R5 surface parking	10
R6 surface parking	11
R6 undercroft parking	25
R6 Total	36
R7 surface parking	4
R7 undercroft parking	10
R7 Total	14
R8 undercroft parking	8
M1 surface parking	8
E1 surface parking	16
C1 surface parking	5
C2 surface parking	5
C3 surface parking	4
Parking Existing Uses	5
Parking Visitors	6
Total	152
Space for Ambulance & Minibus	31

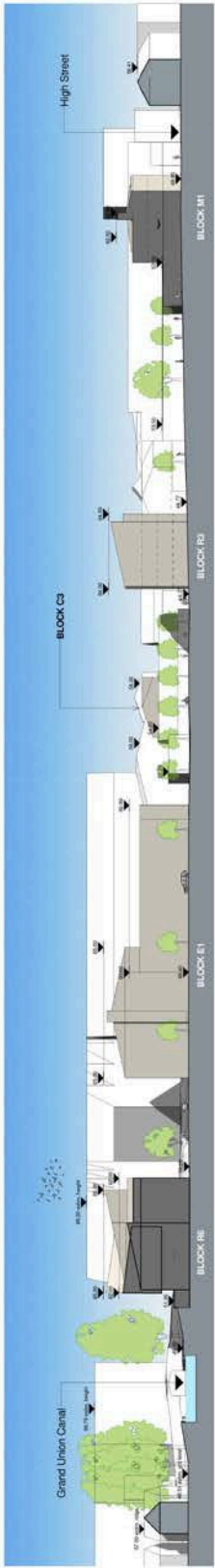
E = Spaces with Electric Charging Point (20% of total)

RevA: Ambulance and minibus bay indicated; blocks R2, R3 and R4 moved to provide landscape buffer along SE Boundary





1 Section E-W
1:500



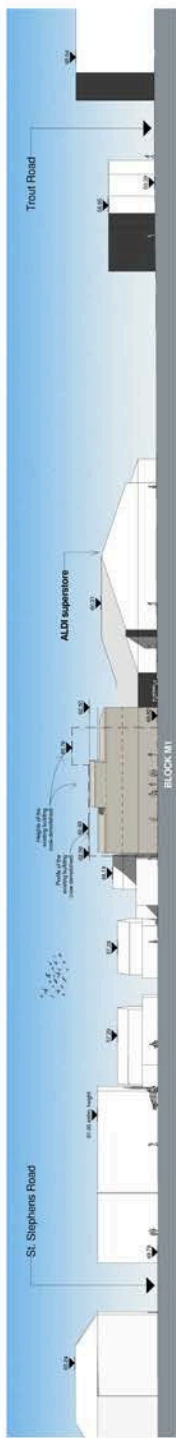
2 Section S-N
1:500



3 Section W-E
1:500



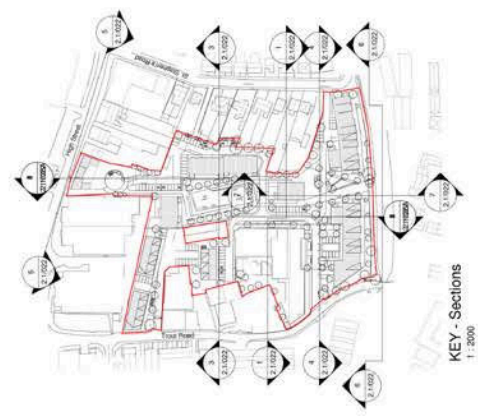
4 Section E-W 2
1:500



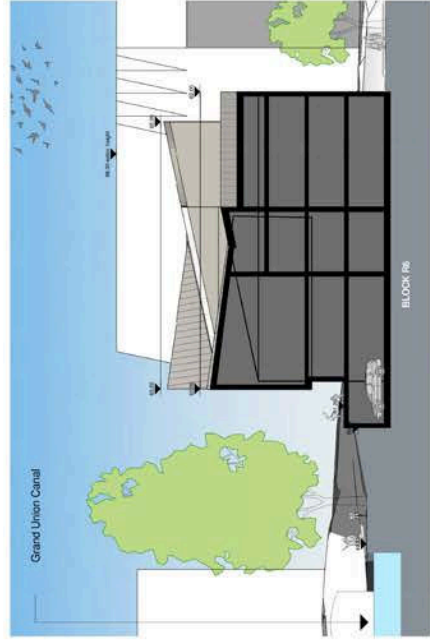
5 Section High Street
1:500



8 Section S-N Canal and Undercroft Parking
1:500

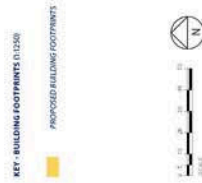


7 Section N-S
1:500



ReVA: Ambulance and minibus bay indicated; blocks R2, R3 and R4 moved to provide landscape buffer along SE boundary





RevA: Ambulance and minibus bay indicated; blocks R2, R3 and R4 moved to provide landscape buffer along SE Boundary

dwg no AA1832/2.1/23R.A drawn by SDT/AP scale 1:1250 @ A1
 RevA 18/12/2013 checked TR date 29/07/2013





KEY - HABITABLE ROOM LOCATIONS (1:500)

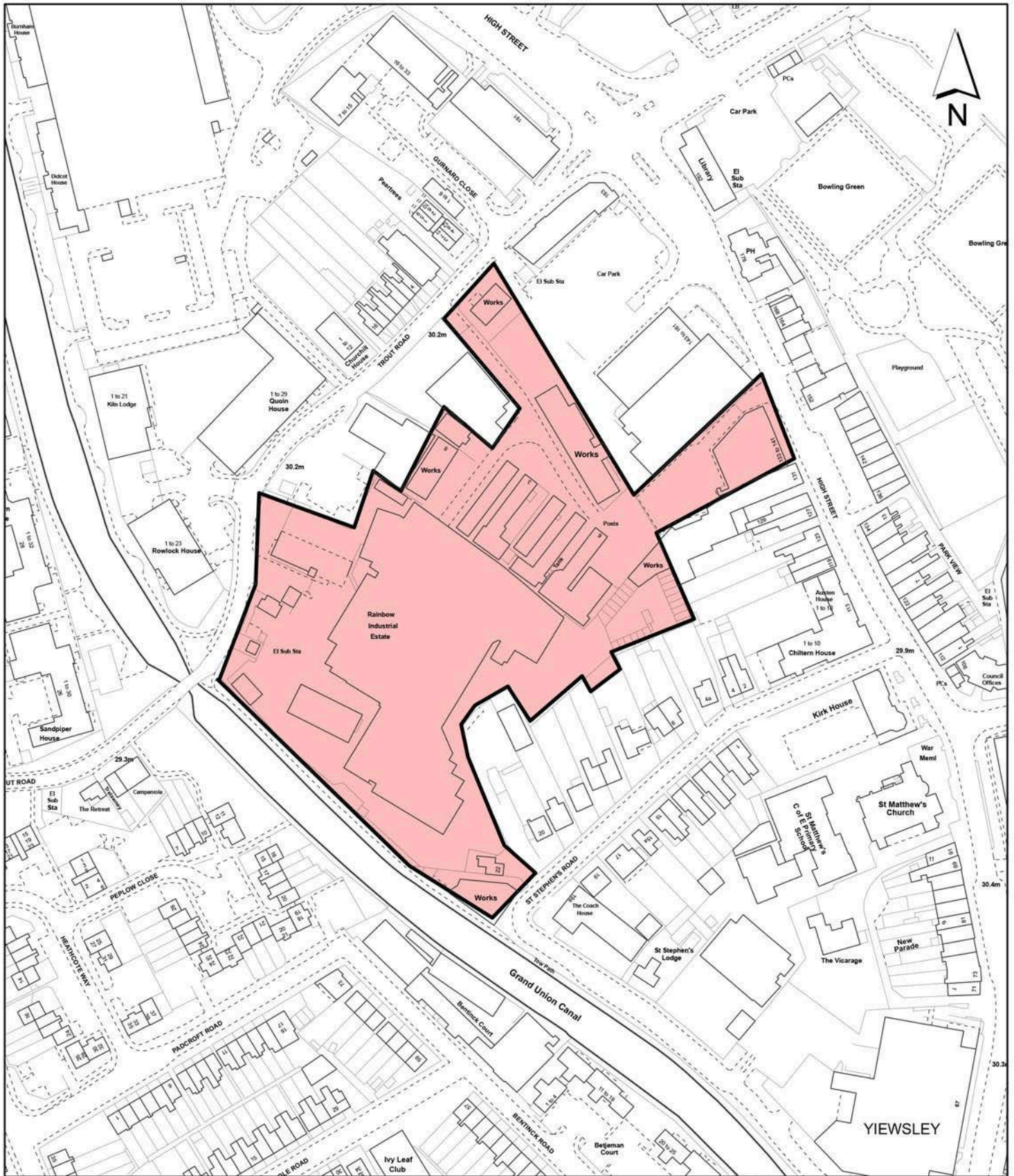
	LIVING/DINING ROOM
	BEDROOM
	EXTRA CARE COMMUNAL AREAS



RevA: Ambulance and minibus bay indicated; blocks R2, R3 and R4 moved to provide landscape buffer along SE Boundary



dwg no AI1832/2.1/025R-A drawn by SDT/AP scale 1:500 @ A1
 RevA 18/12/2013 checked TR date 29/07/2013



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Site Address

**Rainbow and Kirby Industrial Estate
 Trout Road**

Planning Application Ref:
38058/APP/2013/1756

Planning Committee
Major Application

Scale
1:2,000

Date
January 2014

**LONDON BOROUGH
 OF HILLINGDON
 Residents Services**

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



HILLINGDON
 LONDON