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# Major Applications Planning Committee

Date:

THURSDAY, 6 MARCH 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

#### To Councillors on the Committee

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

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Published: Wednesday, 26 February

2014

Contact: Nadia Williams

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This Agenda is available online at:

http://modgov.hillingdon.gov.uk/ieListDocuments.aspx?Cld=325&Mld=1841&Ver=4



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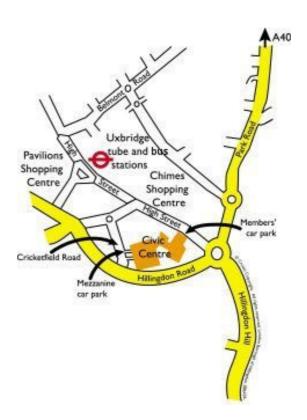
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# A useful guide for those attending Planning Committee meetings

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

#### **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;
- The Committee will vote on the recommendation in the report, or on an alternative recommendation put forward by a Member of the Committee, which has been seconded.

#### About the Committee's decision

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

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

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

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

# Agenda

#### **CHAIRMAN'S ANNOUNCEMENTS**

- 1 Apologies for Absence
- 2 Declarations of Interest in matters coming before this meeting
- 3 To sign and receive the minutes of the meeting held on 11 February 2014 (To follow)
- 4 Matters that have been notified in advance or urgent
- 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
6	Land East of the Former EMI Site, Blyth Road, Hayes 51588/APP/2011/2253	Botwell	Demolition of warehouse extension to Apollo House and erection of a part 4, part 5, part 6 and part 7 storey building comprising 132 residential units, cafe (Class A3), community room (Class D2), 5 x workshop units (Class B1, B8 or A2 uses), and associated car parking and landscaping.  Recommendation: Approval subject to S106 Agreement	1 – 8 190 - 339

7	The Old Vinyl Factory Site, Blyth Road, Hayes 59872/APP/2013/3775	Botwell	Variation of Condition 4 (Phasing) of planning permission 59872/APP/2012/1838 dated 19/04/2013, to allow variations to phasing of approved development to allow the Boiler house and the Material Store to come forward as Phases 1 and 2, and to allow the Veneer Store and/or Record Stack car parks to come forward earlier than in the approved phasing.  Recommendation: Approval subject to S106 Agreement	9 - 44 340 - 350
8	Pronto Industrial Estate and 585 - 591 Uxbridge Road, Hayes 4404/APP/2013/1650	Botwell	Part 2 Part 3 storey building to be used for light industrial (Use Class B1(c)) purposes. (Revise design of Block B approved in 4404/APP/2011/2079).  Recommendation: Approval of deed of variation to S106 Agreement ref: 4404/APP/2011/2079	45 – 68 351 - 357
9	Brunel University, Kingston Lane, Hillingdon 532/APP/2014/28	Brunel	Retention of 203 car parking spaces which were formerly permitted under a temporary planning permission.  Recommendation: Approval	69 – 82 358 - 361

Initial House, 150 Field End Road, Eastcote, Pinner  25760/APP/2013/3632  Cavendish Town and Country Planning Act for minor material amendment to condition 2 of the Secretary of State's appeal decision APP/R5510/A/12/2183271 dated 8th January 2012 (LBH ref: 25760/APP/2012/2410) which was for Erection of a part four, part three and part two storey building with basement parking, comprising 11 one-bedroom, 27 two-bedroom and 4 three-bedroom residential flats and a retail unit on the ground floor fronting Field End Road (involving demolition of the existing building).  The application seeks to amend condition 2 and seeks the following:  1) Addition of 3 units all contained within the approved building envelope (Proposal to provide 45 units); 2) Alterations to the mix of accommodation proposed to comprise 14 x 1 bed, 30 x 2 bed and 1 x 3 bed; 3) Changes to the internal layout; 4) Changes to the basement design (45 spaces) and vehicular entrance ramp to the basement parking; and 5) External alterations to the appearance of the building.  Recommendation: Approval			Т		
	10	Field End Road, Eastcote, Pinner	Cavendish	Town and Country Planning Act for minor material amendment to condition 2 of the Secretary of State's appeal decision APP/R5510/A/12/2183271 dated 8th January 2012 (LBH ref: 25760/APP/2012/2410) which was for Erection of a part four, part three and part two storey building with basement parking, comprising 11 one-bedroom, 27 two-bedroom and 4 three-bedroom residential flats and a retail unit on the ground floor fronting Field End Road (involving demolition of the existing building).  The application seeks to amend condition 2 and seeks the following:  1) Addition of 3 units all contained within the approved building envelope (Proposal to provide 45 units);  2) Alterations to the mix of accommodation proposed to comprise 14 x 1 bed, 30 x 2 bed and 1 x 3 bed;  3) Changes to the internal layout;  4) Changes to the basement design (45 spaces) and vehicular entrance ramp to the basement parking; and  5) External alterations to the appearance of the building.	
				Recommendation: Approval subject to S106 Agreement	

11	Site of Building 717, located between Sheffield Way & Southern Perimeter Road, Heathrow Airport (Due East of Terminal 4) 50657/APP/2013/2214	Heathrow Villages	Demolition of existing warehouse buildings and erection of 602 bedroom 8-storey hotel with associated car parking (Outline application including details of access, appearance, layout and scale - landscaping reserved).  Recommendation: Approval subject to referral to the Mayor of London and a S106 Agreement	113 - 158 371 - 388
12	Former Anglers Retreat PH, Cricketfield Road, West Drayton, UB7 7HG 11981/APP/2013/3307	West Drayton	Demolition of existing single and two storey extensions and outbuildings associated with the public house. Retention and conversion of the original public house building to form 2 no. residential units plus the erection of an additional 14 no. residential units on the site, provision of a wild flower meadow, car parking, landscaping, amenity space and other associated works.  Recommendation: Approval subject to referral to the Secretary of State and subject to Legal Agreement	159 - 216 389 - 404
13	Former National Air Traffic Services, Porters Way, West Drayton 5107/APP/2013/3397	West Drayton	Reserved matters (appearance and landscaping) in compliance with conditions 2 and 3 for Phase 3, third application (66 residential units) of planning permission ref: 5107/APP/2009/2348 dated 01/10/2010, for the proposed mixed used redevelopment of the Former NATS Site.  Recommendation: Approval	217 - 232 405 - 434

14	Former Yiewsley Swimming Pool Site, Otterfield Road, Yiewsley 18344/APP/2013/3564	Yiewsley	Redevelopment of site to provide mixed use development including one three-storey block comprising health centre and gym; one two-storey block comprising 12 supported housing/living flats and associated accommodation; car parking; landscaping; and ancillary development.  Recommendation: Approval subject to a Statement of Intent	233 - 272 435 - 456
15	Pield Heath RC School, Pield Heath Road, Hillingdon	Brunel	Construction of cycle track.  Recommendation: Approval	273 - 288 457 - 461
	5383/APP/2014/350			

Any Items Transferred from Part 1

Any Other Business in Part 2

Plans for Major Applications Planning Committee

Page 290 - 461

# Agenda Item 6

В

Item No. Report of the

**Corporate Director of Residents Services** 

Address: LAND TO THE EAST OF THE FORMER EMI SITE, BLYTH

ROAD

**Development:** Demolition of warehouse extension to Apollo House and

erection of a part 4, part 5, part 6 and part 7 storey building comprising 132 residential units, cafe (Class A3), community room (Class D2), 5 x workshop units (Class B1, B8 or A2 uses),

and associated car parking and landscaping.

**LBH Ref Nos:** 51588/APP/2011/2253

Drawing Nos: AS PER ORIGINAL COMMITTEE REPORT

**Date** Approved by Central and South Planning Committee 14<sup>th</sup>

applications approved at Committee

February 2012

#### 1.0 SUMMARY & CONSULTATIONS

#### Summary

Due to a number of changing circumstances since negotiation of the original legal agreement the developer of the site has requested a deed of variation to secure the following amendments to the original legal agreement:

- a) correct an erroneous plan attached to the original legal agreement);
- b) alter the affordable housing tenure so that all of the affordable housing units are provided as affordable rent, as opposed to a split of 4 social rent and 10 shared ownership.
- c) release the marketing suite from the requirement to become an incubator unit allowing it to remain as temporary community facility.
- d) alter timescale for the payments of commencement based obligations so that they are to be paid on occupation rather than commencement.

Having regard to the circumstances of the case the changes are consider appropriate, serving to secure the delivery of this key site which would ensure the delivery of the key site to the benefit of regeneration in Hayes while securing appropriate contributions and affordable housing. Approval of the Deed of Variation is therefore recommended.

#### **Internal Consultees**

Housing	No objection, subject to the affordable rent being capped at local
Officer	housing allowance rates the proposal would secure appropriate
	provision of affordable housing.

#### 2.0 RECOMMENDATION

That delegated powers be given to the Head of Planning, Green Spaces and Culture to enter into a deed of variation to the original legal agreement which would secure:

- 1. That the Council enter into a deed of variation with the applicants under Section 106 of the Town and Country Planning Act 1990 (as amended) or other appropriate legislation to secure the following changes to the original legal agreement:
  - a) correct an erroneous plan attached to the original legal agreement;
  - b) alter the affordable housing tenure so that all of the affordable housing units are provided as affordable rent, with rental levels secured at local housing allowance rates;
  - c) provide flexibility for the marketing suite to remain as a temporary community facility; and
  - d) alter timescale for the payments of commencement based obligations so that they are to be paid on occupation rather than commencement.
- 2. That Officers be authorised to negotiate and agree the amended terms for the Affordable Housing Schedule in the Deed of Variation.

#### 3.0 KEY PLANNING ISSUES

The current planning application was lodged on the 20<sup>th</sup> of September 2011 and reported to the Central and South Planning Committee on the 14<sup>th</sup> of February 2012.

The Committee determined to approve the application and the decision was released on the 12<sup>th</sup> of March 2012 after the s106 agreement had been signed.

Since this time a number of factors have changed in relation to the wider development context, including the grant of outline planning permission for the wider redevelopment of the Old Vinyl Factory, the successful use of the

marketing suite on Blyth Road as a community facility for a period of time and this particular development been taken on by a new developer (Be: here). Be: here specialise in the provision of private rented accommodation and therefore have a significantly different financial model to traditional developers.

As a result of these changes in circumstance a request have been received to alter some detailed aspects of the original legal agreement which are summarised below:

- a) correct an erroneous plan attached to the original legal agreement);
- b) alter the affordable housing tenure so that all of the affordable housing units are provided as affordable rent, as opposed to a split of 4 social rent and 10 shared ownership.
- c) release the marketing suite from the requirement to become an incubator unit allowing it to remain as temporary community facility.
- d) alter timescale for the payments of commencement based obligations so that they are to be paid on occupation rather than commencement.

It should be noted that the requests labelled a), b) and d) are relate to detailed aspects of the legal agreement and delegated authority was granted to the Head of Planning, Green Spaces and Culture to negotiate and agree such matters under the original resolution. However, the request is being reported in full so that a full understanding of the implications of the changes is available.

The applicant has provided additional financial information and information on the ongoing use of the marketing suite for community use in order to support the requested amendments.

The plan number correction simply seeks to ensure that the correct plan is included within the legal agreement. This amendment is necessary and raises no planning issues.

The amendment to the affordable housing would alter the tenure from 4 social rented and 10 shared ownership units to 14 affordable rented units. The units allocated for affordable housing remain unchanged, so the same size and mix of accommodation would be provided. It is noted that affordable rented units are sometimes of concern as the national definition of such accommodation allows rent levels which can be unaffordable in some borough, however the proposal addresses this issue as the amendment to the legal agreement would secure the rent level of the affordable rented units at local housing allowance. The affordable rented units provided would therefore be genuinely affordable for residents of the borough.

The proposed provision of affordable rented units is also considered to better meet the boroughs most immediate needs in terms of affordable housing.

In relation to the marketing suite on the wider old vinyl factory site, the original legal agreement south that this be provided as incubator start up unit so as to

provide an initial boost to employment opportunities prior to the delivery of employment floorspace within the wider old vinyl factory site.

Circumstances have changes since this agreement was originally negotiated in that there is now a planning permission for the redevelopment of the wider old vinyl factory site and that negotiation between the Local Planning Authority and developer alongside a loan from the Mayor of London has meant that employment generating floorspace within this development is being brought forward faster than was initially anticipated.

In addition, the former marketing suite was transformed to The Vinyl lounge in 2012, providing a community facility and a creative hub for the local community. In October 2012, Will Self Professor of Contemporary Thought at Brunel University and celebrated author, kicked off the first of a series of seminars focusing on contemporary innovation, culture and thinking. The space has also be used for topical and educational sessions on a variety of topics include an event called 'Our Hayes Our Future' which allowed students to share their views of Hayes as it currently stands.

The spaces has been booked for large scale community events by a number of organisations and for a number of purposes including the Met Film School, Rackspace, Kick-start youth music project, REAP (Refugees in Effective and Active Partnership), Creative Writing Workshops, Horn of Africa Youth Association, Job Fairs, Pre-school training, MEND project training, GCDA training, and Challenge Network. The space is used by many community organisations on a weekly basis and since January 2013 has provided a facility which has been used by community groups for over 326 hours with a number of the events focusing on training and employment.

Given that circumstances have changes such that employment generation is being brought forward without the conversion of the marketing suite and that in its current form the building is providing a valued community facility. It is considered that amending the agreement to enable its retention as a community facility would better meet the needs of the community and promote the positive regeneration of the area.

The fourth change seeks to alter the timing for payment of contributions so that they are provided on occupation rather than prior to commencement of the development. In considering this matter it is important to note that it is not uncommon for such payments to be phased or to be paid much later in the development process.

The current agreement secures a mixture of staged payments for the differing heads of terms with the majority to be paid in 3 equal instalments throughout the build period. However, the financial model that informed the discussions at the time was based on a traditional business model which anticipated that sales income would be generated through receipt of deposits throughout the duration of the construction process thereby helping to support the cash flow and offset interest payments required to deliver the scheme.

The development is now to be delivered by Be: here who specialise in the provision of property for the private rental Sector and affordable rented accommodation. Due to the nature of this development there is no receipt of any payments between commencement of development and the letting of the first residential units. This means that there is no income received through the development stage and significantly impacts on the financial model as interest is incurred throughout the entire construction phase. The applicant has provided financial information to demonstrate the impact on viability arising from this model.

The alteration would mean that the Local Planning Authority would not receive funding as early in the build process, theoretically this means the authority is not in a position to deliver enhanced facilities until a later stage. However, in reality the spending of S106 monies to provide enhanced facilities is a complex process linked to the timing of other Council projects and pooled funding from various developments. In reality it would be rare for enhanced facilities to be provided until some point after the occupation of a new development, and the current phasing arrangement would mean this situation arose in any event.

The Local Planning Authority secured the maximum possible level of affordable housing on the original application and development viability is important to secure delivery of this important site. Accordingly, the shortfall arising from the differing financial model must be accommodated and it is considered that delaying payment of the obligations is preferable to the alternative which would likely manifest in a necessary reduction of affordable housing delivery at the site. The alterations to the phasing of payments is therefore considered acceptable.

Approval of the requested alterations to the legal agreement is recommended.

#### 4.0 OBSERVATIONS OF BOROUGH SOLICITOR

#### <u>General</u>

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.

#### 5.0 OBSERVATIONS OF THE DIRECTOR OF FINANCE

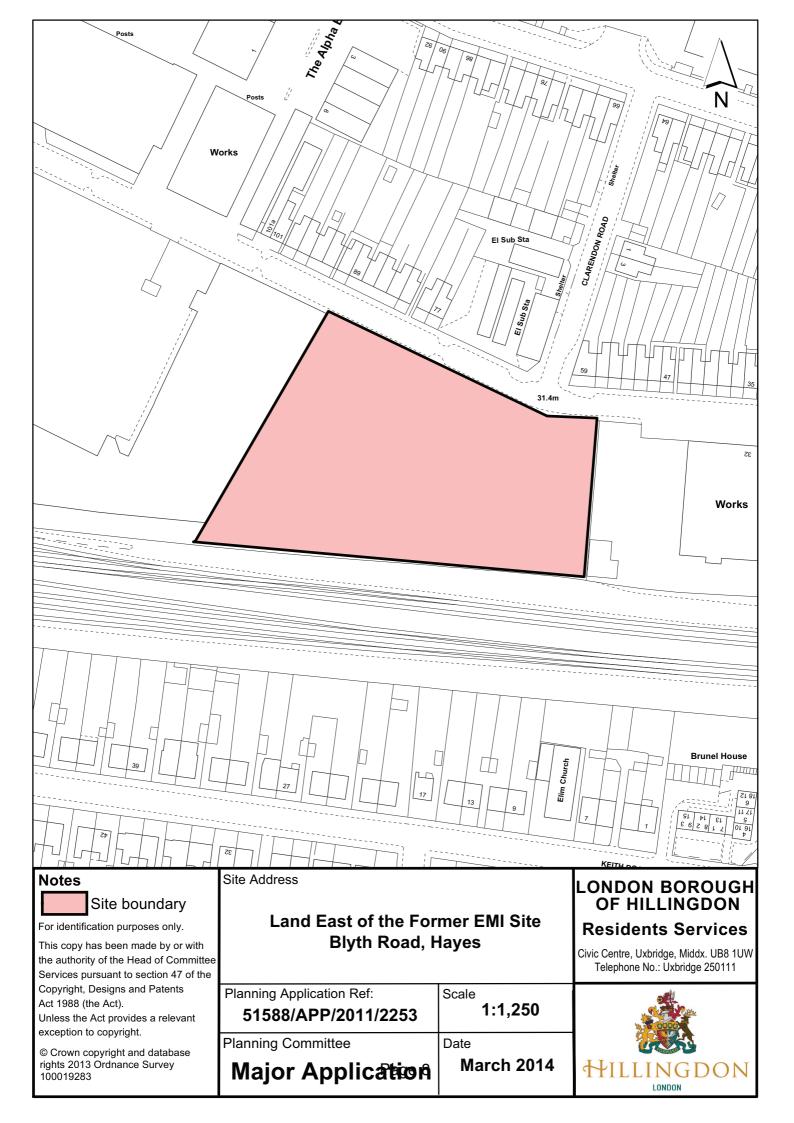
The report indicates that the costs of the development will be fully met by the developer, and the developer will make a Section 106 contribution to the

Council towards associated public facilities. The developer will also meet the reasonable costs of the Council in the preparation of the Section 106 agreement and any abortive work as a result of the agreement not being completed. Consequently, there are no financial implications for this Planning Committee or the Council.

#### 6.0 CONCLUSION

Having regard to the circumstances of the case the changes are consider appropriate, serving to secure the delivery of this key site which would ensure the delivery of the key site to the benefit of regeneration in Hayes while securing appropriate contributions and affordable housing. Approval of the Deed of Variation is therefore recommended.

Contact Officer: ADRIEN WAITE Telephone No: 01895 250 230



# Agenda Item 7

Report of the Head of Planning, Sport and Green Spaces

Address THE OLD VINYL FACTORY SITE BLYTH ROAD HAYES

**Development:** Variation of Condition 4 (Phasing) of planning permission

59872/APP/2012/1838 dated 19/04/2013, to allow variations to phasing of approved development to allow the Boilerhouse and the Material Store to come forward as Phases 1 and 2, and to allow the Veneer Store and/or Record Stack carparks to come forward earlier than in the approved phasing.

**LBH Ref Nos:** 59872/APP/2013/3775

**Drawing Nos:** 0157-9004 Rev 11

P\_0001 Application Boundary
P\_0002 Existing Ground Levels

P\_0003 Existing Buildings to be Retained

P 0004 Rev 02 Proposed Minimum and Maximum Plot Extents and

Heights

P\_0005 Rev 03 Proposed Lower Level Uses P\_0006 Rev 01 Proposed Upper Level Uses P\_0007 Rev 01 Proposed Ground Levels

P\_0008 Rev 02 Proposed Enclosed car park extent at ground level P\_0009 Rev 01 Proposed Enclosed car park extent above ground level

P 0010 Rev 01 Proposed Critical Distances

Proposed Parking and Phasing Phases 1-8 - 1615-14 P\_0011 Rev 01 Proposed Range of Building Heights

P\_0012 Rev 02 Proposed Ground Level Landscape and Open Space Plan P\_0013 Rev 01 Proposed Podium and Roof Landscape and Open Space Plan

P 0014 Rev 01 Tree Removal Plan

P 0015 Rev D - Access Circulation and Streets

IL\_0100 Rev 03 - ground level plan IL\_0101 Rev 02 - first floor plan IL\_0102 Rev 02 - second floor plan

IL\_0111 Rev 02 - roof plan4 IL\_0200 - sections 01 & 02

IL\_0201 - sections 03, 04, 05 & 06
Planning Statement July 2012
Environmental Statement July 2012
Design and Access Statement July 2012

Outline Sustainability Strategy

Active Frontage Statement - October 2012

Outline Sustainable Energy Assessment 15 11 12 Development Specification - Rev 5 (29/11/2013)

 Date Plans Received:
 18/12/2013
 Date(s) of Amendment(s):
 14/02/2014

 Date Application Valid:
 19/12/2013
 17/02/2014
 19/12/2013

#### 1. SUMMARY

The application seeks a variation of Condition 4 (Phasing) of planning permission 59872/APP/2012/1838 dated 19/04/2013, to allow variations to phasing of approved development to allow the Boilerhouse and the Material Store to come forward as Phases

1 and 2, and to allow the Veneer Store and/or Record Stack carparks to come forward earlier than in the approved phasing.

For the reasons outlined below, the proposal is considered to comply with the policies of the adopted Hillingdon Local Plan (2012), as such this application is 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 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. Employment Safeguarding: A programme of work to secure the refurbishment of the record store building. The programme to ensure phased restoration of the Record Store building to shell and core status. Shell to be refurbished prior to occupation of the 140th unit, with the ground floor also being fitted out to core standards at that time. At the time the ground floor is 75% let then the owner shall then fit out the first floor to core standards inclusive of the lifts. At the time the first floor is 75% let then the core works to the second shall be completed. This process to continue until the shell and core of all floors of the building have been refurbished.
- 2. Construction Training: Either a contribution equal to the formula as contained in the planning obligations SPD or an in-kind scheme delivered during all the construction phases of the development is to be agreed and implemented.
- 3. Employment Strategy: An employment strategy for the site which facilitates and promotes the employment of local people on site.
- 4. Energy Centre Provision: An obligation to secure delivery of the Energy Centre and any necessary alternative energy measures.
- 5. Public Realm/Town Centre Improvements: a financial contribution of £187,428.07.
- 6. Affordable Housing: 5% of the total scheme is to be delivered as affordable housing. A review mechanism will be incorporated into the S106 agreement to identify and secure additional affordable housing in the event of an uplift in land value as a result of improved economic conditions in the future (any increase will either be delivered on site or as a payment in lieu).
- 7. Education: A financial contribution in line with the formula as contained in the Planning Obligations SPD, revised Chapter 4 Education will be delivered.
- 8. Community Facility: Either the delivery of a music (EMI) museum on the site or a financial contribution in the sum of £100,000 to be secured.
- 9. Health: A financial contribution in line with the formula as contained in the Planning Obligations SPD equal to £216.67 per person.

- 10. Libraries: A financial contribution in line with the formula as contained in the Planning Obligations SPD equal to £23 per person.
- 11. Highways: A S278/38 agreement is required to be entered into to address all highways works as required by the Council's highways engineer.
- 12. Public Transport: A contribution in the sum of £20,000 has been sought by TfL: £10,000 for bus stop improvements on Clarendon Road and £10,000 towards Legible London Signing.
- 13. Travel Plans: Travel Plans are to be prepared and adhered to for the different aspects of this mixed use scheme.
- 14. Controlled Parking Scheme: To undertake a parking study and implement the findings of the study the cost of which is to be met by the developer. The use of the existing s106 funds from the partially implemented extant scheme of £32,805.07 are to be utilised towards any parking scheme that is required as a result of the study. In the event that no controlled parking measures are required then these funds are to be incorporated into the Public Realm/Town Centre contribution.
- 15. Air Quality: A contribution in the sum of £25,000 for the local air quality monitoring network is required.
- 16. Project Management and Monitoring Fee: in line with the Planning Obligations SPD a contribution equal to 5% of the total cash contribution secured from the scheme to enable the management and monitoring of the resulting agreement is required.
- 17. Crossrail Contribution/Mayoral CIL: Payment to the GLA either the Mayoral CIL or a Cross Rail contribution (required under the operative Crossrail SPG), which ever is the greater amount.
- 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 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.
- E) That if the application is approved, the following conditions be imposed:

#### 1 NONSC Outline Time Limit

The development hereby permitted shall begin either before the expiration of five years from the date of this permission, or before the expiration of two (2) years from the date of approval of the last of the reserved matters to be approved, whichever is the later, unless consent to any variation is first obtained in writing from the Planning Authority.

#### REASON

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

#### 2 NONSC Reserved Matters Time Limit

Unless otherwise agreed in writing by the Local Planning Authority, applications for approval of the following reserved matters shall be made to the Local Planning Authority before the expiry of five (5) years from the date of this permission:

- a) Appearance
- b) Landscaping

#### **REASON**

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

#### 3 NONSC Outline Reserved Matters

Unless otherwise agreed in writing by the Local Planning Authority, approval of the details of the appearance and landscaping of the relevant parts of the individual phases of the development (hereinafter called Reserved Matters) shall be obtained in writing from the Local Planing Authority for each phase of the development, before development of that phase is commenced.

Detailed drawings and supporting documentation to be submitted shall include the following:

- a) Full plans of the buildings, including roof form, details of photovoltaic panels, living roofs, lift overruns, plant and any other features/installations/projections. The submitted details shall demonstrate the residential units hereby are in accordance with the Mayor's London Housing Design Guide, 2012.
- b) Elevations of the buildings and a schedule of all materials to be used on all the external faces of the buildings (to be submitted on a materials palette board and drawings of appropriate scale or as sample materials as the Local Planning Authorities request). The extent of active frontage as set out in the Parameter plan P\_0005 Rev 3 will include no less than 80% of active uses and no more than 10 consecutive metres of inactive uses. Active uses are defined as the predominantly visually permeable\* facades at ground level that are occupied by A1, A2, A3, A4, A5, B1, D1, D2 uses and/or Car Park pedestrian entrance.
- (\*The word permeable is used to allow for structural piers, solid fenestration and other elements of the facade which may not be visually permeable.)
- c) Full plans, elevations and sections at an appropriate scale showing the future potential provision of intake/extract ventilation and ductwork for future Class A3 A5 Uses. Alternatively, plans shall be submitted showing the creation of voids through the building to roof level for the future potential provision of extract ventilation ductwork;
- d) Hard and soft landscaping plans including drawings, specifications and supporting details which shall include:
- i) A method statement outlining the sequence of development on the site including tree protection measures during demolition and building works;
- ii) Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval.
- iii) Planting plans (at not less than 1:100 or an appropriate scale to be agreed with the Local Planning Authority);

- iv)Written Specification of planting and cultivation works to be undertaken;
- v) Schedule of existing and proposed plants giving species, plant sizes, and proposed numbers/densities where appropriate implementation programme;
- vi) Existing and proposed finishing levels and contours;
- vii) Means of enclosure and boundary treatments including the positions, design, materials and type of treatments;
- viii) Outdoor children's play space including design and specification of play equipment including style of enclosure and security measures;
- ix) Minor artefacts and structures (such as furniture, refuse storage and signs, and shall include lighting for amenity spaces and streets as well as the buildings themselves);
- x) Existing and proposed functional services above and below ground (e.g. drainage, power cables or communications equipment, indicating lines or associated structures);
- xi) A scheme of landscape maintenance for a minimum of five years. The maintenance scheme shall include details of the arrangements for its implementation.
- xii) Details of refuse and recycling storage facilities.
- e) Accessibility plans including drawings, specifications and supporting details which shall include:
- i) Clearly defined vehicle free pedestrian routes to be provided through the site with crossing points clearly defined with blister tactile paving;
- ii) Seating/rest points will be provided within the public realm at 50m intervals to aid people unable to walk long distances;
- iii) The use of street furniture should be minimised to promote free pedestrian movement. The final design should feature furniture-free pedestrian corridors to provide a zone where visually impaired people can walk with confidence. Unavoidable items, such as lamp columns, should feature a contrast band, 150 mm tall, starting at a height of 1.5 m above ground level.
- iv) A strategy for providing shared space in the predominately pedestrian elements of the site and the choice of materials to ensure the spaces are clear and legible to all users, and specifically for people with sight impairments. A detailed levels plan (topographical survey) should also be submitted at an appropriate stage.
- v) A strategy for surface material, kerbs and drainage grates.
- vi) A fire strategy document that provides sufficient detail to ensure the safety of disabled people in the event of a fire and emergency. Such detail should include provisions for evacuating disabled people, and/or details of a stay-put procedure. Thereafter and prior to the occupation of each relevant phase, the scheme shall be completed in strict accordance with the approved details for the relevant phase, and be maintained for the life of the development unless otherwise agreed in writing by the local planning authority.

#### REASON

To ensure the appearance of the locality is protected and enhanced in accordance with Policies BE13 and BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012); to ensure that the external appearance of the buildings and landscaping is satisfactory in accordance with Policy BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012); and to safeguard the amenity of the surrounding areas in accordance with Policy BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### 4 NONSC Phasing Plan

The development shall proceed in accordance with the provisions of Phasing Plan Ref: 9004 rev 11. No changes to the phasing of the development shall take place until such time as details of the revised phasing are submitted to, and approved in writing by, the Local Planning Authority.

Thereafter, the development shall be completed in strict accordance with the most recently approved phasing plan.

#### REASON

To ensure the development proceeds in a satisfactory manner and to accord with policies LE2 and BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### 5 NONSC Tree Protection

Unless otherwise agreed in writing by the Local Planning Authority, no site clearance or construction work shall take place until the details relevant to each phase have been submitted to, and approved in writing by, the Local Planning Authority with respect to:

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 within each relevant phase shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced within the relevant phase until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority such fencing should be a minimum height of 1.5 metres.

Thereafter, the development shall be implemented in accordance with the approved details. The fencing shall be retained in position until development is completed.

The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

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

#### **REASON**

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

#### 6 NONSC Drainage & Sustainable Water Strategy

Unless otherwise agreed in writing by the Local Planning Authority:

- a) No development shall commence on site until an overarching drainage and sustainable water management (SUDS) strategy for the whole of the site, and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the following:
- i) The surface water run-off generated up to and including the 1 in 100 year critical storm will meet a minimum of a 60% reduction from the existing site's run-off at peak times following the corresponding rainfall event.
- ii) Provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- iii) Include a timetable for its implementation; and

- iv) Provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the SUDS throughout its lifetime.
- b) Prior to the commencement of each phase of development hereby approved, a detailed surface water drainage scheme for that specific phase, based on the approved strategy (as per item a. above), shall be submitted to and approved in writing by the local planning authority. The drainage details relevant for each phase should demonstrate the surface water run-off is reduced to a minimum of 60% from the existing site's run-off at peak times following the corresponding rainfall event. The scheme approved for each phase shall subsequently be implemented in accordance with the approved details before the overall development of each relevant phase is completed.

The scheme shall also include details of:

- Green roofs, as proposed in the Environmental Statement Appendix 3.2 Flood Risk Assessment, dated July 2012.
- Rainwater harvesting, in accordance with the details shown in the Environmental Statement Appendix 3.2 Flood Risk Assessment, dated July 2012.
- Permeable paving, in accordance with the details shown in the Environmental Statement Appendix 3.2 Flood Risk Assessment, dated July 2012.
- c) Prior to the commencement of each phase of the development, details demonstrating delivery of the SUDS strategy as it relates to the associated development phase shall be submitted to and approved in writing by the Local Planning Authority. The details 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.

The submitted details shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling within each relevant phase and will:

- i) provide details of water collection facilities to capture excess rainwater;
- ii) provide details of how rain and grey water will be recycled and reused 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 prevent the increased risk of flooding on and off-site; to improve and protect water quality; improve habitat and amenity, and ensure future maintenance of the drainage scheme in accordance with policy OE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### 7 NONSC Traffic, Parking and Servicing

Unless otherwise agreed in writing by the Local Planning Authority, prior to the commencement of each phase of development, detailed drawings and supporting documentation for the relevant phase shall be submitted to and approved in writing by the Local Planning Authority in respect of the following:

a) A Construction Phase Parking Management Plan (inclusive of site layout plans) for the relevant phase allocating the parking for the existing buildings in operational use at the

wider site including the Cabinet Building, Shipping Building and Record Store) during the construction works of each relevant phase. Thereafter, the car parking shall be allocated and retained in strict accordance with the approved details until the completion of construction works for the relevant phase:

- b) A Parking Allocation and Designation Plan (inclusive of site layout plans) for the relevant phase allocating the parking for the existing buildings in operational use at the site and the buildings to be erected.
- c) A Car Parking Review and Viability Report shall be submitted to and approved in writing by the Local Planning. The Car Parking Viability Report shall establish if the agreed quantum of B1 parking space can be decreased on a site wide basis. The Report shall provide a baseline comparison of the following criteria taken from the date of approval:
- i) Locally and regionally adopted car parking standards;
- ii) Modal split of workers for the B1 use units at the site:
- iii) Financial appraisal;
- iv) Potential to decrease car parking spaces at the site
- d) Secure electric charging points including details of the type of device, location and installation. Charging points should be capable of charging multiple vehicles simultaneously and shall be provided in the following proportions:

Residential 20% Employment 20%

Leisure 10%

Leisure 10%

In addition, a further passive provision should be made at car parking spaces as follows: Residential 20% Employment 10%

Notwithstanding, all car parking spaces are to be designed to be able to be easily fitted with electric charging points in the future;

- e) Provision for wheelchair disabled people and blue and brown badge holders. Disabled parking bays shall be a minimum of 4.8m long by 3.8m wide, or at least 3.0m wide where two adjacent bays may share an unloading area and which shall be sited in close proximity to entrances they serve and shall comprise a total of 7% and 3% of overall parking provided for blue badge and brown badge holders respectively;
- f) Car club siting within the development and the allocation of spaces designated for future car club operators to include a minimum of four spaces throughout the site;
- g) details of all traffic arrangements (including carriageways, footways, turning space, safety strips, visibility spays, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, loading facilities for all non-residential uses, and means of surfacing);
- h) A delivery and servicing plan (including refuse) for the relevant phase which shall include details of the types of vehicles (including size and weight), the routes which trucks will take to/from the site, measures to minimise the impact of noise, traffic and vibration associated with lorry movements on residential amenity, and measures to

minimise deliveries during peak hours;

- i) The means of construction and surfacing of all roads, parking areas, cycle ways and footpaths, for the relevant phase;
- j) Details of allocation of cycle parking in accordance with the standards within the London Plan (July 2011). For staff spaces, facilities should be in accessible and secure locations with lockers and shower facilities provided;
- k) Details of the allocation and provision, including location, of motorcycle parking in accordance with a standard of 1 space per 20 car parking spaces.

The Construction Phase Parking Management Plan and the Parking Allocation and Designation Plan shall adhere to the following provisions:

- Parking within the site shall not exceed a maximum provision of 1,540 spaces
- The residential car parking shall be allocated at not more than 0.75 spaces per residential dwelling, with 1 space allocated to all 3+ bedroom residential dwellings.

Thereafter, the development shall be carried out in accordance with the approved details and shall be retained for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

#### **REASON**

To encourage sustainable travel and to comply with London Plan Policy. To ensure that people in wheelchairs are provided with adequate car parking convenient access to building entrances in accordance with policy AM5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)). To ensure that adequate sight lines are provided and thereafter retained in interests of highway safety in accordance with policy AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (July 2011). To ensure pedestrian and vehicular safety and the free flow of and conditions of general safety within the site and on the local highway network to ensure adequate facilities are provided for cyclists in accordance with policies AM7, AM9, and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### 8 NONSC Contamination

Unless otherwise agreed in writing by the Local Planning Authority no phase of the 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/schemes that includes the following components to deal with the risks associated with contamination of the site/specific phase of development shall each be submitted to and approved, in writing, by the local planning authority:

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

- c) An options appraisal and remediation strategy based, on the site investigation scheme, giving full details of the remediation measures required and how they are to be undertaken.
- d) 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 (c) 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(s) shall be implemented as approved and the requirements of this condition can be addressed on a phased basis in line with the agreed phased implementation of the approved development.

#### **REASON**

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

#### 9 NONSC Contamination During Building Works

If, during development, contamination not previously identified is found to be present at the site then no further construction of that phase of the 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 unanticipated contamination is to 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 neighbouring land are minimised, together with those to controlled waters, property ecological systems and the development can be carried out safely without risks to workers, neighbours and other offsite receptors in accordance with policy OE11 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### 10 NONSC Infiltration of Surface Water Drainage

Unless otherwise agreed in writing by the Local Planning Authority, no new 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 prevent the contamination of controlled waters from existing land mobilised by the building work and new development in accordance with policy OE11 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### 11 NONSC Piling

Unless otherwise agreed in writing by the Local Planning Authority, no piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable

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

#### **REASON**

To prevent the contamination of controlled waters from existing land mobilised by the building work and new development in accordance with policy OE11 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### 12 NONSC Air Quality - Emissions from Energy Provision

Unless otherwise agreed in writing by the Local Planning Authority, prior to the installation of the Combined Heat & Power (CHP) Plant, details of the energy provision and the emissions from the CHP shall be assessed as part of a comprehensive air quality assessment for the proposed development and shall be submitted and approved in writing by the Local Planning Authority.

Details of the means to control and limit air pollution from the CHP shall be submitted and approved in writing by the Local Planning Authority. These measures shall be provided prior to the first operation of the CHP engine 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) and policy 7.14 of the London Plan (July 2011).

#### 13 NONSC Historic Building Recording

Unless otherwise agreed in writing by the Local Planning Authority, the applicant shall submit for approval in writing a programme of recording of up to Level 4, as defined by English Heritage, of the Pressing Plant and Powerhouse, prior to the partial demolition of the Pressing Plant and prior to the refurbishment of the Powerhouse. The programme shall then be implemented before partial demolition or

any work to the Pressing Plant or Powerhouse. Copies of the documents are to be sent to the Uxbridge Local History Library archive and English Heritage for inclusion in the London Heritage Environmental Record.

#### REASON

To safeguard the special architectural and historic interest of the building in accordance with policy BE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### 14 NONSC Acoustic Barrier to Railway

Unless otherwise agreed in writing by the Local Planning Authority, prior to the commencement of development of any phase involving working to either the Assembly Building, Materials Store or Machine Store, detailed designs, including the technical specifications of an acoustic (imperforate) buffer wall of a minimum of 1.8 metre high, shall be submitted to any approved in writing by the Local Planning Authority. Included in the technical specifications shall be details of the protective acoustic buffering qualities.

The acoustic buffer wall shall commence in the most south easterly part of the site, adjacent to the railway line, up to the eastern edge of the rear of the 'Record Store' building. The buffer wall shall be permanently retained and maintained in accordance with the approved details for so long as the development remains in existence.

#### REASON

To separate pedestrians from rail traffic and to protect future occupiers and users of the spaces hereby approved from noise disturbance and to accord with policies OE3 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### 15 NONSC Soil to Landscaped Areas

Unless otherwise agreed in writing by the Local Planning Authority, prior to the first occupation of any building within each relevant phase, site derived soils and imported soils within each phase shall be tested for chemical contamination. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

#### **REASON**

To ensure that the occupants of the development are not subject to any risks from soil contamination in accordance with policy OE11 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### 16 NONSC Archaeological Investigation

- a) Unless otherwise agreed in writing by the Local Planning Authority, no development shall take place in each phase until the applicant has secured the implementation of a programme of archaeological mitigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority.
- b) No development or demolition shall take place in any relevant phase other that in accordance with the Written Scheme of Investigation approved under Part (a) of this condition.
- c) The development of any relevant phase shall not be occupied until the site investigation and post investigation assessment for that phase has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (a), and the provision made for analysis, publication and dissemination of the results and archive deposition has been secured.

#### **REASON**

Heritage assets of archaeological interest may exist on this site. The planning authority wishes to secure the provision of archaeological investigation and the subsequent recording of the remains prior to development, in accordance with the guidance contained within the National Planning Policy Framework and in accordance with policy BE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and policy PT1.HE1 of the Local Plan Part 1 (November 2012).

#### 17 NONSC **Demolition**

Unless otherwise agreed in writing by the Local Planning Authority, no demolition of the Pressing Plant Building shall take place until a contract for the associated redevelopment for the rear of the site, provided for in planning permission and Conservation Area Consent [ref. 59872/APP/2012/1838 and 59872/APP/2012/1840], has been made.

#### **REASON**

To ensure that the premature demolition of a locally listed building within a Conservation Area does not occur, in accordance with policy BE4 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### 18 NONSC Energy Centre

Unless otherwise agreed in writing by the Local Planning Authority, prior to commencement of the development of the phase containing the 60th dwellings or

1,000sqm (GEA) of commercial development, a detailed scheme for the Energy Centre (the Powerhouse) will be submitted to and approved in writing by the Local Planning Authority. The scheme shall provide full specifications for the technology to be used as well as details of the piping network throughout the site (including allowances for offsite connections for future developments). It shall also include specifications of the CHP unit to be installed, when it will come online, and how this will be linked to the rest of the development site including calculations showing the impacts on CO2 and energy reduction. Finally the scheme shall include details for maintenance of the operation of the energy centre as well as methods for measuring and reporting its performance. The development must proceed in accordance with the approved scheme and accompanying plans.

#### **REASON**

To ensure the development contributes a minimum 25% reduction in CO2 emissions in order to mitigate against climate change in accordance with policy 5.2 of the London Plan (July 2011).

#### 19 NONSC Energy Assessment

a)Unless otherwise agreed in writing by the Local Planning Authority, prior to the commencement of each phase. A detailed energy assessment shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall demonstrate how the relevant phase will reduce regulated CO2 emissions by 25% and comply with the Outline Energy Statement (report no. 5319.003.006 MTT. July 2012).

- b) The assessment shall demonstrate that any residential units will achieve the mandatory CO2 emissions requirement for Code for Sustainable Homes Level 4. It will also demonstrate how the energy strategy will contribute to all non-residential development achieving a minimum of BREEAM Very Good (with the relevant credits awarded for a minimum of a 25% CO2 reduction) unless otherwise agreed in writing by the Local Planning Authority.
- d) Roof plans to show PVs for each building contained within the relevant phase, demonstrating compliance with the detailed energy assessment.

#### **REASON**

To ensure the development contributes a minimum 25% reduction in regulated CO2 emissions in accordance with policy 5.2 of the London Plan (July 2011).

#### 20 NONSC Code for Sustainable Homes

Unless otherwise agreed in writing by the Local Planning Authority, prior to the commencement of each phase of development plans and details of each building within the relevant phase shall be submitted to the Local Planning Authority for approval in writing. The plans and details shall demonstrate that each residential building will achieve a minimum standard of Code for Sustainable Homes Level 4 and each non-residential building achieving BREEAM 'Very Good'.

The development must be completed in accordance with the approved details and the applicant shall ensure that completion stage certificates have been attained and provided to the Council within 3 months of the first operation of the CHP Unit or within 3 months of completion of the phase, whichever is later.

#### **REASON**

To ensure that the objectives of sustainable development in accordance with policies 5.1

and 5.3 of the London Plan (July 2011).

#### 21 NONSC Play Area Provision of Details

Unless otherwise agreed in writing by the Local Planning Authority, no phase of development shall commence until details of play areas (as required by Condition 3) d) viii)) for children in the relevant phase have been submitted to and approved in writing by the Local Planning Authority. The details shall provide dedicated children's play areas in accordance with the Council standards and shall accord to the principles and designs as provided within Section 9 of the Design and Access Statement, July 2012.

Thereafter, the play areas shall be erected in accordance with the approved details prior to the occupation of the relevant block and maintained for the life of the development.

#### **REASON**

To ensure that the development makes adequate provision of children's play space in accordance with policy R1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and policy 3.16 of the London Plan (July 2011).

#### 22 NONSC Air Extraction System Noise and Odour

Unless otherwise agreed in writing by the Local Planning Authority, prior to the commencement of each phase of development, details of ventilation and associated ductwork to serve any Class A3 - A5 uses within the relevant phase shall be submitted to and aproved in writing. Thereafter, the relevant phase shall be implemented in accordance with the approved details and maintained for the lifetime of the development.

#### **REASON**

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

#### 23 NONSC Hours of Use (Restaurant etc.)

Unless otherwise agreed in writing by the Local Planning Authority, any premises in use for Class A1, A2, A3, A4 or A5 purposes shall not be open for customers outside the following hours:

0700 to 2300 Mondays - Saturdays

0900 to 2200 Sundays, Public or Bank Holidays.

#### **REASON**

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with policy OE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### 24 NONSC Hours of Loading/unloading/deliveries

Unless otherwise agreed in writing by the Local Planning Authority, there shall be no commercial loading or unloading of vehicles, including collections, outside the hours of 0800 and 1800 Monday to Friday and outside of the hours of 0800 and 1300 on Saturdays. There shall be no commercial loading or unloading on Sundays, Public or Bank Holidays.

#### **REASON**

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with policy OE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

NONSC

25 less otherwise agretation with Industry Maletan Alabaits Authority, all residential units within the development hereby approved shall be built in accordance with 'Lifetime Homes' Standards. 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 policies 3.1, 3.8, and 7.2 of the London Plan (July 2011).

#### 26 NONSC Secured by Design

Unless otherwise agreed in writing by the Local Planning Authority, prior to the commencement of each phase, a detailed CCTV strategy and camera location plan, together with the details of the fixtures and fittings of the CCTV cameras for the relevant phase, shall be submitted to and approved in writing by the Local Planning Authority.

Each phase of development shall achieve 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO). No building shall be occupied in the relevant phase until accreditation for that phase has been achieved.

#### REASON

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

#### 27 NONSC Construction Management Plan

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

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

#### **REASON**

To safeguard the amenity of surrounding areas in accordance with policy OE1 of the

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

#### 28 NONSC Sound Insulation Scheme

Unless otherwise agreed in writing by the Local Planning Authority, prior to the commencement of development of each phase a sound insulation scheme for protecting the proposed residential development (including balconies and podium level & rooftop outdoor amenity areas) from rail, commercial and other noise shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the approved mitigation measures shall be fully implemented in accordance with the approved details and shall be retained and maintained in good working order for so long as the buildings remains in use.

#### **REASON**

To ensure that the amenity of the occupiers of the proposed residential development is not adversely affected by road traffic, railway noise, commercial noise and other noise in accordance with policy OE5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and policy 7.15 of the London Plan (July 2011).

#### 29 NONSC Plant Level of Noise

Unless otherwise agreed in writing by the Local Planning Authority, the individual and cumulative rating level of noise emitted from plant and/or machinery at the development 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 Local Plan: Part Two Saved UDP Policies (November 2012).

#### 30 NONSC Acoustic Assessment of Multi-Storey Car Parks

Unless otherwise agreed in writing by the Local Planning Authority, prior to the commencement of development of any phase containing a multi-storey car park, a full acoustic assessment in relation to the impact of the noise assoicated with the car parks on the dwellings on Dawley Road , to include appropriate mitigation measures as required, shall be submitted to and approved in writing by the Local Planning Authority. hereafter, the approved mitigation measures shall be fully implemented in accordance with the approved details and shall be retained and maintained in good working order for so long as the buildings remains in use.

#### **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).

#### 31 NONSC Public Realm

The detailed designs of the multi-storey car parks, public realm and landscaping shall be in accordance with the principles as stated within Chapter 9 of the approved Design and Access Statement.

#### **REASON**

To ensure the appearance of the locality is protected and enhanced in accordance with policies BE13 and BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### 32 NONSC Approved Details

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers:

P\_0001 rev 00 - Planning Application Boundary

P 0002 rev 00 - Existing Ground Levels

P\_0003 rev 00 - Existing Buildings to be Retained, Demolished or Altered

P\_0004 rev 02 - Proposed Minimum and Maximum Plot Extents and Heights

P\_0005 rev 03 - Proposed Lower Level Uses

P\_0006 rev 01 - Proposed Upper Level Uses

P 0007 rev 01 - Proposed Ground Levels

P\_0008 rev 02 - Proposed Enclosed Car Park Extent - Ground Level

P 0009 rev 01 - Proposed Enclosed Car Park Extent - above Ground Level

P\_0010 rev 01 - Proposed Critical Distances

P 0011 rev 01 - Proposed Range of Building Heights

P\_0012 rev 02 - Proposed Ground Level Landscape and Open Space Plan

P 0013 rev 01 - Proposed Podium and Roof Landscape and Open Space Plan

P 0014 rev 01 - Tree Removal Plan

P 0015 rev D - Access, Circulation and Streets

Development Specification Rev 5, 29.11.2013

#### **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).

#### 33 NONSC Height

No building hereby permitted, other than the chimney stack of the Powerhouse, shall exceed 67.93m AOD.

#### **REASON**

Development exceeding this height would penetrate the Obstacle Limitation Surface (OLS) surrounding Heathrow Airport and endanger aircraft movements and the safe operation of the aerodrome. See Advice Note 1 Safeguarding an Overview for further information (available at www.aoa.org.uk/publications/safeguarding.asp).

#### **INFORMATIVES**

#### 1 | 152 | Compulsory Informative (1)

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

#### 2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

AM2

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

AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -
	<ul><li>(i) Dial-a-ride and mobility bus services</li><li>(ii) Shopmobility schemes</li><li>(iii) Convenient parking spaces</li></ul>
	(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
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE4	New development within or on the fringes of conservation areas
BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
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
BE38	Retention of topographical and landscape features and provision of
H4	new planting and landscaping in development proposals.  Mix of housing units
H5	Dwellings suitable for large families
H8	Change of use from non-residential to residential
OE1	Protection of the character and amenities of surrounding properties
	and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE11	Development involving hazardous substances and contaminated
R7	land - requirement for ameliorative measures  Provision of facilities which support arts, cultural and entertainment
	activities
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities

LPP 2.6	(2011) Outer Lendon: vision and strategy
	(2011) Outer London: vision and strategy
LPP 2.7	(2011) Outer London: Economy
LPP 2.8	(2011) Outer London: Transport
LPP 2.13	(2011) Opportunity Areas and intensification areas
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LPP 3.1	(2011) Ensuring equal life chances for all
LPP 3.4	(2011) Optimising housing potential
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LPP 3.6	(2011) Children and young people's play and informal recreation
LPP 3.7	(strategies) facilities (2011) Large residential developments
LPP 3.8	(2011) Housing Choice
LPP 3.9	(2011) Mixed and Balanced Communities
LPP 3.10	(2011) Definition of affordable housing
LPP 3.11	(2011) Affordable housing targets
LPP 3.12	(2011) Negotiating affordable housing (in) on individual private
LI I 3.12	residential and mixed-use schemes
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 5.8	(2011) Innovative energy technologies
LPP 5.10	(2011) Urban Greening
LPP 5.11	(2011) Green roofs and development site environs
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.14	(2011) Water quality and wastewater infrastructure
LPP 5.15	(2011) Water use and supplies
LPP 5.21	(2011) Contaminated land
LPP 6.1	(2011) Strategic Approach
LPP 6.3	(2011) Assessing effects of development on transport capacity
LPP 6.5	(2011) Funding Crossrail and other strategically important transport
	infrastructure
LPP 6.7	(2011) Better Streets and Surface Transport
LPP 6.9	(2011) Cycling
LPP 6.10	(2011) Walking
LPP 6.13	(2011) Parking
LPP 7.1	(2011) Building London's neighbourhoods and communities
LPP 7.2	(2011) An inclusive environment
LPP 7.3	(2011) Designing out crime
LPP 7.4	(2011) Local character
LPP 7.5	(2011) Public realm
LPP 7.6	(2011) Architecture
LPP 7.7	(2011) Location and design of tall and large buildings
LPP 7.8	(2011) Heritage assets and archaeology
LPP 7.9	(2011) Heritage-led regeneration

(2011) Reducing noise and enhancing soundscapes
(2011) Implementation
(2011) Planning obligations
(2011) Community infrastructure levy

#### 3

#### Archaeology:

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

#### 4

#### Glazing:

It is important that the double glazing acoustic specification recommendations in Environmental Noise Assessment report 12348A-R1 are implemented in full. Failure to comply with the recommendations could result in a requirement for expensive remedial works.

#### 5 I15 Control of Environmental Nuisance from Construction Work

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

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

You are advised to consult the Council's Environmental Protection Unit (www.hillingdon.gov.uk/noise 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 In Sewerage Connections, Water Pollution etc.

You should contact Thames Water Utilities and the Council's Building Control Service regarding any proposed connection to a public sewer or any other possible impact that the development could have on local foul or surface water sewers, including building over a public sewer. Contact: - The Waste Water Business Manager, Thames Water Utilities plc, Kew Business Centre, Kew Bridge Road, Brentford, Middlesex, TW8 0EE. Building Control Service - 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel.

01895 250804 / 805 / 808).

# 7 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).

#### 8 123 Works affecting the Public Highway - Vehicle Crossover

The development requires the formation of a vehicular crossover, which will be constructed by the Council. This work is also subject to the issuing of a separate licence to obstruct or open up the public highway. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW.

# 9 I3 Building Regulations - Demolition and Building Works

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

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

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

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

- The Building Regulations 2000 Approved Document Part M 'Access to and use of buildings', or with
- BS 8300:2001 Design of buildings and their approaches to meet the needs of disabled people Code of practice. AMD 15617 2005, AMD 15982 2005.

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

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

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

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

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

#### 11 I45 Discharge of Conditions

Your attention is drawn to conditions 3, 4, 5, 6, 7, 8, 11, 13, 14, 16, 17, 18, 19, 20, 21, 25, 26, 27, 28& 29 which must be discharged prior to the commencement of works. You will be in breach of planning control should you commence these works prior to the discharge of this/these conditions. The Council may consider taking enforcement action to rectify the breach of these conditions. For further information and advice contact - Planning & Community Services, Civic Centre, Uxbridge, UB8 1UW (Tel: 01895 250230).

#### 12 I47 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).

# 13 I49 Secured by Design

The Council has identified the specific security need(s) of the application site to be the need to comply with Secure By Design requirements. You are advised to submit details to comply with the specified security need(s) in order to comply with condition 26 of this planning permission.

#### 14 | 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.

#### **15** | 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)

#### 16

# **Building Regulations:**

The applicant is advised to make sure the plans accord to Part B of the Approved Document of the Building Regulations and that the application is submitted to Building Control/Approved Inspector who in some circumstances may be obliged to consult the Fire Authority.

#### 3. CONSIDERATIONS

# 3.1 Site and Locality

The whole of Old Vinyl Factory (TOVF) site consists of approximately 6.6 hectares of land set in an irregular quadrilateral shaped site. The multi-phase site was originally constructed between 1907 and 1935 by the Gramophone Company and was later the production centre of EMI Ltd, producing the majority of vinyl records for distribution worldwide. Associated record production works had ceased by the 1980s after which time the site has been largely vacant with many buildings falling into disrepair.

The TOVF site is bounded by Blyth Road to the north and by the Great Western Mainline railway to the South, with Hayes and Harlington rail station 420 metres to the east of the site. Opposite the site on Blyth Road lies the Grade II Listed Enterprise House, an eight storey office building, together with a variety of industrial and office buildings. The wider area is a mixture of residential, industrial and office uses with Hayes Town Centre located to the northeast of the site.

Much of the application site, as well as The Record Store, The Cabinet Building and The Shipping Building, which lie immediately outside of the application boundary, is situated within a Developed Area, The Botwell: Thorn EMI Conservation Area and partly within a Industrial and Business Area, as identified in the Policies of the Hillingdon adopted UDP, and a Strategic Industrial Location (SIL) as designated within the London Plan.

Contained within the wider TOVF site are seven main buildings which, from west to east are, The Marketing Suite, The Shipping Building, The Cabinet Building, The Record Store, The Powerhouse, Jubilee House and the Pressing Plant.

This application site comprises some 5ha and excludes the three largest employment buildings located to the south of the site, The Shipping Building, The Cabinet Building and The Record Store. This is because the refurbishment of these buildings has already been approved in earlier permissions. These is a separate application with the Council for alterations and extensions to the Cabinet Building.

Many of the existing building buildings are in a derelict condition arising from long term vacancy. They require a substantial investment to return them to a habitable and thus lettable state.

The public realm is dominated by a large extent of tarmac surfacing providing for surface

car parking.

# 3.2 Proposed Scheme

The application seeks a variation of Condition 4 (Phasing) of planning permission 59872/APP/2012/1838 dated 19/04/2013, to allow variations to phasing of approved development to allow the Boilerhouse and the Material Store to come forward as Phases 1 and 2, and to allow the Veneer Store and/or Record Stack carparks to come forward earlier than in the approved phasing.

The original phases for the scheme were approved as follows:

- 1. The Picture House (cinema) and The Powerhouse (energy centre)
- 2. The Boiler House (commercial ground floor, and 34 flats)
- 3. The Assembly Buildings (commercial units and 150 flats)
- 4. The Record Stack (car park)
- 5. The Veneer Building (commercial ground and first floors, and 88 flats)
- 6. The Material Store (commercial ground and first floors, and 155 flats)
- 7. The Machine Store (commercial ground and first floors, and 52 flats) and The Pressing Plant (museum)
- 8. The Veneer Store (car park)

This application proposes the following phasing:

- 1. The Boiler House
- 2. The Material Store
- 3. The Picture House and The Assembly Buildings
- 4. The Powerhouse
- 5. The Record Stack
- 6. The Machine Store and The Pressing Plant
- 7. The Veneer Building
- 8. The Veneer Store

The phasing plan allows for Phases 3 and 4 to be interchangeable, and for Phases 5 and 8 (both car parks) to be developed earlier if required.

The phasing of the provision of affordable housing and other S106 obligations would also be revised to reflect the change of phasing.

# 3.3 Relevant Planning History

59872/APP/2012/1838 The Old Vinyl Factory Site Blyth Road Hayes

Outline planning application for a mixed use development of the Old Vinyl Factory site including the demolition of up to 12,643 sqm of buildings and construction of up to 112,953 sqm (112,953 sqm includes the retention and re-use of 784 sqm of the Power House and 901 sqm Pressing Plant) of new floorspace. Uses to include up to 510 residential units (maximum area of 49,000 sqm GEA), up to 7,886 sqm of new B1 floorspace, up to 4,000 sqm of A class uses (A1, A2, A3, A4, A5), up to 4,700 sqm of D1 and D2 uses, an energy centre (up to 950 sqm), car parking, works to access and creation of new accesses and landscaping.

**Decision:** 19-04-2013 Approved

59872/APP/2013/3640 The Old Vinyl Factory Site Blyth Road Hayes

Non-Material amendment to planning permission 59872/APP/2012/1838, dated 19/04/2012, for revisions to site-wide drainage strategy, revisions to development specification, revisions to

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phasing of energy centre, and amendments to demolition and construction management plan.

Decision: 30-01-2014 Approved

# **Comment on Relevant Planning History**

The relevant history is listed above.

Application reference 59872/APP/2013/3640 granted permission for a non-material amendment to the scheme, due to the proposed revised phasing of the site, and some revisions to documents. This resulted in changes to the wording of conditions 6, 18, 27, and 32 of the original planning permission. These revised conditions have been carried across to this decision for clarity.

# 4. Planning Policies and Standards

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)

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

London Plan (July 2011)

National Planning Policy Framework

Hillingdon Supplementary Planning Document - Residential Layouts

Hillingdon Supplementary Planning Document - Residential Extensions

Hillingdon Supplementary Planning Document - Accessible Hillingdon

Hillingdon Supplementary Planning Document - Noise

Hillingdon Supplementary Planning Document - Planning Obligations; and Revised

Chapter 4, Education Facilities: September 2010.

Hillingdon Supplementary Planning Guidance - Air Quality

Hillingdon Supplementary Planning Guidance - Community Safety by Design

Hillingdon Supplementary Planning Guidance - Land Contamination

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

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

#### Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.CI1	(2012) Community Infrastructure Provision
PT1.Cl2	(2012) Leisure and Recreation
PT1.E1	(2012) Managing the Supply of Employment Land
PT1.E6	(2012) Small and Medium-Sized Enterprises (SME)
PT1.E7	(2012) Raising Skills
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM4	(2012) Open Space and Informal Recreation
PT1.EM5	(2012) Sport and Leisure
PT1.EM6	(2012) Flood Risk Management

PT1.H1	(2012) Housing Growth
PT1.H2	(2012) Affordable Housing
PT1.HE1	(2012) Heritage
PT1.T1	(2012) Accessible Local Destinations
Part 2 Policie	s:
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
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BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H4	Mix of housing units

H5	Dwellings suitable for large families
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OE1	Protection of the character and amenities of surrounding properties and the local area
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LPP 7.15	(2011) Reducing noise and enhancing soundscapes
LPP 8.1	(2011) Implementation
LPP 8.2	(2011) Planning obligations
LPP 8.3	(2011) Community infrastructure levy

# 5. Advertisement and Site Notice

- 5.1 Advertisement Expiry Date:- 31st January 2014
- 5.2 Site Notice Expiry Date:- 12th February 2014

#### 6. Consultations

#### **External Consultees**

#### **GREATER LONDON AUTHORITY:**

The application does not raise any new strategic issues. Therefore, under article 5(2) of the order, the Mayor of London does not need to be consulted further on this application. Your Council may, therefore, proceed to determine the application without further reference to the GLA.

#### TRANSPORT FOR LONDON:

In regards to phasing the developer will have to carry out a car parking review prior to the commencement of each phase. This will review the proposed parking at the site to see if a

reduction in the parking level could be accommodated, and further reduce the parking levels at the site. The developer will also have to carry out parking study on the neighbouring streets to assess whether or not a controlled parking zone is required. The cost of any scheme has to be met by the developer. This obligation should remain.

#### LONDON BOROUGH OF HOUNSLOW:

No objection. The Local Planning Authority considers that the changes to the phasing of the development would not have an adverse visual impact, affect highway safety or harm the living conditions of neighbouring residents of the London Borough of Hounslow. The proposed development therefore complies with policy ENV-B.1.1 (New Development) of the London Borough of Hounslow's adopted UDP.

#### **ENGLISH HERITAGE:**

This application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice.

#### **ENGLISH HERITAGE GLAAS:**

We have no comment on this.

#### **HEATHROW:**

We have now assessed the proposed variation of condition 4 (phasing) against safeguarding criteria and can confirm that we have no safeguarding objections to the proposed development.

## NATS:

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

#### **CROSSRAIL:**

The site of this planning application is identified outside the limits of land subject to consultation under the Safeguarding Direction. The implications of the Crossrail proposals for the application have been considered and I write to inform you that Crossrail Limited do not wish to make any comments on this application as submitted.

#### **NETWORK RAIL:**

Whilst there is no objection in principle to this proposal I give below my comments and requirements for the safe operation of the railway and the protection of Network Rail's adjoining land.

#### Safety:

No work should be carried out on the development site that may endanger the safe operation of the railway or the stability of Network Rail's structures and adjoining land. In view of the close proximity of these proposed works to the railway boundary the developer must contact Network Rail on AssetProtectionWestern@networkrail.co.uk before works begin.

#### **Internal Consultees**

**HIGHWAYS:** 

Major Applications Planning Committee - 6th March 2014 PART 1 - MEMBERS, PUBLIC & PRESS

The submitted drawings show that the revised phasing of the development will provide adequate car parking by way of utilising the existing parking facilities and providing temporary parking facilities on-site. Whilst there is no objection on the revised phasing plan from the highways point of view, discussions have been held with the developer regarding phasing and implementation of the S278 and S38 highway works, however the developer's proposals have not yet been agreed. Also with the revised phasing, it is required to ensure that suitable access and residential, office, and visitor car arrangements are in place for each of the proposed phases of the development.

#### TREES AND LANDSCAPING:

Nathaniel Lichfield's letter of 18 December 2013, supported by SEW's drawing No. 9004 Rev 07 and a series of drawings by Alan Baxter, Proposed Phasing, Phases 1-9, explain the rationale for an amendment to the phasing of the development. The timing and implementation of the comprehensive landscape proposals for the site will be affected by the phasing. However, the ultimate layout and landscape proposals should be unaffected. No objection.

#### FLOODWATER MANAGEMENT:

No concerns with amendments to phasing.

#### **ENVIRONMANTAL PROTECTION UNIT:**

CHP Condition and Issues with Phasing of the Development and the Energy Provision (NOx):

The energy centre/CHP (condition 12) requires a further air quality assessment and means of controlling air pollution, but it is anticipated this work will not be carried out for some time, and the outline sustainable energy strategy indicates CHP will be part of the phase 6 development in 2018. This has air quality implications for the protection of all phases in the vicinity of the Powerhouse which will be developed prior to the installation of the CHP. The possible change in chimney height (indicated as 3 metres above the tallest adjacent building) may provide some limited mitigation. Any mitigation effect would need to be clearly demonstrated as part of the air quality assessment, however it is not clear if the extension in chimney height is viable or adequate to prevent exceedances at the facade of nearby tall buildings. We would strongly recommend emissions are initially reduced by using the lowest emission CHP and boilers available.

#### 7. MAIN PLANNING ISSUES

# 7.01 The principle of the development

As stated in the assessment of the original outline application, the existing site is largely vacant, with the exception of part of the Shipping Building which was refurbished following the granting of planning permission in 2001. The applicant has provided a detailed and confidential review of the measures taken to market the immediately available Shipping Building and the, still to be refurbished, Cabinet Building, with both offers struggling to attract tenants. The report concludes that including a mixed use residential, retail and leisure offerings alongside the employment land within the scheme would improve the attractiveness of the commercial offer to potential B1 occupiers.

The applicant has stated that the scheme will deliver up to 4000 jobs at the site and will also provide up to 510 dwellings, both of which accord with the objectives of the Heathrow Opportunity Area. In addition the proposal would result in a net increase of up to 10,800 square metres of B1 floor space (including 2,914 square metres in a separate application for the cabinet building) at TOVF site.

Although it is noted that the revised phasing would result in some of the employment uses being delayed until later in the development of the site, commercial floorspace would still be provided as parts of the earlier phases. The applicant has stated that the site is not currently viable for the provision of the leisure uses at such an early stage. The revised phasing would allow the provision of the leisure quarter to be put back, while allowing work to commence on site. It is considered that allowing work to begin is a important step to the regeneration of the site, and in establishing the commercial floorspace on the site.

# 7.02 Density of the proposed development

Density was considered as part of the originally approved outline application, and was considered acceptable. The density of the site is not proposed to change as part of this application.

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

The impact on the heritage of the borough was considered as part of the originally approved outline application, and was considered acceptable, subject to conditions. The proposed revised phasing does not impact on this previous assessment.

#### 7.04 Airport safeguarding

BAA and NATS Safeguarding have reviewed the application and raise no objection to the application from an airport safeguarding perspective. As such, it is considered that the proposal would not impact on the safe operation of any airport.

# 7.05 Impact on the green belt

The site is not located within the Green Belt, so there are no Green Belt issues relating to this application.

# 7.07 Impact on the character & appearance of the area

The impact on the character and appearance of the area was considered as part of the originally approved outline application, and was considered acceptable. The proposed revised phasing does not impact on this previous assessment.

#### 7.08 Impact on neighbours

The impact on neighbours was considered as part of the originally approved outline application, and was considered acceptable. The proposed revised phasing does not impact on this previous assessment.

# 7.09 Living conditions for future occupiers

The living conditions for potential occupiers was considered as part of the originally approved outline application, and was considered acceptable, subject to appropriate conditions. The proposed revised phasing does not impact on this previous assessment.

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

The traffic and parking implications of the proposal was considered as part of the originally approved outline application, and was considered acceptable. The proposed revised phasing does not impact on this previous assessment. The Council's Highway Officer states that the scheme is required to ensure that suitable access and residential, office, and visitor car arrangements are in place for each of the proposed phases of the development. The applicant has provided revised phasing plans showing the car parking provided for each phase, and this will be ensured through appropriate conditions.

# 7.11 Urban design, access and security

The urban design and security of the proposal was considered as part of the originally approved outline application, and was considered acceptable. The proposed revised phasing does not impact on this previous assessment.

# 7.12 Disabled access

The access of the proposal was considered as part of the originally approved outline application, and was considered acceptable, subject to conditions. The proposed revised phasing does not impact on this previous assessment.

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

As per the original outline approval, the applicant proposes to provide 5% social/affordable housing. The quantum of affordable housing has been dictated by the Viability Assessment and given that the Assessment has been independently assessed and found to be robust, this level of provision is considered acceptable in this context. It is to be secured through the accompanying S106 legal agreement.

# 7.14 Trees, Landscaping and Ecology

The impact on the heritage of the borough was considered as part of the originally approved outline application, and was considered acceptable. The timing and implementation of the comprehensive landscape proposals for the site will be affected by the phasing. However, the ultimate layout and landscape proposals will be unaffected, and are controlled via suitable conditions.

# 7.15 Sustainable waste management

Sustainable waste management was considered as part of the originally approved outline application, and was considered acceptable. The proposed revised phasing does not impact on this previous assessment.

#### 7.16 Renewable energy / Sustainability

Given the proposed change in phasing, it has been agreed with Council Officers that the Boiler House development is, by itself, too small to justify the implementation of the Energy Centre. The previous non-material amendment application approved the revisions to the condition to ensure that the long term Energy Centre can alternatively be brought forward as a later phase. The earlier phases built before The Power House, will be built to connect to the site wide energy network following the construction of the Power House.

# 7.17 Flooding or Drainage Issues

Flood risk and the drainage of the site, including sustainable drainage was considered as part of the originally approved outline application, and was considered acceptable, subject to conditions. The proposed revised phasing does not impact on this previous assessment.

#### 7.18 Noise or Air Quality Issues

Noise and air quality was considered as part of the originally approved outline application, and was considered acceptable, subject to appropriate conditions. The conditions require an air quality assessment to be carried out prior to the construction of the CHP, and this will remain in place on the permission. The proposed revised phasing does not impact on this previous assessment.

#### 7.19 Comments on Public Consultations

No public responses were received as a result of the consultation on this application.

# 7.20 Planning Obligations

The original planning application (ref: 59872/APP/2012/1838) was subject to a legal agreement and the Mayor's Community Infrastructure Levy (CIL). The proposed amendments to the approved scheme would not affect the level of planning benefits which have already been secured, which are considered adequate and commensurate with the scale and nature of the proposed development, in compliance with policy R17 of the Local Plan Part 2 and the Council's Planning Obligations SPD.

However, it will be been necessary to complete a Deed of Variation, in order to insert the new planning reference number into the existing agreement, and to ensure matters relating to phasing are consistent.

# 7.21 Expediency of enforcement action

No enforcement action is required in this instance.

#### 7.22 Other Issues

None.

# 8. Observations of the Borough Solicitor

#### GENERAL

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

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

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

#### PLANNING CONDITIONS

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

# PLANNING OBLIGATIONS

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

# **EQUALITIES AND HUMAN RIGHTS**

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

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

Members should also consider whether a planning decision would affect human rights, in

particular the right to a fair hearing, the right to respect for private and family life, the protection of property and the prohibition of discrimination. Any decision must be proportionate and achieve a fair balance between private interests and the public interest.

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

None.

#### 10. CONCLUSION

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

#### 11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)

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

London Plan (July 2011)

National Planning Policy Framework

Hillingdon Supplementary Planning Document - Residential Layouts

Hillingdon Supplementary Planning Document - Residential Extensions

Hillingdon Supplementary Planning Document - Accessible Hillingdon

Hillingdon Supplementary Planning Document - Noise

Hillingdon Supplementary Planning Document - Planning Obligations; and Revised

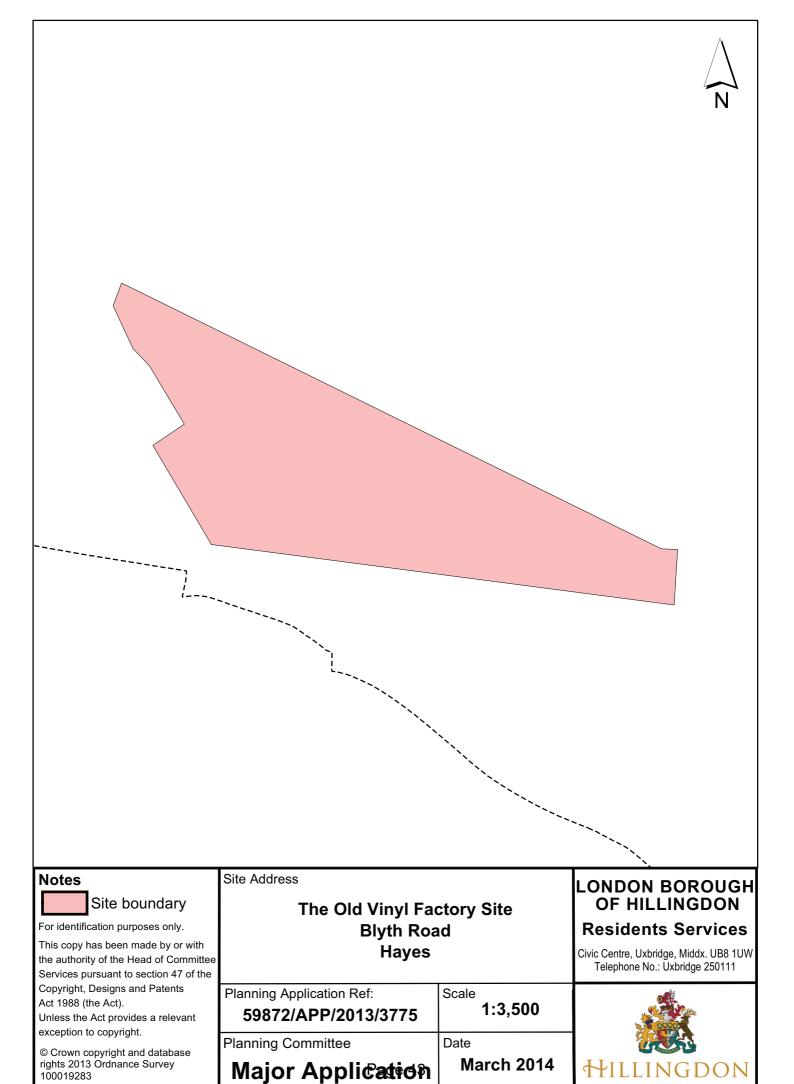
Chapter 4, Education Facilities: September 2010.

Hillingdon Supplementary Planning Guidance - Air Quality

Hillingdon Supplementary Planning Guidance - Community Safety by Design

Hillingdon Supplementary Planning Guidance - Land Contamination

Contact Officer: Adam Flynn Telephone No: 01895 250230



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# Agenda Item 8

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

Address PRONTO INDUSTRIAL ESTATE AND 585 - 591 UXBRIDGE ROAD HAYES

**Development:** Part 2 Part 3 storey building to be used for light industrial (Use Class B1(c))

purposes (revised design of Block B approved in 4404/APP/2011/2079).

**LBH Ref Nos:** 4404/APP/2013/1650

**Drawing Nos:** PL-205B

PL-101C TD401\_01C PL-204B PL-203B PL-202A PL-200B PL-405 PL-404 PL-400 PL-300 PL-300 PL-207 PL-206 PL-402 PL-403A

Air Quality Assessment

Arboricultural Implications Assessment Report Daylight, Sunlight & Overshadowing Assessment

Noise Assessment

Supporting Planning Statement

Sustainability Statement Tree Survey Schedule

**Employment Land Availabilty Report** 

**Disabled Access Statement** 

PL-100(S3) PL-102(S3) PL-103(S3) PL-201(S3) PL-401(S3) TD574-03C

Design and Access Statement - June 2013 Contamination Site Investigation - October 2013

Date Plans Received: 18/06/2013 Date(s) of Amendment(s):

Date Application Valid: 18/06/2013

#### 1. SUMMARY

The application is a Section 73 application to vary planning permission ref: 4404/APP/2011/2079 which permits the demolition of existing buildings and redevelopment of site to provide replacement Class B1(c) light industrial space and 34 two-bedroom and 9 one-bedroom flats with associated car parking, landscaping and amenity space.

For the reasons outlined below, the proposal is considered to comply with the policies of the adopted Hillingdon Local Plan (2012), as such this application is recommended for approval.

# 2. RECOMMENDATION

- a. That the application be determined by the Head of Planning, Green spaces and Culture under delegated powers, subject to the completion of a deed of variation to the Section 106 Agreement accompanying planning permission ref. 4404/APP/2011/2079 to provide for the following obligations:
- (i) Travel plans to be prepared in accordance with TFL guidance and implemented for the light industrial and the residential components of the development.
- (ii) The provision of a contribution of £19,571 towards educational facilities (inflation adjusted to account for the retail price index since March 2009).
- (iii) The provision of a contribution of £11,844.95 towards health care facilities (inflation adjusted to account for the retail price index since March 2009).
- (iv) The provision of a contribution of £10,000 toward community facilities (inflation adjusted to account for the retail price index since March 2009).
- (v) The provision of a contribution of £1,486 towards local library facilities (inflation adjusted to account for the retail price index since March 2009).
- (vi) A contribution of £2,500 for every £1 million build cost to provide for construction training.
- (vii) The provision of a pedestrian access to Rosedale Park, including the provision of access control and CCTV provision.
- (viii) A cash contribution equal to 5% of the total cash contribution to enable the management and monitoring of the requirements of the legal agreement.
- b. That the applicant meets the Council's reasonable costs in the preparation of the deed of variation to the Section 106 agreement and any abortive work as a result of the deed not being completed.
- c. That the officers be authorised to negotiate and agree detailed terms of the proposed deed of variation.
- d. That, if the Section 106 agreement is not completed within a period of 3 months from the date of Committee consideration that delegated powers be granted to the Head of Planning, Green spaces and Culture to refuse the application for the following reason
- The applicant has failed to provide contributions towards the improvements of services and facilities as a consequence of demands created by the proposed development (in respect of encouraging sustainable mosed of transport, educational facilities, health care facilities, community facilities, library facilities, and the provision of convenient access and permeability to nearby recreational space). Given that a legal agreement to address this issue has not at this stage

been offered or secured, the proposal is considered to be contrary to Policy R17 of the the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

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

# 1 T8 Time Limit - full planning application 3 years

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

#### REASON

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

# 2 OM1 Development in accordance with Approved Plans

The development shall not be carried out otherwise than in strict accordance with the plans hereby approved unless consent to any variation is first obtained in writing from the Local Planning Authority.

#### **REASON**

To ensure that the external appearance of the development is satisfactory and complies with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

#### 3 OM2 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 know 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 Unitary Development Plan Saved Policies (September 2007).

#### 4 M1 Details/Samples to be Submitted

No development shall take place until details and/or samples of all materials, colours and finishes to be used on all external surfaces have been submitted to and approved in writing by the Local Planning Authority.

#### **REASON**

To ensure that the development presents a satisfactory appearance in accordance with Policy BE13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

#### 5 Means of Enclosure - details

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

#### **REASON**

To safeguard privacy to adjoining properties in accordance with Policy BE24 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

#### 6 MCD9 No External Storage including refuse

In relation to the Class B1(c) units hereby approved, no display, placing or storage of refuse, recycling, goods, materials, plant or equipment shall take place other than within the buildings.

#### **RFASON**

In the interests of amenity and to ensure that external areas are retained for the purposes indicated on the approved plans in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policy 7.1.

# 7 MCD10 Refuse/Recycling Facilities

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

#### REASON

In order to safeguard the amenities of the area, in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (February 2008) Policy 4B.1.

#### 8 RPD11 Restrictions on Changes of Uses (Part 3, Sch. 2 GPDO 1995)

Notwithstanding the provisions of Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), the units identified as light industrial (Use Class (B1(c)) shall be used only for purposes within Use Class B1(c) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended).

#### **REASON**

In order to ensure the retention of industrial floorspace on site without detriment to the amenity of future or neighbouring occupiers in accordance with Policies LE4, OE1, OE3 and OE5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

#### 9 H1 Traffic Arrangements - submission of details

Development shall not begin until details of all traffic arrangements (including where appropriate home zones, shared surfaces, carriageways, footways, turning space, safety strips, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces including a scheme of dedicated allocated parking, loading facilities, closure of existing access and means of surfacing) have been submitted to and approved in writing by the Local Planning Authority. The approved development shall not be occupied until all such works have been constructed in accordance with the approved details. Thereafter, the parking areas, sight lines and loading areas (where appropriate) must be permanently retained and used for no other purpose at any time. Disabled parking bays shall be a minimum of 4.8m long by 3.6m wide, or at least 3.0m wide where two adjacent bays may share an unloading area.

## **REASON**

To ensure pedestrian and vehicular safety and convenience and to ensure adequate offstreet parking, and loading facilities in compliance with Policy AM14 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 6 of the London Plan . (July 2011).

# 10 H14 Cycle Storage - details to be submitted

No part of the development hereby permitted shall be commenced until details of covered and secure storage for 61 bicycles (43 for the residential units and 18 for the Class B1(c) units), changing facilities, lockers and showers for users of and visitors to the development have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall not be occupied or brought into use until the approved cycling facilities have been implemented in accordance with the approved plan, with the facilities being permanently retained for use by cyclists.

#### **REASON**

To ensure the provision and retention of facilities for cyclists to the development and hence the availability of sustainable forms of transport to the site in accordance with Policy AM9 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Chapter 6 of the London Plan. (July 2011).

# 11 TL1 Existing Trees - Survey

Prior to any work commencing on site, an accurate survey plan at a scale of not less than 1:200 shall be submitted to and approved in writing by the Local Planning Authority. The plan must show:-

- (i) Species, position, height, condition, vigour, age-class, branch spread and stem diameter of all existing trees, shrubs and hedges on and immediately adjoining the site.
- (ii) A clear indication of trees, hedges and shrubs to be retained and removed.
- (iii) Existing and proposed site levels.
- (iv) Routes of any existing or proposed underground works and overhead lines including their manner of construction.
- (v) Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees and other vegetation to be retained during construction work.

#### **REASON**

To enable the Local Planning Authority to assess the amenity value of existing trees, hedges and shrubs and the impact of the proposed development on them and to ensure that the development conforms with Policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

# 12 TL3 Protection of trees during site clearance and development

Prior to the commencement of any site clearance or construction work, detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority such fencing should be a minimum height of 1.5 metres. The fencing shall be retained in position until development is completed. The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

- 1. There shall be no changes in ground levels;
- 2. No materials or plant shall be stored;
- 3. No buildings or temporary buildings shall be erected or stationed.

- 4. No materials or waste shall be burnt: and.
- 5. No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

#### **REASON**

To ensure that trees and other vegetation to be retained are not damaged during construction work and to ensure that the development conforms with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

# 13 TL5 Landscaping Scheme - (full apps where details are reserved)

No development shall take place until a landscape scheme providing full details of hard and soft landscaping works has been submitted to and approved in writing by the Local Planning Authority and these works shall be carried out as approved. The scheme shall include: -

- · Planting plans (at not less than a scale of 1:100),
- · Written specification of planting and cultivation works to be undertaken.
- · Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate,
- · Implementation programme.

The scheme shall also include details of the following: -

- · Proposed finishing levels or contours,
- · Means of enclosure,
- · Car parking layouts,
- Other vehicle and pedestrian access and circulation areas.
- Hard surfacing materials proposed,
- · Minor artefacts and structures (such as play equipment, furniture, refuse storage, signs, or lighting),
- · Existing and proposed functional services above and below ground (e.g. drainage, power cables or communications equipment, indicating lines, manholes or associated structures),
- · Retained historic landscape features and proposals for their restoration where relevant.

#### **REASON**

To ensure that the proposed development will preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

# 14 TL6 Landscaping Scheme - implementation

All hard and soft landscaping shall be carried out in accordance with the approved landscaping scheme and shall be completed within the first planting and seeding seasons following the completion of the development or the occupation of the buildings, whichever is the earlier period. The new planting and landscape operations should comply with the requirements specified in BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs' and in BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. Thereafter, the areas of hard and soft landscaping shall be permanently retained.

Any tree, shrub or area of turfing or seeding shown on the approved landscaping scheme which within a period of 5 years from the completion of development dies, is removed or in the opinion of the Local Planning Authority becomes seriously damaged or diseased shall be replaced in the same place 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 in the next planting season

with another such tree, shrub or area of turfing or seeding of similar size and species unless the Local Planning Authority first gives written consent to any variation.

#### **REASON**

To ensure that the landscaped areas are laid out and retained in accordance with the approved plans in order to preserve and enhance the visual amenities of the locality in compliance with policy BE38 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

# 15 TL7 Maintenance of Landscaped Areas

No development shall take place until a schedule of landscape maintenance for a minimum period of 5 years has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the arrangements for its implementation. Maintenance shall be carried out in accordance with the approved schedule.

#### **REASON**

To ensure that the approved landscaping is properly maintained in accordance with policy BE38 of the Hillingdon Unitary Development Plan (September 2007).

# Noise-sensitive Buildings - use of sound insulation

Development shall not begin until a sound insulation scheme for protecting buildings A1 and A2 from road traffic noise and a scheme of sound attenuation between the ground and first floor uses within buildings A2, C and D, has been submitted, to, and approved by the Local Planning Authority. The sound insulation scheme shall meet an acceptable internal noise design criteria. The said scheme shall include such secure provision as will ensure that the said scheme and all of it endures for so long as the development is available for use and that any and all constituents parts are repaired and maintained and replaced in whole or in part so often as occasion may require.

#### REASON

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

# 17 NONSC Hours of Operation

The light industrial units (Use Class B1(c)) hereby approved and/or associated plant shall not be used outside the hours of 0800 and 1800 Monday to Friday, and 0800 and 1300 on Saturdays. The premises and/or specified plant or use shall not be used on Sundays, Public or Bank Holidays.

#### **REASON**

To safeguard the amenity of the surrounding area in accordance with policies OE1, OE3 and OE5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Policy 7.15 of the London Plan (July 2011).

# 18 NONSC Delivery Hours

No loading and unloading (to include waste collections) associated with light industrial units (Use Class B1(c)) on site shall take place outside the hours of 0800 and 1800 Monday to Friday, and 0800 and 1300 on Saturdays. No loading of unloading (to include

waste collections) shall occur on Sundays, Public or Bank Holidays.

#### **REASON**

To safeguard the amenity of the surrounding area in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and Policy 7.15 of the London Plan (July 2011).

# 19 DRC6 Contaminated Land - survey and remedial works

Development shall not begin until a site survey to assess contamination levels has been carried out to the satisfaction of the Local Planning Authority. The survey shall be undertaken at such points and to such depth as the Local Planning Authority may stipulate. A scheme for removing or rendering innocuous all contaminants from the site shall be submitted to and approved in writing by the Local Planning Authority and all works that form part of this scheme shall be completed before any part of the development is occupied.

#### **REASON**

To ensure that the occupants of the development are not subjected to any risks from soil contamination in accordance with Policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policy 5.21

# 20 DIS3 Parking for Wheelchair Disabled People

Development shall not commence until details of parking provision for wheelchair users, have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until all the approved details have been implemented and thereafter these facilities shall be permanently retained.

#### **REASON**

To ensure that people in wheelchairs are provided with adequate car parking and convenient access to building entrances in accordance with Policy AM13 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

Note: wheelchair users are not the only category of people who require a 'disabled' parking space. A Blue Badge parking space can also be used by people who have a mobility impairment (full-time wheelchair users account for only a small percentage of this category) including elderly people, visually impaired people having a sighted driver, children having bulky equipment such as oxygen cylinders that have to be transported with them, etc.

#### 21 DIS5 Design to Lifetime Homes Standards & Wheelchair Standards

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

#### **REASON**

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

# 22 SUS2 Energy Efficiency Major Applications (outline where energy s

No development shall take place on site until a detailed energy assessment has been

submitted to, and approved in writing by the Local Planning Authority. The assessment shall set out the baseline (2010 Building Regulations) energy demand, the details of how the development will achieve a 25% reduction in carbon emissions, the types of technology to be used, the impact of the technologies on the baseline, the phasing of the technology and plans and elevations showing inclusion of the technology. The methods identified within the approved assessment shall be integrated within the development and thereafter permanently retained and maintained.

#### **REASON**

To ensure that the development incorporates appropriate energy efficiency measures in accordance with London Plan (July 2011) Policies 5.1, 5.2, 5.3, 5.4, 5.5, 5.7, 5.9 and 5.10

#### 23 SUS4 Code for Sustainable Homes details

No development shall take place until an initial design stage assessment by an accredited assessor for the Code for Sustainable Homes and an accompanying interim certificate stating that each dwelling has been designed to achieve level 4 of the Code has been submitted to, and approved in writing, by the local planning authority. No dwelling shall be occupied until it has been issued with a final Code certificate of compliance.

#### **REASON**

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

#### 24 SUS5 Sustainable Urban Drainage

No development shall take place on site until details of the incorporation of sustainable urban drainage have been submitted to, and approved in writing by the Local Planning Authority. The approved details shall thereafter be installed on site and thereafter permanently retained and maintained.

#### **REASON**

To ensure that surface water run off is handled as close to its source as possible in compliance with London Plan July 2011 and to ensure the development does not increase the risk of flooding contrary to Policy OE8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007), London Plan (July 2011) Policy 5.12 and PPS25.

# 25 NONSC High Level Windows

All windows indicated to be high level windows on the approved plans shall be positioned so that the bottom sill is a minimum of 1.7m above final floor levels.

## **REASON**

To prevent overlooking to adjoining properties in accordance with policy BE24 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

# 26 NONSC Screening - Roof Terraces and Balconies

No development shall take place until details of the detailed design of the proposed balconies and roof terrace privacy screens have been submitted to, and approved in writing by, the Local Planning Authority. The balconies and roof terrace privacy screens will be implemented in accordance with the approved details and thereafter permanently retained.

#### REASON

To ensure the appearance of the balconies and roof terrace screening is appropriate and to prevent overlooking to adjoining properties in accordance with policies BE13 and BE24 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

# 27 OM14 Secured by Design

The development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development. Details of security measures shall be submitted and approved in writing by the Local Planning Authority before development commences. Any security measures to be implemented in compliance with this condition shall reach the standard necessary to achieve the 'Secured by Design' accreditation awarded by the Hillingdon Metropolitan Police Crime Prevention Design Adviser (CPDA) on behalf of the Association of Chief Police Officers (ACPO).

#### **REASON**

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

# 28 OM19 Construction Management Plan

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

- (i) The phasing of development works
- (ii) The hours during which development works will occur (please refer to informative 7 for maximum permitted working hours).
- (iii) A programme to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing.
- (iv)Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (v) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
- (vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
- (vii) The storage of demolition/construction materials on site.

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

#### **REASON**

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

# 29 NONSC CCTV and Lighting

Prior to development commencing, the applicant shall submit details of CCTV and external lighting coverage for the site for approval by the Council. The approved details

shall be installed prior to first occupation of any part of the development hereby approved and thereafter permanently maintained.

#### REASON

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

# 30 NONSC Archaeology

No development shall take place until the applicant has secured the implementation of a programme of archaeological work, in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Local Planning Authority.

#### **REASON**

To ensure that the proposed development does not disturb archaeological remains of importance in accordance with policy BE1 of the Hillingdon Unitary Development Plan Saved Policies.

# 31 NONSC Living Wall

No development shall commence on site until details of the proposed Living Wall on the northern elevation of Block B have been submitted to, and approved in writing by, the Local Planning Authority. Thereafter, the development shall be completed in accordance with the approved details and the Living Wall permanently retained and maintained on site.

#### **REASON**

In order to ensure the proposed Living Wall is implemented in accordance with policy 5.11 of the London Plan (July 2011).

# 32 SUS8 Electric Charging Points

Before development commences, plans and details of 12 electric vehicle charging points, serving the development and capable of charging multiple vehicles simultaneously, shall be submitted to and approved in writing by the Local Planning Authority.

#### **REASON**

To encourage sustainable travel and to comply with London Plan (July 2011) Policy 5.3

# 33 H11A Visibility Splays

Unobstructed sight lines above a height of 1 metre shall be maintained on both sides of the entrance to the site, for a distance of at least 2.4m in both directions along the back edge of the footway or verge.

#### **REASON**

To ensure that pedestrian and vehicular safety is not prejudiced, in accordance with Policy AM7 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

#### **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 quidance.

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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
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
BE15	Alterations and extensions to existing buildings
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.
H4	Mix of housing units
LE1	Proposals for industry, warehousing and business development
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
LE7	Provision of planning benefits from industry, warehousing and business development
LPP 3.1	(2011) Ensuring equal life chances for all
LPP 3.3	(2011) Increasing housing supply
LPP 3.4	(2011) Optimising housing potential
LPP 3.5	(2011) Quality and design of housing developments
LPP 3.9	(2011) Mixed and Balanced Communities
LPP 3.10	(2011) Definition of affordable housing
LPP 3.11	(2011) Affordable housing targets
LPP 3.12	(2011) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 3.13	(2011) Affordable housing thresholds
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.3	(2011) Sustainable design and construction
LPP 5.7	(2011) Renewable energy

LPP 5.11	(2011) Green roofs and development site environs
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 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

# 3 I1 Building to Approved Drawing

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

# 4 I12 Notification to Building Contractors

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

#### 5 I13 Asbestos Removal

Demolition and removal of any material containing asbestos must be carried out in accordance with guidance from the Health and Safety Executive and the Council's Environmental Services. For advice and information contact: - Environmental Protection Unit, 3S/02, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 277401) or the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS (Tel. 020 7556 2100).

# 6 I14C Compliance with Building Regulations Access to and use of

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

- The Building Regulations 2000 Approved Document Part M 'Access to and use of buildings', or with
- $\,\cdot\,$  BS 8300:2001 Design of buildings and their approaches to meet the needs of disabled people Code of practice.

AMD 15617 2005, AMD 15982 2005.

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

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

The duty to make reasonable adjustments can be effected by the Building Regulation

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

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

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

# 7 I15 Control of Environmental Nuisance from Construction Work Nuisance from demolition and construction works is subject to control under The Control

of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with: -

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

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

#### 8 I19 Sewerage Connections, Water Pollution etc.

You should contact Thames Water Utilities and the Council's Building Control Service regarding any proposed connection to a public sewer or any other possible impact that the development could have on local foul or surface water sewers, including building over a public sewer. Contact: - The Waste Water Business Manager, Thames Water Utilities plc, Kew Business Centre, Kew Bridge Road, Brentford, Middlesex, TW8 0EE. Building Control Service - 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

9 123 Works affecting the Public Highway - Vehicle Crossover

The development requires the formation of a vehicular crossover, which will be constructed by the Council. This work is also subject to the issuing of a separate licence to obstruct or open up the public highway. For further information and advice contact: - Highways Maintenance Operations, 4W/07, Civic Centre, Uxbridge, UB8 1UW.

#### 10 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).

# 11 Sites of Archaeological Interest

The application falls within an area in which archaeological finds of importance might be uncovered and while the scale of the works does not necessitate a full archaeological evaluation, a 'watching brief' may be required. Before commencement of the proposed works, you are therefore requested to send a copy of the approved drawings to English Heritage to allow them the opportunity to keep a watching brief during the course of the works. Contact - English Heritage, 23 Savile Row, London, W1S 2ET (Tel. 020 7973 3000).

# 12 | 147 Damage to Verge

You are advised that care should be taken during the building works hereby approved to ensure no damage occurs to the verge or footpaths during construction. Vehicles delivering materials to this development shall not override or cause damage to the public footway. Any damage will require to be made good to the satisfaction of the Council and at the applicant's expense. For further information and advice contact - Highways Maintenance Operations, Central Depot - Block K, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB3 3EU (Tel: 01895 277524).

#### 13

The development of this site is likely to damage archaeological remains. The applicant should therefore submit detailed proposals in the form of an archaeological project design. This design should be in accordance with the appropriate English Heritage guidelines.

#### 14

You are encouraged to consider the provision of electric charging points in the car park for use by the future occupiers of the development.

#### 15

You are advised that, due to the development's reliance on roof terraces for amenity space, any proposal for the installation of wind turbines on site may have a detrimental impact on the living environment provided for future occupiers. Accordingly, any submission in relation to condition 24 proposing wind turbines will be referred to the Planning Committee for determination.

125A

# 16 The Party Wall etc. Act 1996

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

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

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

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

#### 3. CONSIDERATIONS

# 3.1 Site and Locality

The site is an irregular 'L' shape trading estate of 0.49 hectares in area and located on the southern side of Uxbridge Road, Hayes. On the Proposals Map of the Hillingdon Unitary Development Plan the site is located within the Developed Area. There is currently a single storey detached converted house, occupied by a coach operator, at the front of the site and 7 industrial buildings at the rear of the site. The existing buildings are generally of a poor quality and are of no architectural merit.

Historically the site has been used as a transport depot for the parking and maintenance of vehicles and the storage/distribution of fuel products and ancillary goods. The site is currently being used for a number of industrial uses including panel beaters/car repairs, vehicle mechanics, valeting, metal fabrication and coach works. The uses on site currently represent a mix of B1(c) (Light Industrial), B2 (General Industrial) and B8 (Storage and Distribution) uses. However, the majority of the operations on site are considered to fall within use class B2.

The site has a 13.5 metre frontage and vehicular access off Uxbridge Road. The northern part of the site is long and narrow, approximately 24 metres wide, and this opens up at the southern end to an area approximately 73 metres wide.

The surrounding area consists of detached and semi-detached residential dwellings, generally two storeys in height, with large back gardens (average of approximately 50 metres). However, there are a number of more recent developments of a larger scale within the surrounding context. They include a 3 storey nursing and residential care home opposite the site and the 2.5/3 storey residential blocks at Admiral, Neville and Charlton Court to the east.

Adjacent to the site, to the west is a single storey house, which has been converted into a solicitor's office. At the rear of the site, to the east, is Rosedale Park. Allotment gardens are located to the south and west. A large recreation ground benefiting from play facilities is also located opposite the site entrance on the northern side of Uxbridge Road.

The site has a Public Transport Accessibility Level of 2 (on a scale of 1-6 where 6 represents the highest level of accessibility), although this increases to level 3 approximately 30m to the east of the application site. The site is also located within approximately 385m of the Uxbridge Road Secondary Shopping Area, which provides a range of local facilities.

# 3.2 Proposed Scheme

The application is a Section 73 application to vary planning permission ref: 4404/APP/2011/2079 which permits the demolition of existing buildings and redevelopment of site to provide replacement Class B1(c) light industrial space and 34 two-bedroom and 9 one-bedroom flats with associated car parking, landscaping and amenity space.

The current scheme proposes modifications to the design (appearance and ground floor layout) of Block B as well as a reduction in ground floor footprint of the building (approximately 4sq metres). No changes are proposed to the block footprint at first and second floor levels.

All other aspects of the development remain identical to the original scheme.

# 3.3 Relevant Planning History

4404/APP/2008/3558 Pronto Industrial Estate And 585 - 591 Uxbridge Road Hayes

Demolition of existing buildings and redevelopment of site to provide replacement Class B1(c) light industrial space and 34 two-bedroom and 9 one- bedroom flats with associated car parking, landscaping and amenity space.

Decision: 23-03-2009 Approved

4404/APP/2011/2079 Pronto Industrial Estate And 585 - 591 Uxbridge Road Hayes

Application to replace an extant planning permission ref: 4404/APP/2008/3558 dated 23/03/2009; Demolition of existing buildings and redevelopment of site to provide replacement Class B1(c) light industrial space and 34 two-bedroom and 9 one-bedroom flats with associated car parking, landscaping and amenity space.

**Decision:** 14-02-2012 Approved

4404/APP/2011/2823 Pronto Industrial Estate And 585 - 591 Uxbridge Road Hayes

Details in compliance with conditions 3 (levels), 4 (materials), 5 (boundary enclosures) 7 (refuse and recycling stores and 10 (cycle store plan)of planning permission ref: 4404/APP/2008/3558 dated 23/03/2009; Demolition of existing buildings and redevelopment of site to provide replacement Class

B1(c) light industrial space and 34 two-bedroom and 9 one- bedroom flats with associated car parking, landscaping and amenity space.

Decision: 14-12-2011 Approved

4404/APP/2011/2852 Pronto Industrial Estate And 585 - 591 Uxbridge Road Hayes
Discharge of condition nos 3,4,5,7,& 10 of Planning permission 4404/APP/2008/3558

#### Decision:

#### 4404/APP/2011/3101 Pronto Industrial Estate And 585 - 591 Uxbridge Road Hayes

Details in compliance with conditions 9 (traffic arrangements), 22 (disabled parking), 28 (details of balconies), 31 (CCTV and lighting) and 32 (Archaeological Investigation) of permission ref: 4404/APP/2008/3558 dated 23/3/2009: Demolition of existing buildings and redevelopment of site to provide replacement Class B1(c) light industrial space and 34 two-bedroom and 9 one-bedroom flats with associated car parking, landscaping and amenity space.

Decision: 21-05-2012 Approved

4404/APP/2012/209 589-591 Uxbridge Road Hayes

Details in compliance with conditions 12 (tree survey), 14 (tree protection), 15 (landscape scheme), 17 (Landscape maintenance), 18 (sound insulation) and 21 (contamination) of planning permission ref: 4404/APP/2008/3558 dated 23/03/2009; Demolition of existing buildings and redevelopment of site to provide replacement Class B1(c) light industrial space and 34 two-bedroom and 9 one-bedroom flats with associated car parking, landscaping and amenity space.

Decision: 05-04-2012 Approved

4404/APP/2013/1244 589-591 Uxbridge Road Hayes

Details pursuant to conditions 22 (Energy Assessment), 24 (SUDS), 28 (Demolition and Construction Management Plan), 31 (Living Wall), and 32 (Electric Vehicle Charging Points), of planning permission ref: 4404/APP/2011/2079 dated 30/03/2012; Application to replace an extant planning permission (ref: 4404/APP/2008/3558 dated 23/03/2009) for Demolition of existing buildings and redevelopment of site to provide replacement Class B1(c) light industrial space and 34 two-bedroom and 9 one-bedroom flats with associated car parking, landscaping and amenity space.

Decision: 11-11-2013 Approved

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

4404/APP/2011/2079: Application to replace an extant planning permission ref: 4404/APP/2008/3558 dated 23/03/2009; Demolition of existing buildings and redevelopment of site to provide replacement Class B1(c) light industrial space and 34 two-bedroom and 9 one-bedroom flats with associated car parking, landscaping and amenity space. Permission Granted. Scheme being built.

4404/APP/2008/3558: Demolition of existing buildings and redevelopment of site to provide replacement Class B1(c) light industrial space and 34 two-bedroom and 9 one-bedroom flats with associated car parking, landscaping and amenity space. Permission granted.

#### 4. Planning Policies and Standards

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

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London Plan (July 2011)

National Planning Policy Framework

Hillingdon Supplementary Planning Document - Residential Layouts Hillingdon Supplementary Planning Document - Residential Extensions

Hillingdon Supplementary Planning Document - Accessible Hillingdon

Hillingdon Supplementary Planning Document - Noise

Hillingdon Supplementary Planning Document - Planning Obligations; and Revised

Chapter 4, Education Facilities: September 2010

(2012) Built Environment

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

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

#### Part 1 Policies:

PT1.BE1

PT1.E1	(2012) Managing the Supply of Employment Land
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.H1	(2012) Housing Growth
PT1.T1	(2012) Accessible Local Destinations
Part 2 Policie	s:
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
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
BE15	Alterations and extensions to existing buildings
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.
H4	Mix of housing units
LE1	Proposals for industry, warehousing and business development
LE4	Loss of existing industrial floorspace or land outside designated Industrial and Business Areas
LE7	Provision of planning benefits from industry, warehousing and business

(2011) Ensuring equal life chances for all

(2011) Increasing housing supply

development

LPP 3.1

LPP 3.3

LPP 3.4	(2011) Optimising housing potential
LPP 3.5	(2011) Quality and design of housing developments
LPP 3.9	(2011) Mixed and Balanced Communities
LPP 3.10	(2011) Definition of affordable housing
LPP 3.11	(2011) Affordable housing targets
LPP 3.12	(2011) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 3.13	(2011) Affordable housing thresholds
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.3	(2011) Sustainable design and construction
LPP 5.7	(2011) Renewable energy
LPP 5.11	(2011) Green roofs and development site environs
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 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

#### 5. Advertisement and Site Notice

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

#### 6. Consultations

#### **External Consultees**

Consultation letters were sent to 108 local owner/occupiers on 01/07/13. The application was also advertised by way of a site notice.

One letter has been received, the letter raises no objections to the proposed amendment, but expresses a view that the site should be redeveloped for solely residential use.

No other external consultee responses were received.

#### **Internal Consultees**

HIGHWAYS - No objection, the proposal does not alter highways matters from those considered under the previous application.

ACCESS - No objection.

Environmental Protection Unit - No objection

Trees and Landscaping - No objection, the proposal does not tree or landscaping considerations and retained trees could still be adequately protected.

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#### 7. MAIN PLANNING ISSUES

#### 7.01 The principle of the development

The principle of development has been established under permission 4404/APP/2008/3558 extended by permission 4404/APP/2011/2079.

#### 7.02 Density of the proposed development

The density of the development has already been considered and deemed to be acceptable under planning permission ref:4404/APP/2008/3558 extended by permission 4404/APP/2011/2079.

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

The site does not lie in or near any of these designations.

#### 7.04 Airport safeguarding

This has been considered and deemed to be acceptable under planning permission ref:4404/APP/2008/3558 extended by permission 4404/APP/2011/2079.

#### 7.05 Impact on the green belt

The site does not lie in or near to the Green Belt.

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

The proposed alterations to the approved scheme are very minor. These include change to the internal layout to improve the access to the upper floor, and the creation of two separate units at ground floor. Change to the exterior of the building are also minor and include change to the layout and design of the fenestration of the elevations. These changes are to the window sizes and locations, and changes to the roof form. These changes are not considered to impact on the character and appearance of the area.

#### 7.08 Impact on neighbours

There proposed amendments to the scheme are not considered to have any significant impact on neighbouring properties. Windows are proposed in the western elevation of Block B, but these will be high level, which would not impact on the neighbouring properties.

#### 7.09 Living conditions for future occupiers

There are no changes to the residential floor layouts from the previous permissions on the site.

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

There proposed amendments to the scheme are not considered to have any significant impact on traffic or pedestrian safety or on car parking provision.

#### 7.11 Urban design, access and security

The urban design, access and security of the proposal was considered as part of the originally approved application, and was considered acceptable. The proposed revisions do not impact on this previous assessment.

#### 7.12 Disabled access

The changes to the scheme have no impact in this regard. The slight alterations to the ground floor layout do not have an adverse impact in terms of disabled access.

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

The proposed changes to the development do not impact on these matters. These issues were assessed and deemed acceptable under planning permission ref:4404/APP/2008/3558 extended by permission 4404/APP/2011/2079.

#### 7.14 Trees, landscaping and Ecology

The proposed changes to the development do not impact on these matters. These issues were assessed and deemed acceptable under planning permission ref:4404/APP/2008/3558 extended by permission 4404/APP/2011/2079.

#### 7.15 Sustainable waste management

The proposed changes to the development do not impact on these matters. These issues were assessed and deemed acceptable under planning permission ref:4404/APP/2008/3558 extended by permission 4404/APP/2011/2079.

#### 7.16 Renewable energy / Sustainability

The proposed changes to the development do not impact on these matters. These issues were assessed and deemed acceptable under planning permission ref:4404/APP/2008/3558 extended by permission 4404/APP/2011/2079.

#### 7.17 Flooding or Drainage Issues

The proposed changes to the development do not impact on these matters. These issues were assessed and deemed acceptable under planning permission ref:4404/APP/2008/3558 extended by permission 4404/APP/2011/2079.

#### 7.18 Noise or Air Quality Issues

The proposed changes to the development do not impact on these matters. These issues were assessed and deemed acceptable under planning permission ref:4404/APP/2008/3558 extended by permission 4404/APP/2011/2079.

#### 7.19 Comments on Public Consultations

No objections were received on the planning application.

#### 7.20 Planning obligations

The planning obligations would be secured by way of a Deed of Variation and the proposal does not affect the type or quantum of obligations necessary to mitigate the development impacts.

#### 7.21 Expediency of enforcement action

No enforcement action is required in this instance.

#### 7.22 Other Issues

None.

#### 8. Observations of the Borough Solicitor

#### **GENERAL**

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

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

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

#### PLANNING CONDITIONS

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

#### PLANNING OBLIGATIONS

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

#### **EQUALITIES AND HUMAN RIGHTS**

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

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

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

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

None.

#### 10. CONCLUSION

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

#### 11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)

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

London Plan (July 2011)

National Planning Policy Framework

Hillingdon Supplementary Planning Document - Residential Layouts

Hillingdon Supplementary Planning Document - Residential Extensions

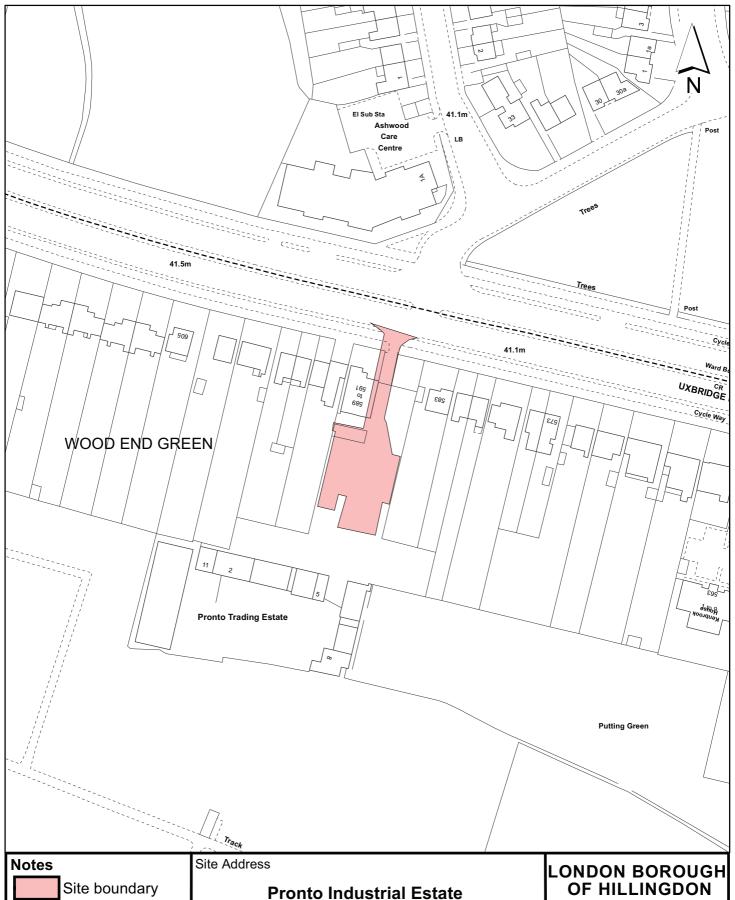
Hillingdon Supplementary Planning Document - Accessible Hillingdon

Hillingdon Supplementary Planning Document - Noise

Hillingdon Supplementary Planning Document - Planning Obligations; and Revised

Chapter 4, Education Facilities: September 2010

Contact Officer: Matt Kolaszewski Telephone No: 01895 250230



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and 585 - 591 Uxbridge Road **Hayes** 

Planning Application Ref:

4404/APP/2013/1650

Scale

1:1,250

**Planning Committee** 

Major Application

Date

March 2014

# **Residents Services**

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



# Agenda Item 9

Report of the Head of Planning, Sport and Green Spaces

Address BRUNEL UNIVERSITY KINGSTON LANE HILLINGDON

**Development:** Retention of 203 car parking spaces which were formerly permitted under a

temporary planning permission.

**LBH Ref Nos:** 532/APP/2014/28

**Drawing Nos:** Car Parking Justification Statement

Flood Risk Assessment BU-GW-00-PLN-065 BU-GW-00-SIT-065

Date Plans Received: 16/03/2012 Date(s) of Amendment(s):

**Date Application Valid:** 16/12/2013

#### 1. SUMMARY

The application seeks planning permission for the retention of 203 car parking spaces in 4 campus parking zones across the Brunel University Campus. Temporary consent was granted for a period of 5 years under planning decision reference 532/APP/2003/1790 for the car parking spaces set out in this application.

The retention of the 203 car parking spaces is considered to be acceptable on highways grounds with no adverse flooding or drainage concerns and the spaces form part of the approved quantum of car parking spaces as set out in the Outline planning permission for the development of the campus. The proposal would not detrimentally impact on the residential amenity of neighbouring occupiers.

It is considered that the 203 car parking spaces across 4 campus car parking zones would not have any significant impact on the openness of the Green Belt within this developed site and the car parking spaces do not result in an unacceptable visual impact on the visual amenities of the wider area in general.

Accordingly, the application is recommended for approval, subject to conditions.

#### 2. RECOMMENDATION

#### APPROVAL subject to the following:

#### 1 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers BU-GW-00-PLN-065 and BU-GW-00-SIT-065 and shall thereafter be retained/maintained for as long as the development remains in existence.

#### **REASON**

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

#### 2 RES15 Sustainable Water Management (changed from SUDS)

Within 6 months of the date of this decision a Drainage Masterplan 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 the Flood Risk Assessment to provide a minimum of 67 cubic metres surface water attenuation and incorporates sustainable urban drainage in accordance with the hierarchy set out in accordance with Policy 5.15 of the London Plan and will:

- i. Provide information on all SUDS features including the method employed to delay and control the surface water discharged from the site and:
- a. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume.
- b. any overland flooding should be shown, with flow path depths and velocities identified as well as any hazards and safe access and egress must be demonstrated.
- c. measures taken to prevent pollution of the receiving groundwater and/or surface waters;

The approved plan shall be fully implemented within 6 months of the Council's approval.

#### **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.

#### 3 NONSC Non Standard Condition

Within 6 months of the date of this decision a Flood Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall clearly demonstrate how it follows the recommendations set out in the Flood Risk Assessment approved as part of this application. The Flood Management Plan shall include details of risk from all sources of flooding, action to be taken by the University and detail the warning process for those on site.

The approved plan shall be fully implemented within 6 months of the Council's approval.

#### **REASON**

To reduce the impact of flooding on the existing development and to comply with Policies 5.12 and 5.13 of the London Plan (July 2011) and Policy EM6 of Hillingdon Local Plan: Part One Strategic Polcies (November 2012).

#### 3. CONSIDERATIONS

#### 3.1 Site and Locality

The application site comprises areas of hardstanding totalling 0.23ha, located on either side of the South Loop Road that lines the southern boundary of the Uxbridge Campus (the Campus) of Brunel University.

The South Loop Road runs parallel to the southern boundary of the site, linking the eastern access on Kingston Lane to the western edge of the site which is bounded by Cleveland Road. The service road crosses the River Pinn approximately half way along the southern boundary.

Brunel University is a Major Developed Site within the Metropolitan Green Belt as identified in the Hillingdon Local Plan (November 2012). The site also falls within a flood zone to the proximity of the site to the River Pinn.

#### 3.2 Proposed Scheme

This retrospective application seeks full planning permission for the retention of 203 car parking spaces. The car parking spaces are divided between the following Campus parking zones:

South Loop Section 3 - 58 Spaces; South Loop Section 4 - 89 Spaces; Adjacent to Faraday Hall - 4 Spaces; Adjacent to Jason Lowe Building - 52 Spaces.

The hardstanding (a combination of Grasscrete and Tarmac construction) that accommodates the car parking spaces is already in place and level access from the adjacent South Loop Road is provided.

#### 3.3 Relevant Planning History

532/APP/2003/1431 Brunel University, Uxbridge Campus Cleveland Road Uxbridge

TEMPORARY CAR PARKING FOR A PERIOD OF FIVE YEARS ON SOUTHERN LOOP ROAD, TEMPORARY CONTRACTORS CAR PARKING, PERMANENT RECONFIGURATION OF THE WILFRED BROWN BUILDING AND MEDICAL CENTRE PARKING, CYCLE AND MOTOR BIKE STORAGE, ASSOCIATED SURFACING, LIGHTING, SIGNAGE, DRAINAGE, BARRIERS AND LANDSCAPING

**Decision:** 30-07-2003 Withdrawn

532/APP/2003/1790 Brunel University Cleveland Road Uxbridge

TEMPORARY CAR PARKING FOR A PERIOD OF FIVE YEARS ON THE SOUTHERN PERIMETER ROAD; NEW CYCLE AND MOTORCYCLE STORAGE, RECONFIGURATION OF THE WILFRED BROWN CAR PARK; PARKING IN FRONT OF THE WILFRED BROWN BUILDING AND THE MEDICAL CENTRE, INCLUDING ALL ASSOCIATED WORKS

Decision: 30-09-2003 Approved

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

Outline planning permission for the development of the Campus (ref: 532/APP/2002/2237) was granted in April 2004 and allows for a total provision of 2,598 car parking spaces. However, a Travel Plan forms part of the approved application documentation and requires the level of car parking to be reduced to 2,088 spaces across the Campus by the end of the 2012.

The 203 car parking spaces which are the subject of this application comprise part of the approved quantum of car parking spaces for the Campus. Temporary planning permission for their installation was approved by London Borough of Hillingdon (LBH)on 30th September 2003 (ref: 532/APP/2003/1790). However, the permission was not extended beyond its expiration date of 30th September 2008.

#### 4. Planning Policies and Standards

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

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

#### Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.E7	(2012) Raising Skills
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

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.	
AM14	New development and car parking standards.	
AM15	Provision of reserved parking spaces for disabled persons	
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.	
OE1	Protection of the character and amenities of surrounding properties and the local area	
OE7	Development in areas likely to flooding - requirement for flood protection measures	
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures	
OL1	Green Belt - acceptable open land uses and restrictions on new development	
OL5	Development proposals adjacent to the Green Belt	
PR22	Brunel University	
LPP 5.12	(2011) Flood risk management	
LPP 5.15	(2011) Water use and supplies	
LPP 7.16	(2011) Green Belt	

#### 5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- 30th January 2014

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

#### 6. Consultations

#### **External Consultees**

Consultation letters were sent to Cleveland Road Residents Association and Cleveland Road Neighbourhood Watch on 07/01/14. The application was advertised in a local newspaper and a site notice was posted. No objections have been received.

**EXTERNAL CONSULTEES** 

#### **ENVIRONMENT AGENCY:**

We have no objections to the application as submitted.

#### **GREATER LONDON AUTHORITY:**

We have taken the view in the past that free-standing car park applications are not referable under category 3F, as there has to be a development associated with the car parking, not just a car park on its own. Therefore we will not be responding to this consultation.

#### **Internal Consultees**

#### **HIGHWAYS:**

No comments in respect of this application.

#### TREES & LANDSCAPING:

#### Context:

The site occupies land adjacent to the South Loop Road, which runs around the southern perimeter of the Brunel University campus. The road runs parallel to the southern boundary of the site, linking the eastern access on Kingston Lane to the western edge of the site which is bounded by Cleveland Road. The service road crosses the River Pinn approximately half way along the southern boundary. It provides access to the two large car parks in the south-east and south-west corners of the site, as well as access to the service yards of faculty buildings and student accommodation blocks to the north of the Loop Road. The car park spaces have been installed at right angles to the road and are situated within a wide tree-lined grass verge. The site boundary is defined by a secure steel palisade fence beyond which is a hedge and the open land of the River Pinn meadows and flood plain. The campus lies within the Green Belt.

#### Proposal:

The proposal is to retain 203 car parking spaces which were formerly permitted under a temporary planning permission.

#### Landscape Considerations:

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

Saved policies OL1-OL5 seek to protect the visual amenity of the Green Belt, expect comprehensive landscape improvements and prevent conspicuous development which might harm the visual amenity of the Green Belt by reason of siting, materials or design.

This application concerns 203 car park spaces, in the main to the south of the access road, which are the subject of an expired 5 year temporary permission (ref. 532/APP/2003/1790). No tree survey has been submitted. However, the information provided on the planning application form (Q15) indicates that no trees will be removed/affected by the development. Section 3 of the Supporting Statement confirms that the hard-standing for parking spaces consists of a combination of Grasscrete and Tarmac which is already in place.

In this case the parking arrangement does not appear to have an adverse impact on the trees within the verge and the existing combination of parkland trees within the verge, re-enforced by the native hedging along the boundary provides an appropriate 'soft' edge to the site. If the application is recommended for approval, the existing trees and landscape should be retained. However, it is not considered necessary to undertake additional work to preserve and enhance the character and appearance of the area.

#### Recommendations:

This development is unlikely to have any impact on trees or landscape features of merit. No

objection subject to the above observations.

#### FLOODWATER AND DRAINAGE:

As the applicant has submitted a Flood Risk Assessment for the site and the proposed location of the car parking spaces, although a few are at low risk of fluvial flooding, a small number are also subject to potential depths of surface flooding. However as attenuation to control surface water on the site, is to be provided elsewhere on campus, and that the University have included this area in their Flood Plan that the area will be removed from use, I am in a position to recommend approval subject to the following conditions:

Within 6 months of commencement, a Drainage Masterplan for the university 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 Arup dated Dec 2013 to provide a minimum of 67m3 surface water attenuation and incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

1. Provide information on all Suds features including the method employed to delay and control the surface water discharged from the site and calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume. 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). Measures taken to prevent pollution of the receiving groundwater and/or surface waters should also be shown together with how temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.

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). 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).

Within 6 months of commencement a Flood Management Plan shall be submitted to, and approved in writing by the Local Planning Authority. The plan shall clearly demonstrate how it follows the recommendations set out in The Flood Risk Assessment, produced by Arup dated Dec 2013 including:

A site wide Flood Management Plan detailing areas at risk from all sources of flooding, action to be taken by University and detail the warning process of those on site.

#### REASON

To reduce the impact of flooding on the proposed development and future occupants and to comply with Policy 5.13 of the London Plan (July 2011) and to ensure the development does not increase the risk of flooding in compliance with Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012 and Policy 5.12 of the London Plan (July 2011).

#### 7. MAIN PLANNING ISSUES

#### 7.01 The principle of the development

The principle of the permanent retention of 203 car parking spaces within the Brunel

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Campus is acceptable when considered against saved policies AM2, AM7, AM14 and AM15 of the UDP and Policy 6.13 of the London Plan. The permanent retention of the 203 car parking spaces along the South Loop Road forms part of the overall allocation of car parking spaces on this site and their presence is not considered detrimental to the openness of this major developed site in the Green Belt.

Temporary planning consent was approved in September 2003 for 203 car parking spaces. Outline planning permission for the development of the Campus was subsequently granted in April 2004 with an approved parking allocation of 2,598 car parking spaces. A Travel Plan approved as part of this application set out a requirement for the car parking to be reduced to 2,088 spaces across the Campus by the end of 2012.

It is considered that the 203 car parking spaces that are the subject of this application are included within the 2,088 car parking spaces confirmed on the site at the end of 2012/2013 Academic Year.

#### 7.02 Density of the proposed development

As this application seeks to permanently retain 203 car parking spaces within the Brunel University Campus, an assessment of the density of the development is not considered appropriate or relevant in this instance.

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

The site is not located within a Conservation Area, Area of Special Local Character or Archaeological Priority Area. It is noted that there are listed buildings on the site, however it is considered that the retention of 203 car parking spaces along South Loop Road will not impinge on the character and integrity of the listed buildings. As such, it is considered that the scheme would not impact in the heritage of the borough.

#### 7.04 Airport safeguarding

It is considered that the proposal for the permanent retention of 203 car parking spaces along South Loop Road would not impact on the safe operation of any airport.

#### 7.05 Impact on the green belt

Policies OL1 and OL5 are relevant to this development given that Brunel University Campus is a major developed site within the Green Belt. These policies will only allow proposals which do not injure the visual amenities of the greenbelt. It is considered that measures such as the use of Grasscrete and the siting of the car parking spaces within a wide tree-lined grass verge serve to protect the visual amenities of the greenbelt. It is thus considered that the retention of 203 car parking spaces along South Loop Road would not adversely affect the visual amenities and openness of Green Belt land in the overall context of this major developed site and is in accordance with policies OL1 and OL5 of the UDP.

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

Policy BE38 seeks to ensure that new development complements or improves the character and amenity of the area. Policy BE38 seeks the retention of topographical and landscape features, and provision of new planting and landscaping in developments proposals. The car parking spaces that are the subject of this application are situated within a wide tree-lined grass verge and the hardstanding accommodating the car parking spaces incorporates a combination of Grasscrete and Tarmac construction which serves to reduce the impact of the car parking spaces on the character and appearance of the area.

It is considered that the proposal to retain 203 car parking spaces along South Loop Road is compliant with Policies BE38 of the UDP.

#### 7.08 Impact on neighbours

It is considered that the proposal to retain 203 car parking spaces adjacent to the southern boundary of the Brunel University Campus does not generate adverse impacts in respect of the residential amenity of adjoining residential occupiers. In this regard it is considered that there is an adequate separation distance between the car parking spaces and the residential properties on Cleveland Road and Church Road. Furthermore, tree buffering along the southern and western perimeter of Brunel University Campus serves to protect the residential amenity of adjoining residential occupiers.

#### 7.09 Living conditions for future occupiers

The proposal seeks the retention of 203 car parking spaces on Brunel University Campus, accordingly this consideration is not considered relevant in this instance.

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

London Plan Policy 6.13 seeks to promote new development, but also find a balance that ensures that development is accessible to cars without undermining cycling, walking and public transport use. The London Plan does not provide specific car parking requirements for higher educational land uses, however there is an equivalent in PPG13 that allows for a national maximum parking standard of 1 space per 2 staff and 1 space per 15 students in higher education facilities.

Approximately 2,500 staff and 15,000 students were registered to use the Uxbridge Campus for the 2011/12 academic year, which on the basis of the parking standards set out in PPG13 equates to a maximum of 2,250 spaces.

#### Level of Car Parking on the Uxbridge Campus

The applicant has gradually reduced the number of car parking spaces on the Campus over recent years, in line with the requirements of the Travel Plan approved under the Outline planning permission (ref: 532/APP/2002/2237) for the Brunel University Campus. The applicant has confirmed that 100 parking spaces have been removed each year from 2008-2012 leading to a reduction of car parking spaces on Brunel University Campus from 2,598 spaces in 2008 to 2,088 spaces at the end of 2012.

The most recent car parking survey was undertaken in September 2013. The results of this survey confirm that the 203 car parking spaces that are the subject of this planning application are included in the 2,088 car parking spaces provided on the Campus. It is thus considered that the principle of the retention of these parking spaces along South Loop Road is acceptable when considered alongside the details of the Travel Plan approved under Outline planning permission reference 532/APP/2002/2237.

The applicant has demonstrated compliance with the requirements of the Travel Plan approved under the Outline planning permission to reduce the number of spaces on the Campus over time and the proposed spaces form part of the final, reduced figure of 2,088 spaces. The reduction in car parking spaces on the site has been the result of concerted efforts by the applicant to implement a suite of alternative transport modes identified in the approved Travel Plan, which have combined to encourage staff and students to use alternative methods of transport to travel to the site and gradually remove over 500 parking spaces since 2008.

These measures have included:

- · Yellow lines to restrict on-street car parking and reduce attractiveness of using a car to travel to the site;
- · Permits issued to staff and students to allow them to access the site by car only where it has been demonstrated that their need to use a car is essential to enable them to access the site or carry out their work effectively;

- · Barriers erected at the Campus entrance to restrict access to non-car permit holders attempting to access the site by car; and
- · Car sharing promoted to reduce the number of cars requiring access to the site.

The approved Travel Plan sets out the number of parking spaces permitted for the site (of which the proposed parking spaces form a part) and the methods employed to regulate their use (set out above). The use and regulation of the proposed car parking spaces will therefore be covered by the approved Travel Plan.

#### Highway Impact

The areas of hardstanding for the 203 car parking spaces along South Loop Road has been in place since May 2005. These car parking spaces form part of the approved quantum of car parking spaces for the Campus and have been constructed to lie adjacent to the South Loop carriageway to allow safe, easy access for all motorists.

The acceptability of the location and layout of the proposed car parking spaces was approved under the parameters of the Outline planning permission and the details submitted as part of the application for temporary planning consent for these spaces. No new highway impacts will result from the application proposal.

#### 7.11 Urban design, access and security

The design and access aspects of the proposal for the retention of 203 car parking spaces are addressed in other sections of this report.

#### 7.12 Disabled access

The most recent car parking survey undertaken in September 2013 indicates that 2 disabled car parking spaces have been provided within the 203 car parking spaces that are the subject of this planning application. This is considered consistent with the details approved under the Outline planning permission for the Brunel University Campus.

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

The proposal seeks the retention of 203 car parking spaces on Brunel University Campus, accordingly this consideration is not relevant in this instance.

#### 7.14 Trees, landscaping and Ecology

No trees or other significant landscape features will be affected by the development proposal. In this instance it is considered that the parking arrangement does not appear to have an adverse impact on the trees within the verge and the existing combination of parkland trees within the verge, re-enforced by the native hedging along the boundary provides an appropriate 'soft' landscape along the southern perimeter of the Campus that is both attractive and functional.

#### 7.15 Sustainable waste management

The proposal seeks the retention of 203 car parking spaces on Brunel University Campus, accordingly this consideration is not considered relevant in this instance.

#### 7.16 Renewable energy / Sustainability

The proposal seeks the retention of 203 car parking spaces on Brunel University Campus, accordingly this consideration is not considered relevant in this instance.

#### 7.17 Flooding or Drainage Issues

Part of the site falls within Environment Agency Flood Zone 2 due to its proximity to the River Pinn and page 4 of Technical Guidance for the National Planning Policy Framework (NPPF) states that planning applications for development within Flood Zone 2 must be accompanied by a Flood Risk Assessment.

The application proposal will not alter the physical nature of the site as it seeks only to

formalise the use of existing areas of hardstanding for car parking. The proposal is therefore acceptable in flood risk terms as it will not have any impact on the level of flood risk on the site and surface water will continue to be managed by soakaway and run off into the existing campus-wide drainage system and the River Pinn itself.

The applicant has submitted a Flood Risk Assessment that provides an assessment of the area covered by the 203 car parking spaces that are the subject of this application. It has been noted that some spaces are at low risk of fluvial flooding and some further spaces may also be subject to potential depths of surface flooding. However, attenuation measures to control surface water on the site are to be provided elsewhere on the Brunel University Campus and this will serve to manage surface water run off levels into the River Pinn. A Drainage Masterplan and Flood Management Plan will be required by way of condition in order to ensure the requirements of policies 5.12 and 5.15 of the London Plan are satisfied on site.

#### 7.18 Noise or Air Quality Issues

The application seeks permission for the retention of 203 car parking spaces within a higher education facility. It is not considered that the proposal gives rise to any concerns regarding noise for either future or neighbouring occupiers.

It is considered that the scheme will have very little additional impact on noise and air quality in the area.

#### 7.19 Comments on Public Consultations

No comments have been forthcoming in respect of this proposal.

#### 7.20 Planning obligations

The proposal seeks the retention of 203 car parking spaces on Brunel University Campus, accordingly this consideration is not considered relevant in this instance.

#### 7.21 Expediency of enforcement action

Not applicable in this instance.

#### 7.22 Other Issues

No other issues.

#### 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

#### 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

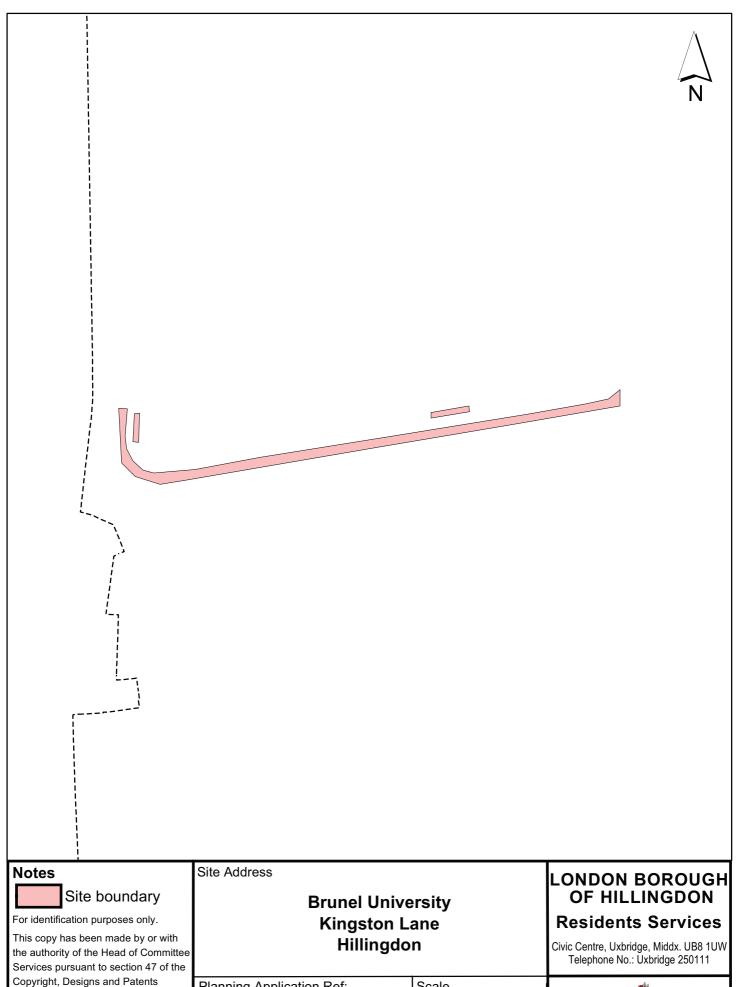
Hillingdon Supplementary Planning Document - Accessible Hillingdon

Hillingdon Supplementary Planning Document - Noise

Major Applications Planning Committee - 6th March 2014 PART 1 - MEMBERS, PUBLIC & PRESS

## Hillingdon Supplementary Planning Guidance - Air Quality

Contact Officer: Noel Kelly Telephone No: 01895 250230



Act 1988 (the Act).

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Planning Application Ref: 532/APP/2014/28 Scale

Date

1:3,500

**Planning Committee** 

Major Application

March 2014



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

Address INITIAL HOUSE 150 FIELD END ROAD EASTCOTE PINNER

**Development:** 

Application made under S73 of the Town and Country Planning Act for minor material amendment to condition 2 of the Secretary of State's appeal decision APP/R5510/A/12/2183271 dated 8th January 2012 (LBH ref: 25760/APP/2012/2410) which was for Erection of a part four, part three and part two storey building with basement parking, comprising 11 one-bedroom, 27 two-bedroom and 4 three-bedroom residential flats and a retail unit on the ground floor fronting Field End Road (involving demolition of the existing building).

The application seeks to amend condition 2 and seeks the following:

- 1) Addition of 3 units all contained within the approved building envelope (Proposal to provide 45 units);
- 2) Alterations to the mix of accommodation proposed to comprise 14 x 1 bed, 30 x 2 bed and 1 x 3 bed;
- 3) Changes to the internal layout;
- 4) Changes to the basement design (45 spaces) and vehicular entrance ramp to the basement parking; and
- 5) External alterations to the appearance of the building.

**LBH Ref Nos**: 25760/APP/2013/3632

Drawing Nos: 1308-P-120 rev P3

1308-P-121 rev P4 1308-P-122 rev P3 1308-P-123 rev P3 1308-P-124 rev P3 1308-P-126 rev P2 1308-P-127 rev P3

Comparison between consented and Optimised Scheme dated 12th Nov

2013; Rev J

Date Plans Received: 05/12/2013 Date(s) of Amendment(s):

**Date Application Valid:** 19/12/2013

#### 1. SUMMARY

The application seeks approval under S73 of the Town and Country Planning Act for minor material amendments to condition 2 of the Secretary of State's appeal decision APP/R5510/A/12/2183271 dated 8th January 2012 (LBH ref: 25760/APP/2012/2410) which allowed the erection of a part four, part three and part two storey building with basement parking, comprising 11 one-bedroom, 27 two-bedroom and 4 three-bedroom residential flats and a retail unit on the ground floor fronting Field End Road (involving demolition of the existing building). Condition 2 restricted the development to be built in accordance with drawings submitted at application stage.

The use of the site as a mixed use residential led development would have no detrimental impact on the development or the surrounding area as a result of the changes proposed. The internal and external changes are considered to be of benefit to

the proposed development as they comprise larger residential apartments which meet the Mayors minimum floorspace standards whilst providing much needed additional housing units within the borough.

Based on the five amendments proposed, the current scheme is considered to be acceptable by virtue of its delivery of additional housing, providing an appropriate mix and at an appropriate density level for the area. The internal alterations and changes to the basement design have accommodated the delivery of flats which principally meet the Mayors floorspace standards and provide a usable and safer car parking arrangement and vehicular access ramp. The reduction in car parking spaces retains 1 space per unit and is therefore considered to be in accordance with policy. The external alterations to the building design are considered to be an enhancement and improvement over the scheme which was allowed at appeal.

#### 2. RECOMMENDATION

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

A)Entering into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or S278 of the Highways Act 1980 (as amended) and/or other appropriate legislation to secure:

- 1. Affordable housing: a financial contribution of £86,000 for off site provision plus review mechanism:
- 2. Construction Training: a financial contribution equal to £2500 per £1m build cost and coordinator costs equal to £18,814.16 or an in kind scheme.
- 3. Public Open Space :a financial contribution of £55,000
- 4. Town Centre Improvements: a financial contribution of £20,000
- 5. Education: a financial contribution of £40,281
- 6. Health: a financial contribution of £14.126.88
- 7. Libraries: a financial contribution of £1,500.73
- 8. Community Facilities: a financial contribution of £20,000
- 9. Project Management and Monitoring Sum: a financial contribution equal to 5% of the total cash contribution.

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

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

D) If the Legal Agreements have not been finalised by 20th March 2014, 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 facilities as a consequence of demands created by the proposed development (in respect of affordable housing, employment and construction training, public open space, town centre improvements, education, health, libraries and community facilities). The proposals therefore conflicts with Policy AM2, AM7 and R17 of the adopted Local Plan and the Councils Planning Obligations SPG.'

E)That subject to the above, the application be deferred for determination by the Head of Planning, Green Spaces and Culture under delegated powers, subject to 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 changes negotiated by the Head of Planning, Green Spaces and Culture prior to issuing the decision:

#### 1 COM3 Time Limit

The development hereby permitted shall be begun before the expiration of three years from the 12th February 2013.

#### **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 and documents, drawing numbers 10358/01 rev B; 10358/01 rev B; 1308-P-120 rev P3; 1308-P-121 rev P4; 1308-P-122 rev P3; 1308-P-123 rev P3; 1308-P-124 rev P3; 10358/38 rev J;1308-P-126 rev P2; 1308-P-127 rev P3; 10358/43 rev A; 10358/61 rev C; 7296/01; 7296/02 and 20276\_03\_001; CSA/1471/100; 7296/01; 7296/02; CAS/1471/100; Design and Access Statement; Phase I Environmetal Risk Assessment Oct 2009; Daylight, sunlight and Shadow Study Sep 2009; Statement of Community Involvement Sep 2009; Desk Study and Ground Investigation Report Aug 2007; Environmental Noise Survey and PPG24 Assessment Report 20th July 2007; Transport Assessment Oct 2009; Travel Plan Oct 2009; Code for Sustainable Homes Assessment Strategy Oct 2009; Report on Background Noise Oct 2009; Energy Statement Dec 2010 and Sustainability Statement March 2011 and shall thereafter be retained/maintained for as long as the development remains in existence.

#### **REASON**

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

#### 3 COM5 Finished Floor Levels

No development shall take place until details of the proposed finished floor levels of the building, have been submitted to and approved in writing by the local planning authority. Such levels shall be shown relative to a fixed and known datum point. The development shall be carried out in accordance with the approved details.

#### **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 COM7 Materials

The development hereby approved shall be completed in accordance with the list of materials set out below:

Facing Brick: Weinerberger Chatham Red Multi Stock; Render: Weber Monocouche render System (White); Stone: Reconstituted Wet Cast Portland Stone; Roof tile: Marley Rivendale Reconstituted Slate tile;

Windows: White UPVC/ White Aluminium to front elevation; and

Balcony balustrading: polished stainless steel and glass.

The development shall be completed in accordance with these details unless otherwise agreed in writing with the Local Planning Authority.

#### **REASON**

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

#### 5 NONSC Window, Door, Dormer and Balcony design

No development shall take place until details of the design of windows, external doors, dormers and balconies, have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details

#### **REASON**

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

#### 6 COM7 Shopfront design and materials

No development shall take place until details of the design and external materials to be used in the shop-front have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

#### **REASON**

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

#### 7 COM7 Green Wall Design

No development shall take place until details of the green wall design and specification hereby permitted, have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

#### **REASON**

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

#### 8 COM10 Tree to be retained

No site clearance or construction work shall take place, and no equipment or materials shall be brought onto the site for the purposes of the development, until the following details have been submitted to and approved in writing by the local planning authority.

- i) a plan showing the location of, and allocating a reference number to, each existing tree on the site which has a stem with a diameter, measured over the bark at a point 1.5 metres above ground level, exceeding 75 mm, showing which trees are to be retained and the crown spread of each retained tree;
- ii) details of the species, diameter (measured in accordance with paragraph (i) above), and the approximate height, and an assessment of the general state of health and stability, of each retained tree and of each tree which is on land adjacent to the site and to which paragraphs (iii) and (iv) below apply;

- iii) details of any proposed topping or lopping of any retained tree, or of any tree on land adjacent to the site;
- iv) details of any proposed alterations in existing ground levels, and of the position of any proposed excavation, within the crown spread of any retained tree or of any tree on land adjacent to the site;
- v) details of the specification and position of fencing and of any other measures to be taken for the protection of any retained tree from damage before or during the course of development. Those details shall include measures to ensure that, within the fenced areas, no buildings shall be erected; no plant or materials shall be stored; and, no excavations shall take place without the prior written approval of the local planning authority.

If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

In this condition "retained tree" means an existing tree which is to be retained in accordance with the plan referred to in paragraph (i) above. Development shall be carried out in accordance with the approved details.

#### REASON

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

#### 9 COM9 Landscaping

No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include proposed finished levels or contours; means of enclosure

and the retaining walls and entrance to the basement car park; car parking layouts and provision for 5% of all parking spaces to be served by electrical charging points; cycle storage for 54 cycles; hard surfacing materials; external lighting; minor artefacts and structures (eg. furniture, play equipment, refuse or other storage units, signs and external lighting); proposed and existing functional services above and below ground (eg. drainage, power, communications cables, pipelines etc. indicating lines,

manholes, supports etc.); and, an implementation programme.

#### **RFASON**

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).

#### 10 NONSC **Child Play Area**

No development shall take place until details of the children's play area, shown on drawing no CAS/1471/100, have been submitted to and approved in writing by the local planning authority. The play area shall be provided in accordance with the approved details, before any unit within the development is occupied, and shall be retained thereafter for use as a play area.

#### 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).

#### 11 NONSC Ground source heat pump

No ground source heat pump system shall be installed on the site other than in accordance with details that have previously been submitted to and approved in writing by the local planning authority. Those details shall demonstrate that groundwater quality would not be harmed by the installation.

#### **REASON**

To protect the deeper groundwater in the principal chalk aquifer. This condition will ensure that any ground source heat pump is designed, used and maintained to protect this important groundwater resource, in accordance with the NPPF and Policy 5.15 of the London Plan (2011).

#### 12 COM15 Sustainable Water Management

The building hereby permitted shall not be occupied until surface water drainage works have been implemented in accordance with details that have been submitted to and approved in writing by the local planning authority.

Before these details are submitted an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles set out in the PPS25 practice guide, and the results of the assessment shall be provided to the local planning authority. Where a sustainable drainage scheme is to be provided, the submitted details shall:

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.

#### **REASON**

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

#### 13 COM15 Sustainable Water Management

No development shall take place until details of a scheme to minimise the use of potable water, on the site, have been submitted to and approved in writing by the local planning authority. The scheme shall make provision for the collection of rainwater and the details shall show how rainwater and grey water will be recycled and reused during the lifetime of the development. Development shall be carried out in accordance with the approved details.

#### 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.

#### 14 COM21 Sound insulation /mitigation

No development shall take place until details of measures to protect occupants of the flats hereby permitted, against the noise of road traffic, have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details and none of the flats, hereby permitted, shall be occupied unless those measures are in place.

#### REASON

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

#### 15 RES18 Lifetime Homes/Wheelchair Units

The flats hereby permitted shall be constructed in accordance with the Lifetime Homes Standards. 10% of the flats hereby permitted shall be constructed either to allow wheelchair access or to be readily adaptable to allow wheelchair access, 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

#### 16 NONSC Basement Parking Ramp details

The vehicle ramp to the basement parking area, in the development hereby permitted, shall have a gradient no steeper than 1:10 and shall have a minimum head height of 2.1m. No development shall take place until details of the ramp, and of the traffic lights and vehicle sensor system, have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

#### **REASON**

to ensure that the use of the ramp is not prejudicial to highway safety, in accordance with Policy AM7 of the adopted Hillingdon UDP (Nov 2012).

#### 17 RES22 Parking Allocation

No flat shall be occupied until details of a parking allocation scheme, for the development hereby permitted, have been submitted to and approved in writing by the local planning authority. That scheme shall be operated in accordance with the approved details for the lifetime 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).

#### 18 RES23 Visibility Splays - Pedestrian

No development shall take place until details of pedestrian visibility splays, alongside vehicle circulation areas, have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved

details.

#### **REASON**

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

#### 19 RES24 Secured by Design

No flat shall be occupied until the dwellings and play area have achieved "Secured by Design" accreditation.

#### **REASON**

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

#### 20 RES25 No floodlighting

Details of any floodlighting, or other form of external lighting, shall be submitted to and approved in writing by the local planning authority before the development hereby permitted is occupied. Development shall be carried out in accordance with the approved details.

#### **REASON**

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

#### 21 NONSC Delivery and collection restriction

Materials shall not be delivered to, or collected from, the site on Sundays or Bank Holidays or outside of the hours 0700-1900 hours on Mondays to Saturdays.

#### **REASON**

To safeguard the amenity of surrounding properties in accordance with policies BE13 and OE1 of the adopted UDP saved policies (November 2012).

#### 22 NONSC Air Handling Units

No air handling unit shall be used in the development hereby permitted until details of arrangements to minimise noise emissions from the unit have been submitted to and approved in writing by the local planning authority. Those details shall make provision for the maintenance, repair and replacement of the unit. Development shall be carried out in accordance with the approved details.

#### **REASON**

To safeguard the amenity of surrounding areas in accordance with Policy OE1 of the adopted UDP saved policies (November 2012).

#### 23 RES26 Contaminated Land

No development shall take place until details of a scheme to investigate the nature and extent of any contamination on the site have been submitted to and approved in writing by the local planning authority. That investigation shall include an assessment of the risks arising from the contamination and shall be undertaken by competent persons. No development shall take place, other than that required as part of the investigation, until

the findings of that investigation have been submitted to and approved in writing by the local planning authority. The report of the findings shall include:

- (i) a survey of the extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to:
- · human health,
- · property (existing or proposed) including buildings, pets, service lines and pipes,
- · adjoining land,
- · groundwaters and surface waters,
- · ecological systems; and
- (iii) an appraisal of remedial options, and proposal of the preferred option(s).

#### **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)

#### 24 NONSC Remediation Scheme

No development shall take place, other than that required for the purposes of condition 23, until details of a remediation scheme to bring the site to a condition suitable for its intended use have been submitted to and approved in writing by the local planning authority. The details shall identify

all works to be undertaken; remediation objectives; remediation criteria; timetable of works; and, site management procedures.

#### **REASON:**

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

#### 25 NONSC Validation Report

The remediation scheme identified pursuant to condition 24 shall be carried out in accordance with the approved details. Unless otherwise agreed in writing by the local planning authority, no development shall take place, other than that required to carry out the investigation and remediation of contamination, until the local planning authority has given its written approval to a validation report which demonstrates the effectiveness of the remediation.

#### **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)

#### 26 NONSC Unidentified Contamination

If, during the course of development, any contamination is found which was not identified pursuant to condition 23, development shall halt until details of measures to remediate

this unexpected contamination have been submitted to and approved in writing by the local planning authority. Those details shall include provision for an investigation to be carried out in accordance with the requirements of condition 23; for a remediation scheme to be designed in accordance with the requirements of condition 24; and, for a validation report to be produced and approved in accordance with the requirements of condition 25. Development shall be carried out in accordance with the approved 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)

#### 27 NONSC Energy

No development shall take place until an energy assessment has been submitted to and approved in writing by the local planning authority. The assessment shall demonstrate that the development, hereby permitted, will achieve a 25% reduction in carbon emissions when compared with development that would have complied with the 2010 Building Regulations. The assessment shall include a calculation of the energy demand and carbon dioxide emissions that would have satisfied the 2010 Building Regulations; details of how the development will achieve reduced emissions through energy efficient design and through the on-site use of technologies designed to exploit sources of renewable energy; and plans to show how those technologies will be incorporated into the development. Development shall be carried out in accordance with the approved assessment.

#### **REASON**

To ensure the development reduces carbon emissions in accordance with London Plan policy 5.2.

#### 28 NONSC Rear Elevation windows

All windows located on the third and fourth floor of the west (rear) elevation of the development hereby approved shall be provided as obscure glazed and retained as such for the life of the development.

#### **REASON:**

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

#### **INFORMATIVES**

#### 1 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.

#### 2 | 152 | Compulsory Informative (1)

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

#### 3 I53 Compulsory Informative (2)

The decision to GRANT/REFUSE planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

Provision of reserved parking spaces for disabled persons
Priority consideration to pedestrians in the design and
implementation of road construction and traffic management
schemes
Provision of cycle routes, consideration of cyclists' needs in design
of highway improvement schemes, provision of cycle parking
facilities
New development must harmonise with the existing street scene.
Development of sites in isolation
Design considerations - pedestrian security and safety
New development must improve or complement the character of the
area.
Daylight and sunlight considerations.
Siting, bulk and proximity of new buildings/extensions.
Residential extensions/buildings of two or more storeys.
•
Requires the provision of adequate amenity space.
Requires new development to ensure adequate levels of privacy to
neighbours.
Shop fronts - design and materials
Retention of topographical and landscape features and provision of
new planting and landscaping in development proposals.
New development within or on the fringes of conservation areas
Shopfronts, Hillingdon Design & Access Statement, Supplementary

Planning Document, adopted July 2006

114	Miss of bosseines south
H4	Mix of housing units
H5	Dwellings suitable for large families
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement,
LDF-AH	Supplementary Planning Document, adopted July 2006 Accessible Hillingdon, Local Development Framework,
LDF-AN	Supplementary Planning Document, adopted January 2010
LPP 3.12	(2011) Negotiating affordable housing (in) on individual private
LI I 3.12	residential and mixed-use schemes
LPP 3.13	(2011) Affordable housing thresholds
LPP 3.4	(2011) Optimising housing potential
LPP 3.5	(2011) Quality and design of housing developments
LPP 3.6	(2011) Children and young people's play and informal recreation
2 0.0	(strategies) facilities
LPP 3.8	(2011) Housing Choice
LPP 4.7	(2011) Retail and town centre development
LPP 5.10	(2011) Urban Greening
LPP 5.11	(2011) Green roofs and development site environs
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.14	(2011) Water quality and wastewater infrastructure
LPP 5.15	(2011) Water use and supplies
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.3	(2011) Sustainable design and construction
LPP 5.6	(2011) Decentralised Energy in Development Proposals
LPP 5.7	(2011) Renewable energy
LPP 5.9	(2011) Overheating and cooling
LPP 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 7.15	(2011) Reducing noise and enhancing soundscapes
LPP 7.2	(2011) An inclusive environment
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
LPP 7.8	(2011) Heritage assets and archaeology
NPPF	
OE1	Protection of the character and amenities of surrounding properties
	and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation
	measures
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional
D47	surface water run-off - requirement for attenuation measures
R17	Use of planning obligations to supplement the provision of
CDD NO	recreation, leisure and community facilities
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted
	July 2008

SPG-CS

Community Safety by Design, Supplementary Planning Guidance, adopted July 2004

#### 4 I47 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).

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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 Councils website. www.hillingdon.gov.uk.

#### 3. CONSIDERATIONS

#### 3.1 Site and Locality

The application site has an area of 0.32 hectares and is located on the western side of Field End Road. The site is currently under construction with the former office building known as Initial House having been demolished. Initial House previously comprised a three storey building which adjoins Conex House, no.148 Field End Road which comprises a three storey office block. Historically there has been vehicular access provision from Field end Road with a secondary access from Morford Way which is currently gated.

The application site is located in an area which mainly comprises traditional, densely developed 1920s-1930s purpose built metroland type retail parades, at 2-3 storeys in height, with a two storey shopping parade located adjoining the application site, with three storey parades on the opposite side.

To the west and south of the application site lies the Eastcote (Morford Way) conservation area which comprises residential dwellings and bungalows.

The site is located within Eastcote Minor Town centre as designated within the saved UDP policies. Although the site occupies a fairly central siting in terms of the town centre, it does not lie within either the primary or secondary shopping areas.

#### 3.2 Proposed Scheme

The application is for the variation of Condition 2 of the Secretary of State's appeal decision APP/R5510/A/12/2183271 dated 8th January 2012 (LBH ref: 25760/APP/2012/2410) which allowed the erection of a part four, part three and part two

storey building with basement parking, comprising 11 one-bedroom, 27 two-bedroom and 4 three-bedroom residential flats and a retail unit on the ground floor fronting Field End Road (involving demolition of the existing building). Condition 2 restricted the development to be built in accordance with drawings submitted at application stage.

The variations comprise the following:

- 1) Addition of 3 units all contained within the approved building envelope (Proposal to provide 45 units);
- 2) Alterations to the mix of accommodation proposed to comprise 14 x 1 bed, 30 x 2 bed and 1 x 3 bed;
- 3) Changes to the internal layout;
- 4) Changes to the basement design (45 spaces) and vehicular entrance ramp to the basement parking; and
- 5) External alterations to the appearance of the building.

#### 3.3 Relevant Planning History

#### 25760/APP/2010/2410 150 Field End Road Eastcote Pinner

Erection of a part four, part three and part two storey building with basement parking, comprising 11 one-bedroom, 27 two-bedroom and 4 three-bedroom residential flats and a retail unit on the ground floor fronting Field End Road (involving demolition of the existing building.)

**Decision:** 17-05-2012 Refused **Appeal:** 12-02-2013 Allowed

#### 25760/APP/2013/3152 150 Field End Road Eastcote Pinner

Details pursuant to conditions 3 (levels), 4 (materials), 5 (design of windows, doors, dormers, and balconies), 6 (external materials), 8 (tree protection), 14 (noise), 15 (life time homes), 16 (ramp details), 18 (visibility splays), 23 (contamination), 24 (remediation), 25 (remediation validation), 27 (energy) of Appeal planning permission APP/R5510/A/12/2183271 (25760/APP/2010/2410) Erection of a part four, part three and part two storey building with basement parking, comprising 11 one-bedroom, 27 two-bedroom and 4 three-bedroom residential flats and a retail unit on the ground floor fronting Field End Road (involving demolition of the existing building.)

#### Decision:

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

Permission was allowed on appeal for the erection of a part four, part three and part two storey building with basement parking, comprising 11 one-bedroom, 27 two-bedroom and 4 three-bedroom residential flats and a retail unit on the ground floor fronting Field End Road on 8th January 2012.

The applicants have also submitted a number of conditions for consideration, however these are still pending determination.

#### 4. Planning Policies and Standards

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

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

#### Part 1 Policies:

PT1.BE1	(2012) Built Environment	
PT1.E5	(2012) Town and Local Centres	
PT1.H1	(2012) Housing Growth	
PT1.HE1	(2012) Heritage	
Part 2 Policies:		
AM15	Provision of reserved parking spaces for disabled persons	
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes	
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities	
BE13	New development must harmonise with the existing street scene.	
BE14	Development of sites in isolation	
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.	
BE28	Shop fronts - design and materials	
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.	
BE4	New development within or on the fringes of conservation areas	
DAS-SF	Shopfronts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006	
H4	Mix of housing units	
H5	Dwellings suitable for large families	
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006	
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010	
LPP 3.12	(2011) Negotiating affordable housing (in) on individual private residential and mixed-use schemes	
LPP 3.13	(2011) Affordable housing thresholds	
LPP 3.4	(2011) Optimising housing potential	

LPP 3.5

(2011) Quality and design of housing developments

LPP 3.6	(2011) Children and young people's play and informal recreation (strategies) facilities
LPP 3.8	(2011) Housing Choice
LPP 4.7	(2011) Retail and town centre development
LPP 5.10	(2011) Urban Greening
LPP 5.11	(2011) Green roofs and development site environs
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.14	(2011) Water quality and wastewater infrastructure
LPP 5.15	(2011) Water use and supplies
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.3	(2011) Sustainable design and construction
LPP 5.6	(2011) Decentralised Energy in Development Proposals
LPP 5.7	(2011) Renewable energy
LPP 5.9	(2011) Overheating and cooling
LPP 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 7.15	(2011) Reducing noise and enhancing soundscapes
LPP 7.2	(2011) An inclusive environment
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
LPP 7.8	(2011) Heritage assets and archaeology
NPPF	
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004

#### 5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- 17th February 2014

5.2 Site Notice Expiry Date:- 4th February 2014

#### 6. Consultations

#### **External Consultees**

**NEIGHBOUR CONSULTATION** 

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 at the application site and 80 neighbouring residents were consulted individually in writing.

Following an amendment to the description of development, revised press notices and neighbour letters were issued for clarification.

Two letters of comment/objection has been received, one of which is from the Eastcote Village Conservation Area Advisory Panel. This letter was also submitted to the Council via John Randall MP but it only counted as a single letter for the purposes of consultation responses received.

The comments/objections received in relation to this application, sets out the following comments:

- This application raises the number of dwellings from 42 to 45, in spite of the limit set HBC when the last application was made. This application is trying to squeeze in material changes to the project whilst giving the impression that they are minor
- Increase in density of development not set out in description of development; (OFFICER COMMENT: a re-consultation has been undertaken with full details of the changes proposed including number of proposed units. The revised density of development is discussed in detail in section 7.02 of this report and is considered to be acceptable and in accordance with planning policy.)

All elevations are of a different design

(OFFICER COMMENT: This is addressed below under 'Impact on the character of the Area'.)

#### Position of car park ramp amended

(OFFICER COMMENT: At technical design stage it became apparent that it would be difficult to construct the ramp as approved under the Secretary of State scheme. The Highways Officers have reviewed the proposal and consider this amended design to be acceptable.)

#### Geo-thermal heat pumps now proposed

(OFFICER COMMENT: Heat pumps are proposed to be located at Second floor level on an area of flat green roof. the pumps are required to serve this development and will not be visible from the surrounding local views.)

The current proposals do not accord with the Hillingdon Local Plan Part 2 (Draft) Site Allocations document which identifies the site to be suitable for development in accordance with the scheme allowed by the Planning Inspector.

(OFFICER COMMENT: The Site Allocations document has only been approved by Cabinet and is awaiting public consultation. At this stage this draft policy can be afforded only limited weight in the decision making process. Aside from the status of the document, applicants are not precluded from seeking to vary existing consents as the applications are considered on a case by case basis to

assess whether the scheme is acceptable, set against all other planning policies.)

Incorporation of plant at basement level has resulted in loss of parking.

(OFFICER COMMENT: The basement layout has altered to ensure there is sufficient space for plant within the basement and to accommodate safe vehicular access into the basement. The Highways Officers consider the proposed level of parking to be appropriate.)

Proposals result in the loss of retail parking spaces and visitor parking spaces and should be refused based on the increase in density.

(OFFICER COMMENT: The scheme retains the provision of 45 parking spaces at basement level, which is an on-site provision of 1:1 car parking space per unit. Commercial parking bays are removed but it is considered by the Highways Officer that these can be accommodated on street. Whilst the scheme does result in the loss of visitor parking spaces previously approved, there is no local or London Plan parking standard requiring the provision of visitor parking spaces. As such, the Highways Officers consider the proposals to be acceptable.)

No details of Planting have been submitted as required under condition 8 of the Inspectors Decision.

(OFFICER COMMENT: Details have been submitted for tree works and are under consideration by the Planning department. Planning Ref 25760/APP/2013/3152.)

The inspectors decision required all windows on the 3rd and 4th floors of the rear elevation to be opaque and non opening- the current proposals show opening opaque glazed windows.

(OFFICER COMMENT: The Planning Inspectorate decision did not impose a condition requiring 3rd and 4th floor windows on the rear elevation to be opaque and non-opening. It is however considered reasonable to impose a condition on any future consent to secure the 3rd and 4th floor rear elevation windows as obscure glazed to protect surrounding residential amenity.)

A condition should be added which only allows access for maintenance at roof level to prevent the creation of an amenity area.

(OFFICER COMMENT: A suitably worded condition will be attached to any future planning permission.)

Other comments:

The current design of the elevations is considered to be superior to the previously allowed scheme.

**External Consultees** 

**ENVIRONMENT AGENCY** 

As we did not request the following conditions we will not be commenting on the amendment.

#### **Internal Consultees**

**ACCESS OFFICER** 

The Section 73 Application for a minor material amendment presents no accessibility concerns. conclusion: no concerns are raised.

**ENERGY OFFICER** 

I have no comments.

FLOOD RISK/SURFACE WATER MANAGEMENT:

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No objection in principle, an amendment is requested to the wording on Condition 12 to bring it into accordance with current local planning policies:

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 incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

- i. provide information on all Suds features including the method employed to delay and control the water across 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. any groundwater flows across the site should be shown and measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- d. how they or temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.
- ii. provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues.
- iii. provide details of the body legally responsible for the implementation of the management and maintenance plan.

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

iii incorporate water saving measures and equipment.

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

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

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

(OFFICER COMMENTS: The above condition does not differ substantially from Conditions 12 and 13 of the Inspectors appeal decision and only minor changes to the Inspectorate conditions will be made for reasons of consistency.)

#### LBH HIGHWAYS

Further to undertaking a review of the above planning appeal, I can confirm that Highways has no objection to the above development.

## LBH TREES AND LANDSCAPING

Landscape character/context:

The applicant already has permission to erect a part four, part three and part two storey building with basement parking, comprising 11 one-bedroom, 27 two bedroom and 4 three-bedroom residential flats and a retail unit on the ground floor fronting Field End Road (involving demolition of the existing Proposal:

The proposal is to amend condition 3 of the Secretary of State's appeal decision APP/R5510/A/12/2183271 dated 8th January 2012 to vary unit mix, internal layout, basement design and appearance of building (Application for a minor material amendment under S73).

LANDSCAPE CONSIDERATIONS:

Saved policy BE38 seeks the retention and utilisation of topographical and landscape features of

merit and the provision of new planting and landscaping wherever it is appropriate.

· It is understood that the application involves no change to the footprint of the building and will have no effect on the potential for external landscaping in accordance with previous plans. (Please Recommendations:

No objection subject to the above observations and previous conditions.

#### S106 OFFICER

I have assessed the proposals and understand that the scheme allowed at appeal provided 42 units (10 x 1 bed 17 x 2 and 5 x 3 bed), whilst the amended scheme provides 45 units (14 x 1 bed,  $30 \times 2$  bed and 1 x 3 bed units). The difference in the resulting population and child yield between the two schemes is negligible. As such I consider that the planning obligations secured under the appeal scheme (ref: 25760/APP/2010/2410) together with the additional offer of £86,000 for off site affordable housing provision are sufficient to mitigate the impacts of the proposed development.

The Planning Obligations sought are:

- 1. Affordable housing: a financial contribution of £86,000 for off site provision plus review mechanism;
- 2. Construction Training: a financial contribution equal to £2500 per £1m build cost and coordinator costs equal to £18,814.16 or an in kind scheme.
- 3. Public Open Space: a financial contribution of £55,000
- 4. Town Centre Improvements: a financial contribution of £20,000
- 5. Education: a financial contribution of £40,281
- 6. Health: a financial contribution of £14,126.88
- 7. Libraries: a financial contribution of £1,500.73
- 8. Community Facilities: a financial contribution of £20,000

#### CONSERVATION AND DESIGN

This site lies just outside the adjacent Eastcote (Morford Way) Conservation Area - a heritage asset. In terms of the submitted drawings, I am happy with the overall design of the dormers, balconies and the integral design of the mansard roof. The general design of the elevations have better proportion and clarity.

However, there does not appear to be any detailed drawings for the windows and doors or materials. On page 20 of the Comparison document (Rev J dated 12 November 2013) the section shows options for PV vs ASHP options. The precise location and the option needs to be agreed. There is no overall roof plan submitted to show locations.

CONCLUSION: Please request additional drawings/materials.

(OFFICER COMMENT: A condition requesting both the roof plan and details of windows and doors will be added to the decision notice.)

#### 7. MAIN PLANNING ISSUES

## 7.01 The principle of the development

The principle of the development was established following the appeal decision which was allowed by the Secretary of State dated 12th February 2013. The current application raised no new planning considerations as there would be no material change to scheme allowed at appeal to provide a mixed use residential led development.

# 7.02 Density of the proposed development

The extant scheme has a residential density of 131 units per hectare (u/ha) or 372 habitable rooms per hectare (hr/ha). The current application submission has a residential

density of 133 u/ha or 361 hr/ha.

For clarification, the current scheme whilst comprising an additional 3 residential units, has a lower number of habitable rooms within the building due to the change in housing mix.

Policy 3.4 of the London Plan (July 2011) advises that Boroughs should ensure that development proposals maximise housing output having regard to local context, design principles, density guidance in Table 3.2 and public transport accessibility. Table 3.2 establishes a density matrix to establish a strategic framework for appropriate densities at different locations.

The site is located within an urban area and has a Public Transport Accessibility Level (PTAL) of 3, where 6 is the most accessible and 1 the least.

Taking the site parameters into account, the matrix recommends a density of 70 - 170 u/ha and 200 - 450 hr/ha. This proposal equates to a density of 133 u/ha and 361 hr/ha, which is well within the Mayor's guidance in terms of the maximum acceptable residential density on this site.

The proposed density of development therefore accords with local and regional planning policy requirements and is considered appropriate for this site.

Policy H4 of the UDP states that within Town Centre locations, predominantly one and two bedroom developments would be preferable. The revised application proposes amendments to the residential mix of this development. Overall there is a reduction in the number of family or 3+ bedrooms provided at the site. However given the location of this site in a town centre, and in accordance with saved policy H4 of the UDP, it is considered appropriate to provide a predominantly one and two bedroom development within this town centre location.

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

The application site fronts onto Field end Road located within the middle of the Eastcote town centre and directly abuts the Eastcote (Morford Way) Conservation Area on its southern and western boundaries. The site contains no listed buildings.

The elevational amendments proposed would present an acceptable frontage to the Eastcote Town Centre whilst respecting the general pattern of development in the surrounding residential area and the views into and out of the Eastcote (Morford Way) Conservation Area. The scheme is therefore considered to comply with saved Policies BE4, BE13, BE19 of the Unitary Development Plan and policy BE1 of the Local Plan Part 1

## 7.04 Airport safeguarding

There are no safeguarding issues arising from this application.

## 7.05 Impact on the green belt

The site is not located within the Green Belt.

# 7.07 Impact on the character & appearance of the area

The application site has a 20.5m frontage onto Field End Road within the middle of the Eastcote town centre and directly abuts the Eastcote (Morford Way) Conservation Area on its south western and south eastern boundaries.

The design of the extant planning consent comprised an L shape block with ground floor

retail along Field End Road. The height, shape, size and location of the current planning submission remain unchanged.

In order to facilitate the delivery of three additional residential units at second floor level, the roof design has been altered on the south western corner of this property to accommodate greater floorspace at roof level. The views of this altered roof form are not visible from Field End Road as the built form is hidden behind the existing buildings located on Field End Road and will not therefore have an impact on the conservation area and the character and appearance of the local area.

The proposed materials have not changed from those of the extant scheme and comprise a principally brick built building, with insets of rendered facade to break up and add visual interest to the building. On the northern elevation, three panels of render have been increased to four panels across this elevation and provide a greater level of symmetry with windows at roof level. The Field End Road elevation remains largely unaltered. The southern elevation remains largely unaltered, however an enhanced design has been achieved towards the south western corner of the site which incorporates improved detailing and a green wall to provide some interest at this junction which faces onto the communal amenity area. The western elevation was proposed to provide a mural which would face onto the communal amenity space, the applicants propose to change this to a green wall which is supported in both design and biodiversty grounds, this will provide an improved outlook for the users of the communal amenity space. This elevation comprises some amendments to the roof form and the insertion of new windows at second and third floor levels which are considered appropriate.

The Conservation Officer advised that the extant building design would present an acceptable frontage to the Eastcote town centre whilst respecting the general pattern of development in the surrounding residential areas and that subject to detail conditions, the proposed building is acceptable. The Eastcote Village Conservation Area Advisory Panel note in their comments that the current/amended design of this building is superior to the extant scheme. The scheme is therefore considered to comply with Policies BE4, BE13, BE19 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

## 7.08 Impact on neighbours

The building footprint, scale and height remain unaltered and therefore the scale and massing of this scheme are considered to be in accordance with the extant scheme and the relationship of the building with neighbouring properties remains acceptable.

The Council's HDAS: 'Residential Layouts' advises that development of two or more storey's should maintain at least a 15m gap from habitable room windows to avoid being overdominant. The proposed building would be sited some 34m from the nearest main rear elevation of the surrounding residential properties on Crescent Gardens, Morford Close and Morford Way to the north west, south west and south east. Furthermore, the nearest part of the proposed building would only be two storey's at this nearest point and the proposed building would be sited slightly further away from neighbouring residential properties on Crescent Gardens and Morford Close than the existing office building. It would be sited some 2m closer to properties on Morford Way to the south, but still retain a separation distance of some 38m to the nearest residential rear elevation. The front elevation of the rear wing of the building would be sited some 7.6m further forward on site than the rear wing of the existing building. This would site this part of the building closer to the retail parade fronting Field End Road, but still maintain a separation distance of some 29m to the nearest first floor flat (the upper floors of the unit at the end of parade are in

use as a dental surgery).

These matters were considered by the Planning Inspectorate as part of the extant scheme and the development was not considered unduly dominant in relation to all surrounding properties.

Policy BE24 of the saved UDP states that the development should be designed to protect the privacy of future occupiers and their neighbours. The Council's HDAS: 'Residential Layouts' advises that a 21m distance should be maintained between habitable rooms and a 3m deep 'patio' area adjacent to the rear elevation of the property. The proposal ensures that adequate separation would be maintained to surrounding residential properties to ensure that the privacy of their occupiers is maintained. Furthermore, there are a number of existing trees which form tree belts along the southern and western boundaries that do help screen the site.

The extant scheme provided residential balconies to only a small proportion of units. The current scheme proposes new balconies on the northern, eastern and southern elevations, however given the separation distances to the adjoining residential occupiers and existing trees around the site, it is considered that the balconies would not cause a loss of privacy. No balconies are proposed on the corner units of the northern elevation or on the western (rear) elevation. All windows at the second and third floor levels of the western (rear) elevation of this building are proposed to be obscure glazed. All openings at second floor level serve a communal hallway only, whilst at third floor level, two windows serve a flat and a single window serves the communal hallway. As these windows are proposed to be obscured, it is not considered that these would cause any loss of privacy to surrounding residents. A condition to secure all these windows as obscure glazed in perpetuity is recommended.

The proposal would not be detrimental to the amenities of surrounding residents and fully complies with policies BE19, BE20, BE21 and BE24 of the Council's adopted Hillingdon Unitary Development Plan Saved Policies (September 2007) and relevant design guidance.

# 7.09 Living conditions for future occupiers

The extant scheme comprises a residential development which does meet the minimum floorspace standards set out within the London Plan 2011. The revised scheme has been amended and 41 residential units comply or exceed the minimum floorspace standards of the London Plan. Four residential units fall below the minimum floorspace standards by less than 1 square metre, measuring between 69.1-69.7 sq metres, where the floorspace requirements are 70 square metres. Given that this is only a very marginal shortfall, it is considered that on balance, the scheme is acceptable and any reason for refusal on these grounds could not be justified on these grounds. In addition, this scheme comprises floorspace standards which are much closer to complying with the London Plan standards than the extant scheme at the site meaning it would provide a better environment for future residential occupiers.

The scheme is not considered to raise any concerns regarding overlooking and loss of privacy for future residential occupiers. All havitable room windows would afford adequate privacy, outlook and natural lighting.

Policy BE23 of the saved policies UDP requires the provision of external amenity space, which is useable in terms of its shape and siting. The Council's HDAS specifies that shared amenity space for flats should be provided with the minimum overall provision

equating to 20m², 25m² and 30m² of amenity space for each one, two and three bedroomed units respectively. In order to satisfy this standard, a minimum overall amenity space provision of 1060sqm would be required. The shared amenity space to the north, south and west of the building provides approximately 1,205sqm. Furthermore, 31 of the 45 residential units include private residential amenity space in the form of ground floor gardens and balconies, this amounts to 283sq.m. As such, the scheme is required to deliver 1060sq.m of amenity space at he site, but is in fact delivering some 1488sq.m across the site and therefore accords with Policy BE23 of the saved UDP and Council guidance.

As per the extant scheme, it is considered that provision should be made for a dedicated children's play area as this is an area deficient of such space, being more than 400m to the nearest play area. In order to comply with Policy 3.6 of the London Plan (July 2011). Although an area is shown on the plans, details of a play area would need to be covered by condition in order to secure adequate provision of equipment/play is secured on site.

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

In principle, the scheme was assessed and deemed to be acceptable following the appeal decision ref APP/R5510/A/12/2183271 which was allowed by the Secretary of State dated 12th February 2013.

However the current proposals seek to change the car parking provision on site from 49 spaces as allowed on appeal to 45 spaces. The proposals involve the retention of 1:1 car parking provision for all future residential occupants, however the extant scheme made provision for visitor parking and 2 x spaces for the retail unit at ground floor level.

Highways Officers have reviewed the proposals and consider the loss of retail parking spaces at basement level to be acceptable. It is also considered to be a safer and more secure as non residents would have no access to a private residential development. The local area comprises a number of spaces for short stay shoppers and therefore any future shoppers arriving by car can be accommodated on street.

Whilst the scheme does result in the loss of visitor parking spaces previously approved, there is no local or London Plan parking standard requiring the provision of visitor parking spaces. As such, the Highways Officer consider the proposals to be acceptable.

Subject to appropriate conditions being applied, the Highway Officer raises no objection on the highways aspect of this application. The scheme is considered to comply with Policies AM2, AM7, AM9, AM14 and AM15 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

#### 7.11 Urban design, access and security

Urban Design;

This is considered in 'Impact on the Character and Appearance of the area'.

Access and Security;

This was assessed and deemed to be acceptable following the appeal decision ref APP/R5510/A/12/2183271 which was allowed by the Secretary of State dated 12th February 2013.

## 7.12 Disabled access

This was assessed and deemed to be acceptable following the appeal decision ref APP/R5510/A/12/2183271 which was allowed by the Secretary of State dated 12th

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February 2013. Further, the Councils Access Officer has reviewed the amended proposal and raises no concerns.

## 7.13 Provision of affordable & special needs housing

The extant scheme at this site was unable to deliver any affordable housing on site due to viability reasons, but a review mechanism was included in the legal agreement which sought to review viability at a later date. This was accepted by the Planning Inspectorate as part of the appeal decision.

The applicants have submitted a revised financial viability statement with the current application which states that the scheme remains unviable for delivery of on-site affordable housing and therefore a planning contribution of £86,000 is available to provide off-site affordable housing based upon the additional residential units proposed (3 units). It should be noted that here is a basement proposed which impacts on costs at this site.

In light of the appeal scheme securing no affordable housing or an off-site contribution, the current scheme is an improvement with regard to the delivery of affordable housing, as the applicants are able to deliver the extant scheme allowed by the Planning Inspectorate with no affordable housing delivery.

Given the viability constraints of delivering on-site affordable housing, it is considered appropriate in this instance to take the in-lieu contribution and secure a review mechanism at a later date to assess whether any additional affordable housing could be secured at this site, in accordance with the Planning Inspectors previous decision.

## 7.14 Trees, Landscaping and Ecology

This was assessed and deemed to be acceptable following the appeal decision ref APP/R5510/A/12/2183271 which was allowed by the Secretary of State dated 12th February 2013.

## 7.15 Sustainable waste management

This was assessed and deemed to be acceptable following the appeal decision ref APP/R5510/A/12/2183271 which was allowed by the Secretary of State dated 12th February 2013.

# 7.16 Renewable energy / Sustainability

This was assessed and deemed to be acceptable following the appeal decision ref APP/R5510/A/12/2183271 which was allowed by the Secretary of State dated 12th February 2013. It is noted that previously proposed photovoltaic panels located at roof level have been removed from the proposals, however the applicant is required by condition to demonstrate accordance with London Plan carbon emission reduction requirements and this can be achieved within the site. Therefore a condition will be imposed which requires the submission and approval of any such proposals to achieve the London Plan policy requirements.

## 7.17 Flooding or Drainage Issues

This was assessed and deemed to be acceptable following the appeal decision ref APP/R5510/A/12/2183271 which was allowed by the Secretary of State dated 12th February 2013.

## 7.18 Noise or Air Quality Issues

This was assessed and deemed to be acceptable following the appeal decision ref APP/R5510/A/12/2183271 which was allowed by the Secretary of State dated 12th February 2013.

# 7.19 Comments on Public Consultations

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 at the application site and 80 neighbouring residents were consulted individually in writing.

Following an amendment to the description of development, revised press notices and neighbour letters were issued for clarification.

Two letters of comment/objection has been received, one of which is from the Eastcote Village Conservation Area Advisory Panel. This letter was also submitted to the Council via John Randall MP but it only counted as a single letter for the purposes of consultation responses received.

The comments/objections received in relation to this application, sets out the following comments:

- This application raises the number of dwellings from 42 to 45, in spite of the limit set HBC when the last application was made. This application is trying to squeeze in material changes to the project whilst giving the impression that they are minor
- Increase in density of development not set out in description of development; (OFFICER COMMENT: a re-consultation has been undertaken with full details of the changes proposed including number of proposed units. The revised density of development is discussed in detail in section 7.02 of this report and is considered to be acceptable and in accordance with planning policy.)

All elevations are of a different design

(OFFICER COMMENT: This is addressed below under 'Impact on the character of the Area'.)

Position of car park ramp amended

(OFFICER COMMENT: At technical design stage it became apparent that it would be difficult to construct the ramp as approved under the Secretary of State scheme. The Highways Officers have reviewed the proposal and consider this amended design to be acceptable.)

Geo-thermal heat pumps now proposed

(OFFICER COMMENT: Heat pumps are proposed to be located at Second floor level on an area of flat green roof. the pumps are required to serve this development and will not be visible from the surrounding local views.)

The current proposals do not accord with the Hillingdon Local Plan Part 2 (Draft() Site Allocations document which identifies the site to be suitable for development in accordance with the scheme allowed by the Planning Inspector.

(OFFICER COMMENT: The Site Allocations document has only been approved by Cabinet and is awaiting public consultation. At this stage this draft policy can be afforded only limited weight in the decision making process. Aside from the status of the document, applicants are not precluding from seeking to vary existing consents as the applications are considered on a case by case basis to assess whether the scheme is acceptable, set against all other planning policies.)

Incorporation of plant at basement level has resulted in loss of parking.

(OFFICER COMMENT: The basement layout has altered to ensure there is sufficient space for plant within the basement and to accommodate safe vehicular access into the

basement. The Highways Officers consider the proposed level of parking to be appropriate.)

Proposals result in the loss of retail parking spaces and visitor parking spaces and should be refused based on the increase in density.

(OFFICER COMMENT: The scheme retains the provision of 45 parking spaces at basement level, which is an on-site provision of 1:1 car parking space per unit. Commercial parking bays are removed but it is considered by the Highways Officer that these can be accommodated on street. Whilst the scheme does result in the loss of visitor parking spaces previously approved, there is no local or London Plan parking standard requiring the provision of visitor parking spaces. As such, the Highways Officers consider the proposals to be acceptable.)

No details of Planting have been submitted as required under condition 8 of the Inspectors Decision.

(OFFICER COMMENT: Details have been submitted for tree works and are under consideration by the Planning department. Planning Ref 25760/APP/2013/3152.)

The inspectors decision required all windows on the 3rd and 4th floors of the rear elevation to be opaque and non opening- the current proposals show opening opaque glazed windows.

(OFFICER COMMENT: The Planning Inspectorate decision did not impose a condition requiring 3rd and 4th floor windows on the rear elevation to be opaque and non-opening. It is however considered reasonable to impose a condition on any future consent to secure the 3rd and 4th floor rear elevation windows as obscure glazed to protect surrounding residential amenity.)

A condition should be added which only allows access for maintenance at roof level to prevent the creation of an amenity area.

(OFFICER COMMENT: A suitably worded condition will be attached to any future planning permission.)

## 7.20 Planning Obligations

Policy R17 of the Hillingdon Local Plan: Part Two Saved UDP Policies (2012) states that the Local Planning Authority will, where appropriate, seek to supplement the provision of recreation open space, facilities to support art, cultural and entertainment activities, and other community, social and educational facilities through planning obligations in conjunction with other development proposals.

The Heads of Terms are as follows and are taken from the obligations secured under the extant scheme:

- 1. Affordable housing: a financial contribution of £86,000 for off site provision plus review mechanism;
- 2. Construction Training: a financial contribution equal to £2500 per £1m build cost and coordinator costs equal to £18,814.16 or an in kind scheme.
- 3. Public Open Space: a financial contribution of £55,000
- 4. Town Centre Improvements: a financial contribution of £20,000
- 5. Education: a financial contribution of £40,281
- 6. Health: a financial contribution of £14,126.88
- 7. Libraries: a financial contribution of £1,500.73
- 8. Community Facilities: a financial contribution of £20,000
- 9. Monitoring fee of 5% of the total financial planning obligation requirements.

## 7.21 Expediency of enforcement action

## 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

## 10. CONCLUSION

The application seeks approval under S73 of the Town and Country Planning Act for minor material amendments to condition 2 of the Secretary of State's appeal decision APP/R5510/A/12/2183271 dated 8th January 2012 (LBH ref: 25760/APP/2012/2410) which allowed the erection of a part four, part three and part two storey building with basement parking, comprising 11 one-bedroom, 27 two-bedroom and 4 three-bedroom residential flats and a retail unit on the ground floor fronting Field End Road (involving demolition of the existing building). Condition 2 restricted the development to be built in accordance with drawings submitted at application stage.

The use of the site as a mixed use residential led development would have no detrimental impact on the development or the surrounding area as a result of the changes proposed. The internal and external changes are considered to be of benefit to the proposed development as they comprise larger residential apartments which meet the Mayors minimum floorspace standards whilst providing much needed additional housing units within the borough.

Based on the five amendments proposed, the current scheme is considered to be

acceptable by virtue of its delivery of additional housing, providing an appropriate mix and at an appropriate density level for the area. The internal alterations and changes to the basement design have accommodated the delivery of flats which principally meets the Mayors floorspace standards and provides a usable and safer car parking arrangement and vehicular access ramp. The reduction in car parking spaces retains 1 space per unit and is therefore considered to be in accordance with policy. The external alterations to the building design are considered to be an enhancement and improvement over the scheme which was allowed at appeal.

## 11. Reference Documents

Hillingdon Local Plan: Part One (November 2012)

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

London Borough of Hillingdon's HDAS 'Accessible Hillingdon' Supplementary Planning

Document (May 2013)

Planning Obligations Supplementary Planning Document (July 2008)

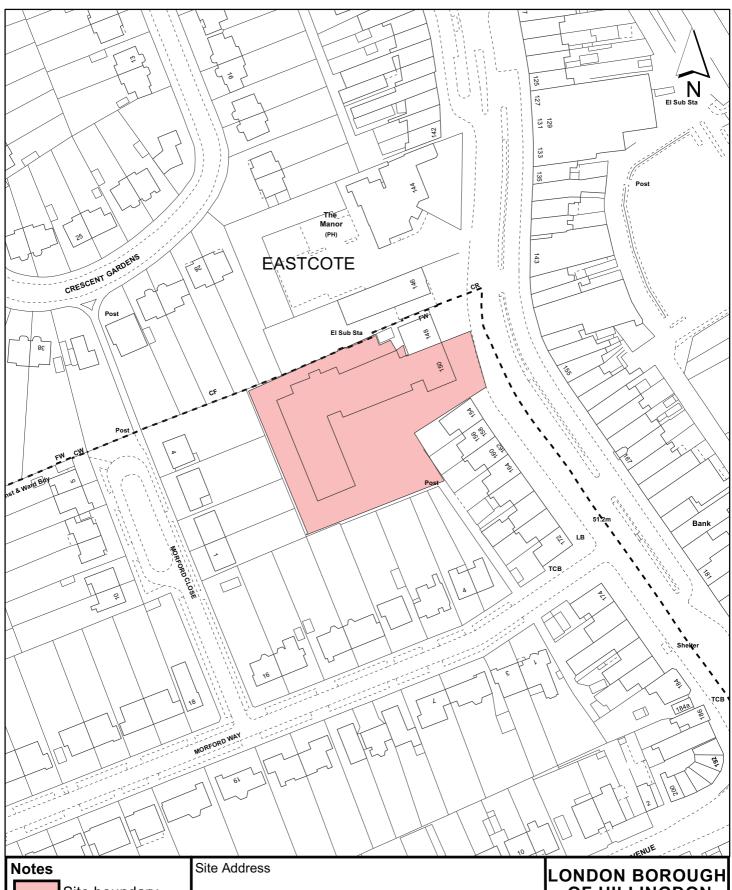
Revised Chapter 4: Education Facilities of the Planning Obligations SPD (adopted 23

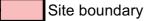
September 2010)

London Plan (July 2011)

National Planning Policy Framework (March 2012)

Contact Officer: Mandip Malhotra Telephone No: 01895 250230





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Planning Application Ref:

25760/APP/2013/3632

Planning Committee

Major Application

Scale

1:1,250

Date

March 2014

# LONDON BOROUGH OF HILLINGDON Residents Services

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



# Agenda Item 11

Report of the Head of Planning, Sport and Green Spaces

Address SITE OF BUILDING 717 LOCATED BETWEEN SHEFFIELD WAY AND

SOUTHERN PERIMETER ROAD HEATHROW AIRPORT (DUE EAST OF

TERMINAL 4)

**Development:** Demolition of existing warehouse buildings and erection of 602 bedroom 8-

storey hotel with associated car parking (Outline application including details

of access, appearance, layout and scale - landscaping reserved).

**LBH Ref Nos:** 50657/APP/2013/2214

**Drawing Nos:** U151-P00

U151-P01 U151-P02 U151-P03

U151-P04 Rev B U151-P05 Rev C U151-P06 Rev B U151-P07 Rev B U151-P08 Rev E U151-P09 Rev C

Design & Access Statement - Heathrow T4 New Hotel

Air Quality Assessment - July 2013

U151-P10 Rev B U151-P11 Rev D

U151-P12 U151-P13

Indicative Plan High Level Link - December 2013

Landscape Plan 01A

Energy Statement - June 2013 Planning Statement - Building 717 Transport Assessment - July 2013

Noise Impact Assessment - IMP4189-1 (16/09/2013) Arboricultural Implications Assessment - 09/01/2014 Revised Addendum to Energy Statement - 21/02/2014 Landscape Management Maintenance Plan - 0488Matrix Landscape Strategy - Trees and Plants - 14/01/2014

Letter to TFL - 08/01/2014

 Date Plans Received:
 02/08/2013
 Date(s) of Amendment(s):
 15/01/2014

 Date Application Valid:
 18/09/2013

#### SUMMARY

Planning permission is sought for a 601 bedroom budget hotel with ancillary restaurant, bar and coffee lounge with parking and circulation within a ground level undercroft. The development would involve the replacement of an existing airport vehicle security screening facility which operates from existing warehouses at the site.

The application is in outline with all matters included apart from landscaping, which is the only reserved matter. The building footprint is triangular in shape, and at 8 storeys its height is comparable with the adjacent Hilton Hotel.

The principle of a hotel use on the site is considered consistent with Policy A4 (New Development Directly Related to Heathrow Airport) of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012). This is in light of the imminent relocation of the existing tenant, the constraints of the site for other directly related aviation uses, and the adequacy of general airport land supply. The proposal is not considered to raise specific amenity or environmental issues and is compatible with airport safeguarding.

The low level of parking provision is considered appropriate given the site's location close to Terminal 4 with its high level of public transport connectivity. The hotel, as with the Hilton adjacent to T4, is likely to be used predominantly by airline passengers and air crew, especially as no conference or function rooms are proposed. In order to improve pedestrian connectivity between the hotel and the terminal building planning officers have sought improved facilities which have involved the applicant negotiating with Heathrow Airport Limited which owns most of the highways and land within the airport. Agreement has been reached in principle to the provision of an enclosed elevated walkway connecting the hotel to the existing elevated walkway that links the nearby Hilton Hotel directly with the departures level (first floor) of Terminal 4. This elevated walkway connection is to be subject to a full planning application to be submitted shortly and any consent for the hotel would be subject to a S106 legal agreement preventing any construction until consent had been granted for the walkway connection and requiring its completion prior to the opening of the hotel.

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

## 2. RECOMMENDATION

That subject to the Mayor not directing the Council under Article 6 of the Town and Country Planning (Mayor of London) Order 2008 to refuse the application, or under Article 7 of the Order that he is to act as the local planning authority for the purpose of determining the application, delegated powers be given to the Head of Planning, Green Spaces and Culture to grant planning permission, subject to any relevant amendments agreed by the Head of Planning, Green Spaces and Culture, and also those requested by the Greater London Authority and the following:

- A) That the Council enters into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or other appropriate legislation to secure:
- 1. Highways: to secure all necessary works and the provision of a Travel Plan including Sustainable Transport Measures (such as a hopper bus service), a Service and Delivery Plan, offsite coach parking and coach call forwarding.
- 2. Construction Training: either a financial contribution, or an in-kind scheme delivered during the construction phase of the development, should be secured (A Financial contribution equal to £2500 for every £1m build cost plus coordinator costs equal to  $20,186/7500 \times £71,675 = £192,910.86$  or in kind deliver).
- 3. Hospitality Training

## 4. An Employment Strategy

- 5. Improvements to public realm including the access linkage between the proposed hotel and Terminal 4 (linking permission for elevated walkway to commencement of this permission).
- 6. 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.
- 7. Project Management and Monitoring Fee: a financial contribution equal to 5% of the total cash contributions towards the management and monitoring of the resulting agreement.
- B) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 and any abortive work as a result of the agreement not being completed.
- C) That officers be authorised to negotiate and agree the detailed terms of the proposed agreement and conditions of approval.
- D) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised before 31/03/2014, 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 highways, sustainable transport, construction training, employment, public realm and air quality). The proposal therefore conflicts with Policies R17 and AM7 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 OUT1 Time Limit - Outline Planning Application

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 OUT2 Reserved matters - Submission

Application for approval of the following reserved matters shall be made to the Local Planning Authority before the expiry of three years from the date of this permission: (a) Landscaping

#### REASON

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

#### 3 COM2 Outline Reserved Matters

Details of the 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:

Hard and soft landscaping plans including drawings, specifications and supporting details which 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 (covered and secure)
- 2.b Cycle Storage (covered and secure)
- 2.c Means of enclosure/boundary treatments
- 2.d Car Parking Layouts (including the provision of 79 car parking spaces, and the demonstration that 16 electric car charging points (8 active and 8 passive) are provided, along with at least 9 disabled spaces)
- 2.e Hard Surfacing Materials
- 2.f External Lighting
- 2.g Other structures (such as play equipment and furniture)
- 3. Living Walls and Roofs
- 3.a Details of the inclusion of living walls and roofs
- 3.b Justification as to why no part of the development can include living walls and roofs
- 4. Details of Landscape Maintenance
- 4.a Landscape Maintenance Schedule for a minimum period of 5 years.
- 4.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.
- 5. Schedule for Implementation
- 6. Other
- 6.a Existing and proposed functional services above and below ground
- 6.b Proposed finishing levels or contours
- 6.c Details of any exterior water features
- 7. Tree Protection
- 7.a A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.
- 7.b. Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the

fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority such fencing should be a minimum height of 1.5 metres.

The 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).

# 4 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 U151-P00; U151-P01; U151-P02; U151-P03; U151-P04 Rev B; U151-P05 Rev C; U151-P06 Rev B; U151-P07 Rev B; U151-P08 Rev E; U151-P09 Rev C; U151-P10 Rev B; U151-P11 Rev D; U151-P12; U151-P13; Indicative Plan High Level Link - December 2013; Landscape Plan 01A, and shall thereafter be retained/maintained for as long as the development remains in existence.

For the avoidance of doubt, the overall height of the building hereby approved shall not exceed 47 metres AOD.

#### **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).

## 5 COM5 Compliance with Supporting Documentation

The development hereby permitted shall not be occupied until the following has been completed in accordance with the recommendations contained within the following specified supporting documents:

Design & Access Statement - Heathrow T4 New Hotel

Air Quality Assessment - July 2013

Indicative Plan High Level Link - December 2013

Landscape Plan 01A

Energy Statement - June 2013

Planning Statement - Building 717

Transport Assessment - July 2013

Noise Impact Assessment - IMP4189-1 (16/09/2013)

Arboricultural Implications Assessment - 09/01/2014

Revised Addendum to Energy Statement - 21/02/2014

Landscape Management Maintenance Plan - 0488Matrix

Landscape Strategy - Trees and Plants - 14/01/2014

Letter to TFL - 08/01/2014

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).

# 6 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)

#### 7 COM10 Tree to be Retained

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

#### **REASON**

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

## 8 NONSC Energy Efficiency

Prior to the commencement of development a detailed energy assessment shall be submitted to and approved in writing by the Local Planning Authority, showing how the development will reduce carbon emissions by 40% from a 2010 Building Regulations compliant development. The assessment shall clearly show:

- i) the baseline energy demand (kwhr and kgCO2) for each element of the regulated energy use (e.g. space heating, hot water and electricity) for all the relevant uses (e.g. residential, commercial etc).
- ii) the methods to improve the energy efficiency of the development and how this impacts on the baseline emissions and where they will be included within the development.
- iii) the inclusion of CHP to service the whole development, the specification of the technology to be used, the inputs and outputs (in kwhr and associated kgCO2) of the CHP unit and the impacts on the baseline emissions.
- iv) roof plans and elevations showing the inclusion of the PVs.
- v) how the technology will be maintained and managed throughout the lifetime of the

development.

The development must proceed in accordance with the approved details.

#### **REASON**

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

## 9 COM15 Sustainable Water Management

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

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

ii. include a timetable for its implementation; and

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

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

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

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

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

#### **REASON**

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

## 10 COM30 Contaminated Land

- (i) The development hereby permitted shall not commence until a scheme to deal with contamination has been submitted in accordance with the Supplementary Planning Guidance on Land Contamination and approved by the Local Planning Authority (LPA). The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:
- (a)A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site;
- (b) A site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use.
- (c) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA

prior to commencement.

- (ii) If during development or works contamination not addressed in the submitted remediation scheme is identified, an addendum to the remediation scheme must be agreed with the LPA prior to implementation; and
- (iii) All works which form part of the remediation scheme shall be completed and a verification report submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing.

#### **REASON**

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

## 11 NONSC Imported Soils

No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

#### **REASON**

To ensure that the occupants of the development are not subject to any risks from soil contamination in accordance with policy OE11 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

## 12 NONSC Ingress of Polluted Air

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

## **REASON**

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

## 13 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 details of 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).

## 14 COM17 Control of site noise rating level

The rating level of the noise emitted from the site shall be at least 5dB below the existing background noise level. The noise levels shall be determined at the boundary of the nearest residential property. The measurements and assessment shall be made in accordance to the latest British Standard 4142, 'Method for rating industrial noise affecting mixed residential and industrial areas'.

#### **REASON**

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

#### 15 COM16 Scheme for site noise control

Before development commences, details of noise mitigation measures to ensure the occupiers of the hotel are not adversely impacted by noise shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

#### **REASON**

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

## 16 COM31 Secured by Design

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

#### **REASON**

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

## 17 NONSC Fire Evacuation Plan

Prior to the first occupation of the development hereby approved a comprehensive fire emergency plan that demonstrates how disabled people will be safeguarded from fire and enabled to evacuate the building shall be submitted to and approved in writing by the Local Planning Authority.

#### **REASON**

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

#### 18 NONSC Facilities for People with Disabilities

The development hereby approved shall ensure the quantity of accessible bedrooms as a percentage of the total number of bedrooms (as detailed in BS 8300:2009) is no less than:

- i. 5% without a fixed tracked-hoist system;
- ii. 5% with a fixed tracked-hoist system, or, similar system giving the same degree of convenience and safety;

iii. 5% capable of being adapted in the future to accessibility standards (i.e. with more space to allow the use of a mobile hoist, wider doors, provision for services and with enclosing walls capable of supporting adaptations, e.g. handrails);

iv. 50% of en-suite bathrooms within the required accessible bedrooms to have a level access shower.

#### **REASON**

To ensure that London's visitor infrastructure is accessible and welcoming to all sections of the population, including older and disabled people in accordance with policy AM13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and policies 3.1, 3.8 and 7.2 of the London Plan (2011).

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

#### **REASON**

Heritage assets of archaeological interest survive on the site. The planning authority wishes to secure the provision of archaeological investigation and the subsequent recording of the remains prior to development, in accordance with policy BE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

# 20 NONSC Car Parking for guests and staff only

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

## **REASON**

To ensure suitable parking provision is provided on the site, in accordance with policies AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (July 2011).

## 21 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 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.

## 22 NONSC Lighting

Before development commences details of any construction and permanent lighting proposed for the development shall be submitted to the Planning Authority for their written approval.

#### **REASON**

To comply with policy A6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), and because it is necessary to control the construction and permanent lighting arrangements on this development to avoid confusion with aeronautical ground lights which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

## 23 NONSC Construction Management

Development shall not commence until a construction management strategy has been submitted to and approved in writing by the Local Planning Authority covering the application site and any adjoining land which will be used during the construction period. Such a strategy shall include the following:

- details of the area(s) subject to construction activity and the storage of materials and equipment
- details of cranes and other tall construction equipment (including working heights, operating locations and details of obstacle lighting) Such schemes shall comply with Advice Note 4 'Cranes and Other Construction Issues'(available at www.aoa.org.uk/operations & safety/safeguarding. asp ).

The approved strategy (or any variation approved in writing by the Local Planning Authority) shall be implemented for the duration of the construction period.

## **REASON**

To comply with policy A6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), and to ensure that construction work and construction equipment on the site and adjoining land does not breach the Obstacle Limitation Surface (OLS) surrounding Heathrow Airport and endanger aircraft movements and the safe operation of the aerodrome.

#### 24 NONSC Cranes

No works at the development site shall commence until the Developer has agreed a "Crane Operation Plan" which has been submitted to and has been approved in writing by the Radar Operator. Construction at the site shall thereafter be operated fully in

accordance with such approved Plan.

#### **REASON**

To comply with policy A6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), and to mitigate the impact of obstructions impairing radar performance and thus affecting the safety of operations at Heathrow Airport.

#### **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.

0	
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM4	Safeguarded road proposals - schemes shown on Proposals Map
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and
7 11110	implementation of road construction and traffic management
	schemes
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through
	(where appropriate): -
	(i) Dial-a-ride and mobility bus services
	(ii) Shopmobility schemes
	(iii) Convenient parking spaces
	(iv) Design of road, footway, parking and pedestrian and street
A B 4 4 4	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.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
OE7	Development in areas likely to flooding - requirement for flood

T0	protection measures
T2	Location of tourist accommodation and conference facilities
T4	Hotels, guest houses and other tourist accommodation - location,
LDD 0.C	amenity and parking requirements
LPP 2.6	(2011) Outer London: vision and strategy
LPP 2.7	(2011) Outer London: economy
LPP 2.8	(2011) Outer London: Transport
LPP 4.1	(2011) Developing London's economy
LPP 4.5	(2011) London's Visitor Infrastructure
LPP 4.6	(2011) Support for and enhancement of arts, culture, sport and
LPP 5.1	entertainment provision (2011) Climate Change Mitigation
LPP 5.1 LPP 5.2	(2011) Climate Change Mitigation
LPP 5.2 LPP 5.3	(2011) Minimising Carbon Dioxide Emissions
	(2011) Sustainable design and construction
LPP 5.7	(2011) Renewable energy
LPP 5.10	(2011) Urban Greening
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.17	(2011) Waste capacity
LPP 5.21	(2011) Contaminated land
LPP 6.1	(2011) Strategic Approach
LPP 6.6	(2011) Aviation
LPP 6.9	(2011) Cycling
LPP 6.10	(2011) Walking
LPP 6.13	(2011) Parking
LPP 7.1	(2011) Building London's neighbourhoods and communities
LPP 7.2	(2011) An inclusive environment
LPP 7.3	(2011) Designing out crime
LPP 7.4	(2011) Local character
LPP 7.5	(2011) Public realm
LPP 7.6	(2011) Architecture
LPP 7.14	(2011) Improving air quality
LPP 7.15	(2011) Reducing noise and enhancing soundscapes
LPP 8.2	(2011) Planning obligations
LPP 8.3	(2011) Community infrastructure levy

# 3 I14C Compliance with Building Regulations Access to and use of

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

- The Building Regulations 2000 Approved Document Part M 'Access to and use of buildings', or with
- BS 8300:2001 Design of buildings and their approaches to meet the needs of disabled people Code of practice. AMD 15617 2005, AMD 15982 2005.

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

You may also be required make provisions to comply with the Disability Discrimination Act 1995. The Act gives disabled people various rights. Under the Act it is unlawful for employers and persons who provide services to members of the public to discriminate

against disabled people by treating them less favourably for any reason related to their disability, or by failing to comply with a duty to provide reasonable adjustments. This duty can require the removal or modification of physical features of buildings provided it is reasonable.

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

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

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

#### 4 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.

## 5 | 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).

## 6 158 Opportunities for Work Experience

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

Please contace: 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

#### 7

#### Cranes:

For the purpose of condition 24 above;

"Operator" means NATS (En Route) plc, incorporated under the Companies Act (4129273) whose registered office is 4000 Parkway, Whiteley, Fareham, Hants PO15 7FL or such other organisation licensed from time to time under sections 5 and 6 of the Transport Act 2000 to provide air traffic services to the relevant managed area (within the meaning of section 40 of that Act).

"Crane Operation Plan" or "Plan" means a detailed plan agreed with the Operator which defines the type of crane and the timing and duration of all crane works to be carried out at the site in order to manage and mitigate at all times the impact of the development on the Heathrow H10 radar and associated air traffic management operations of the Operator.

## 8 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)

#### 9

## Wind Turbines:

Wind Turbines can impact on the safe operation of aircraft through interference with aviation radar and/or due to their height. Any proposal that incorporates wind turbines must be assessed in more detail to determine the potential impacts on aviation interests. This is explained further in Advice Note 7, 'Wind Turbines and Aviation' (available at http://www.aoa.org.uk/operation & safety/safeguarding.htm).

#### 10

Community Infrastructure Levy:

You are advised that the development hereby approved represents chargeable development under the Community Infrastructure Levy. A separate liability notice will be issued by the Local Planning Authority, however you are advised that it is your responsibility to notify the Local Planning Authority of the anticipated commencement date and any changes in liability through submission of the appropriate forms.

Should you require further information please refer to the Council's Website (http://www.hillingdon.gov.uk/index.jsp?articleid=24738).

#### 11

## Piling:

Developers should ensure that any proposed piling methods do not pose a pollution risk to controlled waters. Piling to facilitate building foundations or the installation of ground source heat pumps has the potential to create a pathway between contaminated shallow soils and deeper geological formations and aquifers. Deep piling can also result in physical disturbance of aquifers.

If piling is proposed, a Piling Risk Assessment will be required to demonstrate that the chosen piling method does not increase the risk of near-surface pollutants migrating into deeper geological formations and aquifers. A Hydrogeological Risk Assessment of physical disturbance to the aquifer should also be undertaken and if unacceptable risks are identified, appropriate mitigation measures must be provided.

#### 12

#### Bird Hazard Management Plan:

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.

#### 3. CONSIDERATIONS

## 3.1 Site and Locality

The application site has an area of 0.62ha and is roughly triangular in shape. To the west the site adjoins the car park of the Hilton Hotel which incorporates a sub-station and some planting alongside the boundary with the application site. The other boundaries of the site adjoin airport roads. Beyond Sheffield Way and the Great South West Road to the south and east of the site is an area of rising open grass and landscaping that forms part of the extensive elevated Terminal 4 road system separating the airport from residential areas within LB Hounslow. To the north of the site beyond the Southern Perimeter Road is the operational airfield at Heathrow Airport. This includes a number of airport buildings and structures including a large radar tower as well as aircraft stands and piers connected directly to Terminal 4.

The site extends fully to the kerb line of the adjacent roads such that the grass verges, footways and trees adjacent to the highway are within the same ownership. The surrounding roads are controlled by BAA the airport operator and are not adopted highways.

The site currently contains a "shed" type warehouse building used by an airport contractor for vehicle security screening purposes. The operational area of the site is entirely hard surfaced and delineated by 3m high metal boundary security fencing. A small security booth is sited at the site's only vehicular access point at the eastern corner of the site off Sheffield Way.

The site is within Heathrow Airport as designated on the Hillingdon Development Plan Proposals Map.

Two bus routes (482 and 490) serve bus stops nearby on the Southern Perimeter Road. The nearest rail station is Heathrow Terminal 4, approximately 500m north-west of the site, served by the Piccadilly Line and Heathrow Express / Connect rail services to Paddington. The site has a public transport accessibility level (PTAL) rating of 2.

## 3.2 Proposed Scheme

The application is made in outline with landscaping being the only reserved matter. It proposes the demolition of all buildings on the site and erection of an 8-storey hotel comprising 601 bedrooms.

The shape of the proposed building is triangular reflecting the shape of the site and incorporates a central atrium. The ground floor is largely an undercroft allocated to vehicle parking, servicing and circulation. The first floor comprises the main public areas of the hotel including restaurant; reception; bar; toilets and back of house facilities in addition to 31 bedrooms. The second floor incorporates a proposed pedestrian walkway connection at the western corner of the building where an elevated walkway from Terminal 4 is proposed to connect into the building. Of the total of 601 bedrooms 24 are proposed as accessible rooms and 32 for universal access.

Externally the hotel would have regularly sized window openings and be clad with coloured panels / glazing. Each of the 3 corners of the building has vertical articulation and a grey cladding treatment to create visual contrast. Similarly, the window positions have been "randomised" to an irregular grid with additional grey cladding to emphasise the verticals, recessing and groupings to provide a contrast, including shadow and depth to the predominant white colour of the main facades.

The ground level undercroft provides 79 parking spaces, 9 of which are accessible. Vehicular access within the site is one-way only and is taken from Sheffield Road (a one-way road) with buses, delivery and refuse vehicles using a dedicated double height service road and lay-by while cars enter the car park via a separate entry barrier. The main entrance to the hotel is at the western end of the building fronting the Perimeter Road where an internal vehicle drop-off area is provided. An enclosed cycle storage area for 20 cycles is provided within the car park along with various plant and delivery / storage areas, and fire escape stairwells. A modified site exit provides vehicular access out onto Sheffield Way via the site's existing vehicular access.

Landscaping around the site, including the trees on the roadside verges, is proposed to be replaced with a comprehensive landscaping scheme to provide a green setting to the new building with additional hedging provided to screen cars within the undercroft car park. The existing 3m high security fencing would be removed.

The applicant states that no conference or meeting spaces are proposed as the hotel would operate in the budget sector and its location, close to Terminal 4 ensures that it will be extensively used for overnight accommodation by airline travellers and crew using

#### Terminal 4.

## Elevated Walkway:

As a result of negotiations concerning this application, proposals for an extension to the existing elevated walkway linking Terminal 4 to the Hilton Hotel have been encouraged by Council Officers. The applicant has now agreed to provide a connection, and have reached agreement in principle for a connection into the existing elevated Hilton Hotel link via an extension alongside the northern side of the Southern Perimeter Road and a crossing above the road to connect into the hotel at second floor level. The details of this connection are currently being finalised prior to the submission of a full application.

It is considered that any approval should be subject to a legal restriction preventing implementation of the hotel prior to the grant of planning permission for the elevated link and its completion prior to the opening of the hotel.

## 3.3 Relevant Planning History

50657/APP/2007/3452 Building 717 Sheffield Way Heathrow Airport ERECTION OF A 3 METRE HIGH SECURITY FENCE AROUND SITE.

Decision: 08-01-2008 Approved

50657/APP/2007/3658 Building 717 Sheffield Way Heathrow Airport

EXTENSION TO LOADING BAYS AT THE FRONT OF THE BUILDING AND ERECTION OF

TEMPORARY STRUCTURE.

Decision: 07-02-2008 Approved

50657/APP/2007/3714 Building 717 Sheffield Way Heathrow Airport

Alterations to vehicular and pedestrian access including removal of landscaping

Decision: 30-01-2008 Approved

50657/APP/2008/1918 Building 717 Sheffield Way Heathrow Airport

Erection of additional loading bay to side of existing building.

Decision: 01-09-2008 Approved

## **Comment on Relevant Planning History**

The relevant planning history for the site is listed above.

## 4. Planning Policies and Standards

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)

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

London Plan (July 2011)

National Planning Policy Framework

Hillingdon Supplementary Planning Document - Accessible Hillingdon

Hillingdon Supplementary Planning Document - Noise

Hillingdon Supplementary Planning Document - Planning Obligations

Hillingdon Supplementary Planning Guidance - Air Quality

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

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

(2012) Built Environment

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

## Part 1 Policies:

PT1.BE1

PII.DEI	(2012) Built Environment
PT1.E3	(2012) Strategy for Heathrow Opportunity Area
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM6	(2012) Flood Risk Management
PT1.EM11	(2012) Sustainable Waste Management
PT1.T1	(2012) Accessible Local Destinations
PT1.T4	(2012) Heathrow Airport
Part 2 Policies	s:
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM4	Safeguarded road proposals - schemes shown on Proposals Map
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
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.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
OE7	Development in areas likely to flooding - requirement for flood protection measures

T2	Location of tourist accommodation and conference facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements
LPP 2.6	(2011) Outer London: vision and strategy
LPP 2.7	(2011) Outer London: economy
LPP 2.8	(2011) Outer London: Transport
LPP 4.1	(2011) Developing London's economy
LPP 4.5	(2011) London's Visitor Infrastructure
LPP 4.6	(2011) Support for and enhancement of arts, culture, sport and entertainment provision
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.3	(2011) Sustainable design and construction
LPP 5.7	(2011) Renewable energy
LPP 5.10	(2011) Urban Greening
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.17	(2011) Waste capacity
LPP 5.21	(2011) Contaminated land
LPP 6.1	(2011) Strategic Approach
LPP 6.6	(2011) Aviation
LPP 6.9	(2011) Cycling
LPP 6.10	(2011) Walking
LPP 6.13	(2011) Parking
LPP 7.1	(2011) Building London's neighbourhoods and communities
LPP 7.2	(2011) An inclusive environment
LPP 7.3	(2011) Designing out crime
LPP 7.4	(2011) Local character
LPP 7.5	(2011) Public realm
LPP 7.6	(2011) Architecture
LPP 7.14	(2011) Improving air quality
LPP 7.15	(2011) Reducing noise and enhancing soundscapes
LPP 8.2	(2011) Planning obligations
LPP 8.3	(2011) Community infrastructure levy

# 5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- 28th October 2013

5.2 Site Notice Expiry Date:- 28th October 2013

## 6. Consultations

#### **External Consultees**

Consultation letters were sent to local owner/occupiers on 03/10/13. The application was also advertised by way of site and press notices. One letter was received from British Airways, which raised some concerns with the proposal. The applicant has provided revised proposal details since then, and BA have since withdrawn their concerns.

#### GREATER LONDON AUTHORITY and TRANSPORT FOR LONDON:

The GLA's Stage 1 and TfL's initial comments response raised concerns with transport and energy. Following the submission of revised material, their updated comments on these outstanding concerns are as follows:

## Transport:

#### Access

Clarification has been provided for proposed access arrangement for pedestrian, cyclists, car, taxi, coaches, this is accepted by TfL.

## Trip assessment & mode share

In light of previous comments, the applicant has provided an estimated mode share proportion for the proposal, this is accepted by TfL.

#### **Parking**

The latest proposal provides 79 car parking spaces, including nine disabled spaces. In addition, eight spaces will be equipped with electric vehicle charging points along with a further 10% passive provision of eight spaces. This is welcomed by TfL and should be secured by condition.

In relation to coach parking, it is understood that a lay-by of approximately 30m in length on Sheffield Way will be provided to facility coach pick up/ drop off; this is welcomed and should be secured by condition.

## Public transport

TfL is not seeking contribution toward the mitigation of bus service capacity from this proposal. However, TfL is pleased that the applicant is committed to secure a connecting shuttle bus service between the site and Heathrow Terminal 4 to enable further public transport journey opportunities by guest/ staff. TfL recommend this should be secured by condition/ s106 agreement.

#### Pedestrians

A pedestrian review has been submitted and this is welcomed. TfL also welcomes that an elevated pedestrian link to terminal 4 has been proposed to improve accessibility; the delivery of the pedestrian link should be secured by condition/ legal agreement.

#### Cycling

The provision of twenty covered, secured cycle parking spaces (as per original proposal), CCTV, shower and changing facilities for staff should be secured by condition.

## Servicing and Construction

TfL welcomes that the applicant has committed to submit a delivery and servicing Plan (DSP), construction management plan (CMP) and a construction logistics plan (CLP). The approval of these plans by Hillingdon council and their implementation should be secured by condition.

## Travel Plan

A revised Interim travel plan has been submitted and considered satisfactory. The submission and delivery of the finalised travel plan should be secured by legal agreement along with cost for

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## monitoring.

## Community Infrastructure Levy

In accordance with London Plan policy 8.3 'Community Infrastructure Levy', the Mayor has agreed a CIL Charging Schedule which came into operation on 1 April 2012. It will be paid by most new development in Greater London. The proposed development is within the London Borough of Hillingdon where the proposed Mayoral charge is £35 per square metre.

Summary: All outstanding tranport issues are addressed provided they are secured via appropriate conditions and/or legal agreements.

#### Energy:

Please find below comments after having reviewed the applicant's response to the issues raised at stage 1 (in italics below). The heating system proposed does not fully follow the energy hierarchy at the moment and addressing this would help the proposal get closer to the 40% carbon target.

Energy efficiency: A reduction of 85 tonnes per annum (5%) in regulated CO2 emissions to be achieved compared to a 2010 Building Regulations compliant development (see table below). The applicant should provide supporting information such as BRUKL sheets for the energy efficiency only case (i.e. excluding CHP and air source heat pumps) to confirm the carbon savings claimed.

The applicant has provided the BRUKL sheet of the case with CHP and suggested where the savings were derived from. This does not follow the GLA methodology. The baseline should be derived from the Part L 2010 TER calculated based on standard gas boilers. The design should ensure that the Part L 2010 baseline is met by efficiency measures alone, before the inclusion of CHP or heat pumps. The "be lean" savings are the savings in carbon between the part L baseline and the design as proposed including fabric and services efficiency measures alone (i.e. no low carbon technologies).

District heating: The applicant should investigate whether there are any existing or planned district heating networks in the vicinity of the development and provide a commitment to ensuring that the development is designed to allow future connection should one become available. A site heat network is proposed to provide domestic hot water to all the rooms and space heating via air source heat pumps and fan coil units. Space heating to all rooms and other building uses should be provided in a way that allows connection to a district heating network in the future. Further information on the space heating distribution system is required to confirm that it is suitable for connection to district heating. The site heat network will be supplied from a single energy centre. Further information on the floor area and location of the energy centre should be provided.

The applicant has provided further information on the CHP + heat pump + future proofing for district heating system. The diagram provided suggests that the CHP (or potentially a district heating connection in the future) will provide the domestic hot water, with heat pumps providing a top up to the domestic hot water in summer (when they are rejecting heat) but otherwise being the only source of space heating and cooling to the rooms. This approach does not follow the energy hierarchy which requires that CHP (when proposed) is optimised before the use of renewables such as heat pumps. The CHP (and district heating in the future) should be the primary source of heat to meet both domestic hot water and at least a proportion of the space heating demand. The heat pumps can be a top up for the whole system but should not be the primary space heat source for the rooms. This will ensure that the energy hierarchy is followed and will improve the carbon benefit of the CHP as well as the viability of connection to district heating in the future.

A plan showing the proposed location of the energy centre has been provided, no further information required on this issue.

Combined Heat and Power (CHP): A CHP is proposed as a lead heat source for the site heat network. The CHP is sized to provide the domestic hot water load. Further information is required on the capacity of the proposed CHP. This should be supported by energy demand profiles for the building and explanation of the proposed sizing. A reduction in regulated CO2 emissions of 373 tonnes per annum (23%) is estimated for this second part of the energy hierarchy (see table below).

Further information has been provided on this issue, however the sizing of the CHP may need to be reconsidered in response to the comment above.

Renewable energy technologies: Air source heat pumps are proposed to provide the space heating and cooling demand for the bedrooms. If air source heat pumps are still proposed for cooling after having addressed the comments above, further information should be provided on the capacity of the air source heat pumps.

The applicant has confirmed that the heat pumps have been sized to meet the cooling demand (approx. 400kW). No further information required on this issue.

A total reduction of 497 tonnes of CO2 per year in regulated emissions compared to a 2010 Building Regulations compliant development is proposed, equivalent to an overall saving of 29%. The CO2 savings fall short of the targets within policy 5.2 of the London Plan. The applicant should address the comments above and consider additional measures aimed at achieving further reductions.

The applicant is expecting a slight improvement in carbon savings (from 29% to 31%) following more detailed assessment of the CHP. The 40% target applies to this application as the stage 1 submission was received by the GLA after the 1st of October 2013. The applicant should address the comment raised above and assess the potential for additional savings. Should this assessment demonstrate that the 40% target can't be achieved on site, the applicant should discuss with the Borough a cash in lieu contribution for the shortfall in carbon savings.

Summary: Whilst some of the issues raised are addressed and should be secured via appropriate conditions and/or legal agreement; there remain outstanding issues (highlighted in blue) that must be resolved before the scheme is referred back to the Mayor as a stage 2.

#### Case Officer Comments:

Further details concerning the increased carbon reduction (up from 29% to 31% and then to 41%) have been received and are considered satisfactory given that the application was registered in September 2013 when only a 25% reduction was required by GLA policy. However, this would alleviate the GLA's concern that the application does not meet the 40% requirement.

## **ENVIRONMENT AGENCY:**

We have assessed this application and have identified flood risk as the only constraint at this site.

You should be using our Flood Risk Standing Adv ice (FRSA) to determine if we need to be consulted directly on an application regarding flood risk. This site is in Flood Zone 1 and is under a hectare. Therefore cell F5 of the consultation matrix applies and you did not need to consult us.

The main flood risk issue at this site is the management of surf ace water run-off and ensuring that drainage from the development does not increase flood risk either on-site or elsewhere. We recommend the surface water management good practice advice in cell F5 is used to ensure sustainable surface water management is achieved as part of the development.

Surface water runoff rates and volumes from the site must be managed in accordance with the London Plan (July 2011) - which sets higher standards than the NPPF for the control of surface water run-off. Policy 5.13 - Sustainable drainage of the London Plan states that "development should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and should aim to achieve greenfield run-off rates and ensure that surface water runoff is managed as close to its source as possible" in line with the drainage hierarchy.

If you have identified drainage problems at this site through your Strategic Flood Risk Assessment or Surface Water Management Plan, you may want to request a formal Flood Risk Assessment from the applicant in line with Flood Risk Assessment Guidance Note 1.

#### Piling Informative:

Developers should ensure that any proposed piling methods do not pose a pollution risk to controlled waters. Piling to facilitate building foundations or the installation of ground source heat pumps has the potential to create a pathway between contaminated shallow soils and deeper geological formations and aquifers. Deep piling can also result in physical disturbance of aquifers.

If piling is proposed, a Piling Risk Assessment will be required to demonstrate that the chosen piling method does not increase the risk of near-surface pollutants migrating into deeper geological formations and aquifers. A Hydrogeological Risk Assessment of physical disturbance to the aquifer should also be undertaken and if unacceptable risks are identified, appropriate mitigation measures must be provided.

We recommend that developers follow the risk management framework provided in our guidance for 'Piling into Contaminated Sites' and also refer to the document: 'Piling and Penetrative Ground Improvement Methods on Land Affected by Contamination: Guidance on Pollution Prevention.

#### **HEATHROW AIRPORT:**

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:

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'.

Submission of a Construction Management Strategy:

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Development shall not commence until a construction management strategy has been submitted to and approved in writing by the Local Planning Authority covering the application site and any adjoining land which will be used during the construction period. Such a strategy shall include the following:

- details of the area(s) subject to construction activity and the storage of materials and equipment
- details of cranes and other tall construction equipment (including working heights, operating locations and details of obstacle lighting) Such schemes shall comply with Advice Note 4 'Cranes and Other Construction Issues'.

The approved strategy (or any variation approved in writing by the Local Planning Authority) shall be implemented for the duration of the construction period.

Reason: To ensure that construction work and construction equipment on the site and adjoining land does not breach the Obstacle Limitation Surface (OLS) surrounding Heathrow Airport and endanger aircraft movements and the safe operation of the aerodrome; and to ensure the development does not endanger the safe movement of aircraft or the operation of Heathrow Airport through interference with communication, navigational aids and surveillance equipment.

# 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.

# Submission of Landscaping Scheme - England

No development shall take place until full details of soft and water landscaping works have been submitted to and approved in writing by the Local Planning Authority, details must comply with Advice Note 3, 'Potential Bird Hazards from Amenity Landscaping & Building Design'. These details shall include:

- The species, number and spacing of trees and shrubs

No subsequent alterations to the approved landscaping scheme are to take place unless submitted

to and approved in writing by the Local Planning Authority. The scheme shall be implemented as approved.

Reason: To avoid endangering the safe movement of aircraft and the operation of Heathrow Airport through the attraction of birds and an increase in the bird hazard risk of the application site.

For this particular site the following will apply:

Stands of trees with the potential to provide canopies for bird species such as Rooks, Crows should be planted at 4 metre centres or greater. Tree species such as Oak (Quercus sp.) Scots Pine (Pinus Sylvestris), and Beech (Fagus Slyvatica) should be excluded from the planting scheme.

Large quantities of berry bearing species should be avoided. If they are essential to the integrity of the proposed planting scheme, low numbers of berry bearing plants may be dispersed amongst other species to reduce the total food supply for birds. In this location, berry bearing species should be kept below 5% of the total planting palette.

We would also make the following observations:

#### 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'.

#### Wind Turbines

Wind Turbines can impact on the safe operation of aircraft through interference with aviation radar and/or due to their height. Any proposal that incorporates wind turbines must be assessed in more detail to determine the potential impacts on aviation interests. This is explained further in Advice Note 7, 'Wind Turbines and Aviation'.

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

# NATS:

NATS objected to the development due to the anticipated impact upon its infrastructure, specifically on the Heathrow 10cm Radar. Having engaged with the applicant and having discussed the impact and potential solutions, NATS is satisfied that there is a potential solution; however, it has serious concerns about the impact that any cranes at that site will have on the airport radar.

After a technical meeting between the applicant and NATS's representatives, it is considered that an acceptable way forward can be agreed by way of a planning condition. NATS has shared its concerns and its technical requirements with the applicant, who has accepted them in principle and who is currently drafting a proposal. As such, NATS is prepared to withdraw its objection to a building of less than 47m AOD on this site subject to the following planning condition:

#### Condition 1:

No works at the development site shall commence until the Developer has agreed a "Crane Operation Plan" which has been submitted to and has been approved in writing by the Radar Operator. Construction at the site shall thereafter be operated fully in accordance with such approved plan.

Reason: to mitigate the impact of obstructions impairing radar performance and thus affecting the

safety of operations at Heathrow Airport.

For the purpose of condition [1] above:

- "Operator" means NATS (En Route) plc, incorporated under the Companies Act (4129273) whose registered office is 4000 Parkway, Whiteley, Fareham, Hants PO15 7FL or such other organisation licensed from time to time under sections 5 and 6 of the Transport Act 2000 to provide air traffic services to the relevant managed area (within the meaning of section 40 of that Act).
- "Crane Operation Plan" or "Plan" means a detailed plan agreed with the Operator which defines the type of crane and the timing and duration of all crane works to be carried out at the site in order to manage and mitigate at all times the impact of the development on the Heathrow H10 radar and associated air traffic management operations of the Operator.

#### LONDON BOROUGH OF HOUNSLOW:

No objection. It is considered that the new hotel would be seen in the context of existing buildings around Heathrow Terminal 4 and would not have a significant visual impact when viewed from within the London Borough of Hounslow. Traffic conditions on roads within the Borough would not be significantly affected.

#### **ENGLISH HERITAGE GLAAS:**

Recommend Pre-Determination Archaeological Assessment/Evaluation. 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 with demonstrated archaeological interest, especially for prehistoric periods. No archaeological assessment has been submitted with this application but a recent assessment for a nearby application identified medium potential for significant undesignated remains of Neolithic to Roman date. 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.

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

# Desk-based assessment

Desk-based assessment produces a report to inform planning decisions. It uses existing information to identify the likely effects of the developmenton the significance of heritage assets, including considering the potential for new discoveries and effects on the setting of nearby assets. An assessment may lead on to further evaluation and/or mitigation measures.

## Evaluation

An archaeological field evaluation involves exploratory fieldwork to determine if significant remains

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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 nondesignated 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.

#### **Internal Consultees**

#### ACCESS OFFICER:

According to the Design & Access Statement, the proposed development has been designed to accommodate the needs of all visitors, irrespective of age or disability. The approach to the hotel would have wide pavements and level access would be achieved to and into the main entrance. It is further stated that automatic doors would lead to a lobby area large enough for a wheelchair user to navigate the space with ease, and this provision has been reflected on plan.

Clear circulation routes are to be established; the surface materials will not impede the movement of disabled people within the building. The lifts are to provide access to all floors. There is to be unobstructed manoeuvring space, at least 1500mm square, in front of the lifts. All doors throughout the development are said to be at least 1200mm wide The layout of the reception area, bar, restaurant and meeting rooms which facilitate unhindered wheelchair user access. In addition, there will be fully accessible WC/washroom facilities provided on the hotel entry level.

Of the 602 bedrooms, 5% (30) will be Universally Accessible (fully wheelchair accessible) and another 5% (30) will be Ambulant Disabled (easy access) rooms. It has not been stated however, to what standard these rooms would be designed. the design.

It is stated that the building will fully comply with Part B of the Building Regulations, which may be inadequate within a modern day hotel building is potentially several disabled people on every floor at any given time.

The following observations are provided:

- 1. The minimum provision of accessible bedrooms as a percentage of the total number of bedrooms (as detailed in BS 8300:2009) should be:
- i) 5% without a fixed tracked-hoist system;
- ii) 5% with a fixed tracked-hoist system, or, similar system giving the same degree of convenience and safety:

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iii) 5% capable of being adapted in the future to accessibility standards (i.e. with more space to allow the use of a mobile hoist, wider doors, provision for services and with enclosing walls capable of supporting adaptations, e.g. handrails).

50% of en suite bathrooms within the 60 required accessible rooms should feature a level access shower to allow convenient use by older people and independence by wheelchair users who may find using a bathtub difficult.

NB: Providing 'continental' bathroom facilities in the standard rooms is a feature that many non-disabled people welcome, which, in turn, may allow hoteliers to meet the specification of BS 8300:2009 without providing rooms exclusive 'disabled rooms'; i.e. to provide an inclusive room that caters for all customers.

- 2. Details of where Hearing Enhancement Systems (e.g. induction loops) would be provided should form part of the scheme. Consideration should also be given at this stage to the type of system(s) that will be suitable for different areas of the hotel.
- 3. The alarm system should be designed to allow deaf people to be aware of its activation. (Such provisions could include visual fire alarm activation devices, and/or a vibrating pager system. A technical audit should be considered at this stage to ensure that mobile phone and emergency paging system signals can transmit throughout the building.)
- 4. An evacuation lift should be incorporated into the scheme. The lift should be designed and integrated to support Horizontal Evacuation.
- 5. Advice from a suitably qualified Fire Safety Officer concerning emergency egress for disabled people should be sought at an early stage. It is, however, unacceptable to provide only a refuge in development of this type and scale. It is not the responsibility of the fire service to evacuate disabled people, and therefore, inherent in the design must be facilities that permit disabled people to leave the building independently during an 'all-out' evacuation.

## Conclusion:

Acceptable. The above issues should be required by condition(s) attached to any grant of planning permission, undertaken to improve ease of movement for people with mobility impairments.

# HIGHWAY ENGINEER:

The development is for the demolition of existing warehouse buildings and the construction of a 602 bedroom hotel, with 82 car parking spaces. As part of the proposals, a lay-by will be provided at the front of the site, which will be used for coach/bus parking, servicing of the hotel and as a taxi drop off/pick up point.

From reviewing the Transport Assessment (TA) submitted in support of the development, an assessment of the proposed trip generation at the site has been undertaken using the TRICS Database. However, it is noted that the assessment only considers one sample site within the database, which was surveyed some 12 years ago, with justification provided based on similar developments that have previously been granted planning consent. In addition, it is noted that the TA has made a number of assumptions in relation to the way in which guests will travel to the site, but has not provided any supporting evidence. As a result, it is considered that the assessment of the likely trip generation is not representative.

When undertaking assessment of the PTAL index within the area of the site, it is noted that this is rated as 2, which is classified as poor. Nevertheless, when considering the location of the site, the nature of the surrounding area and the proximity of public transport facilities, the proposed car

parking ratio of 1 parking space per 7 bedrooms is acceptable.

However, it is noted that the proposed coach/bus parking, servicing and taxi drop off/pick up area is not of a sufficient size to allow multiple users that would be expected to serve a hotel of the size proposed. In addition, the number of coaches/buses that could park at anyone time is below the requirement of that specified within the London Plan. Therefore, the applicant is required to increase the number of parking spaces for coaches in accordance with the London Plan, while maintaining adequate servicing facilities within the site. Furthermore, a dedicated bus bay is required to be provided that will serve local shuttle services.

When considering pedestrian access to the site, the TA states that there are good pedestrian facilities within the area with a comprehensive network of footways and formal/informal crossing points. However, it is noted that there are no controlled (pelican/zebra) and only limited uncontrolled (pedestrian refuge) pedestrian crossings points along the adjacent highway that would serve the site. Therefore, controlled pedestrian crossing facilities are required to be provided along Southern Perimeter Road adjacent to the site, in order to provide safe and convenient pedestrian links.

From reviewing the vehicle swept paths provided within the TA, it is noted that these are not legible. Therefore, the applicant is required to resubmit the swept paths for consideration. All swept paths are required to include a 300mm margin of error.

Finally, the proposed car parking provision within the site is required to include 20% electric car charging points (10% active and 10% passive). In addition, 10% of the proposed car parking spaces are required to be allocated for disabled users.

# Case Officer Comment:

In terms of off-site coach parking bays, it is noted that the lay-by will generally only cater for two coaches and that this provision is below the London Plan parking standards. The applicant has provided justification as to what this provision will meet demand. Firstly the proposed hotel is a budget hotel with no conference or banqueting facilities which tend to generate coach travel. The second, perhaps more important reason, is that the hotel is located at the airport for people travelling by air. As such guests will be dropped off and then fly out the next day or fly in and then get picked up the next day or walk to the public transport facilities in Terminal 4. There will be no requirement for overnight coach parking. In addition, Heathrow Airport manages coach parking for the whole airport campus, with centralised coach parks. The nearest coach Park, has capacity for over 50 coaches, with a further 15 coach bays available at the Terminal 5 Coach Park. Therefore, the anticipated mode of operation for coaches is that drop off would take place adjacent to the hotel. For pick up, coaches would park at one of the centralised Coach Parks until the passengers are ready to be collected, at which time the coach would be called forward.

# CONSERVATION AND URBAN DESIGN:

Background: The existing site is situated adjacent Terminal 4. It is a major route and a highly visible location. The existing building is of no interest. The proposal involves the demolition of the existing building and the erection of a hotel.

Comments: There is no objection to the demolition of the existing building. It is not a heritage asset and does not contribute to the quality of the streetscene.

The proposed hotel is acceptable in principle. However, a standard design approach has been taken with facades designed around a set bedroom module size. I note a new approach to the fenestration has been taken, and to some extent this provides a more visually colourful facade - at least to the North elevation - but there is no real depth to the elevations and certainly at ground

floor level, there is no visual interest with broad expanses of blank walls. Also at ground level there is extensive under croft parking with little or no landscaping to soften the building's appearance.

Careful thought needs to be given to the precise siting and design of building and all external areas, landscape works and planting. The curtilages and boundaries should be well defined.

This is a gateway to the airport and good design is a key aspect of sustainable development. The new building should therefore contribute positively to streetscene. I note this is an outline application and there is limited detailing and description for the materials. I would encourage the applicant to consider a more innovative design which will help raise the standard of design more generally in the area. Also the incorporation of a landscaping scheme and some external space for use by the guests.

The application should include an archaeological report and I note that GLAAS have requested predetermination investigation in this case.

Conclusion: Acceptable in principle.

#### TREES AND LANDSCAPING OFFICER:

These landscape observations supersede previous comments made on 19 November 2013.

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 current application includes a written Landscape Strategy, by David Clarke, which analyses the existing site conditions and sets out landscape design objectives for the new development, including the replacement of the 30No. existing trees with 35No. new semi-mature trees and extensive areas of boundary hedges and ornamental planting.
- The report indicates that the selection of new planting has been mindful of the need for non-berrying species in accordance with the bird strike hazard avoidance advice from Heathrow Airport.
- A Tree Survey and Arboricultural Implications Assessment by Broad Oak Tree Consultants has assessed the quality and value of the existing trees. The report confirms that there are no category 'A' (good) trees, 4No. 'B' (fair), 25No. 'C' (poor) and 1No. 'C/U'.
- The reports confirm that none of the existing trees or other landscape features merit retention or pose a constraint on development.

The Landscape Strategy is supported by Urban Innovations drawing No. U151-P.04\_B, Level 0, Proposed Ground Floor Plan and David Clarke's drawing No.01A, Landscape Plan, with schedules of hard and soft materials. These drawing indicate a strong necklace of soft landscape around the north and south-east boundaries, with existing trees retained along the south-west boundary.

- A document by David Clarke, Landscape Management / Maintenance Plan, sets out the planting philosophy, planting specification and maintenance proposals for the soft landscape.
- If the application is recommended for approval and landscape conditions should be imposed, to secure the landscape proposals which will enhance the character and appearance of the area.

#### Recommendations:

- A subtle enhancement to the soft landscape proposal would be to slightly raise / crown the centre

of the wide verges.

- In other respects, the loss of existing vegetation has been justified and the indicative landscape plans will result in landscape enhancement in accordance with policy BE38.

No objection subject to conditions COM6, COM8 (to include an Arboricultural Method Statement), COM9 (parts 1,2,4,5 and 6), COM10.

#### WASTE DEVELOPMENT MANAGER:

Details are provided setting out the waste and recycling requirements for the site.

#### SUSTAINABILITY OFFICER:

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. 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 (e.g. residential, commercial etc.).
- 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) the inclusion of CHP to service the whole development, the specification of the technology to be used, the inputs and outputs (in kwhr and associated kgCO2) of the CHP unit and the impacts on the baseline emissions as well as the impacts on air quality.
- 4) full details, specification and location of the air source heat pumps.
- 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.

# 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.

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#### Reason:

To ensure the development contributes to a number of objectives in compliance with Policy 5.11 of the London Plan and Policy EM1 of the Local Plan.

# Water Efficiency:

The Council is in a severely water stressed area and is therefore mindful of the additional burdens placed on water consumption by new development. The proposed development will increase the water demand from the previous use significantly. The following condition is therefore necessary:

#### Condition:

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

#### Reason:

To ensure the development reduces the pressure on potable water in accordance with Policy 5.15 of the London Plan.

#### EPU:

#### Air Quality:

The proposed development is within the declared AQMA and in an area that may be exceeding the European Union limit value for annual mean nitrogen dioxide (NO2-40.0 mg/m3). The air quality assessment has taken quite a conservative approach including a high background level and the assumption there will be no decrease in NO2 traffic emissions in 2015, the proposed opening year. The air quality assessment also indicates the transport and CHP/boiler contributions from the development have been considered within the assessment.

The receptor locations considered include the facade of the building from level one and up (ground floor is indicated to be undercroft parking) and the nearest residential properties in Hounslow, which have also been assessed for off site impacts for the proposed development. Assessment of the NO2 contribution from the boiler and CHP impacting the Air Handling Units (AHU) on the roof for the proposed development was considered for a cluster of 15 locations. The location of the flues was not clarified in the document, however it is assumed it is located in close proximity to AHU 1 to 5 as these have the highest NO2 concentrations and therefore it may be located to the eastern corner of the site. Based on the data for the fifth floor of the hotel, it is possible the EU limit value will be exceeded at the AHU, although it should be noted the background NO2 level used in the assessment is very high. The following condition is recommended to address this. The AHU would have to limit the pollution entering the building. All residential receptors in Hounslow are indicated as exceeding (although it is possible they may not be), however the contribution from the proposed development is indicated to be negligible (0.1 to 0.2 mg/m3 at worst).

#### 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).

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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 Energy Statement (June 2013) does not provide details of energy provision at the hotel although it does state CHP and ASHP are favoured for reducing carbon emissions. It does indicate possible fuel sources for the CHP, some of which are more polluting than others. The following condition is 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. Clarification is required with regard to likely emissions from the CHP. The air quality assessment indicates under mitigation the proposed CHP unit is predicted to emit <125 mg/Nm3 nitrogen oxides. It does not clarify if the flue location has been finalised. It is recommended CHP emissions be kept as low as possible as indicated in the air quality assessment.

# Air Quality Condition 2 - Details of Energy Provision:

Before the development is commenced details of the flue location and height along with 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. The use of ultra low emission gas CHPs and boilers is recommended.

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.

#### Land Contamination:

No information with regard to land contamination has been submitted. The standard contaminated land condition/consideration should be included in any permission given. It is not clear if there are any soft landscaping works associated with the development or, if soils will be imported as part of landscaping works. This may be likely, therefore a condition/consideration for independent soil contamination testing to demonstrate the imported soils are suitable for use should also be included.

## Contaminated Land Condition:

(i) The development hereby permitted shall not commence until a scheme to deal with contamination has been submitted in accordance with the Supplementary Planning Guidance Document on Land Contamination and approved by the Local Planning Authority (LPA). The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing: (a) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site; (b) A site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures

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

- (ii) If during development works contamination not addressed in the submitted remediation scheme is identified, the updated watching brief shall be submitted and an addendum to the remediation scheme shall be agreed with the LPA prior to implementation; and
- (iii) All works which form part of the remediation scheme shall be completed and a comprehensive verification report shall be submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing.

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

Condition to minimise risk of contamination from garden and landscaped area:

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

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

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

#### Noise:

With reference to this application and from the noise report provided it was found that the assessment of noise during both the day time and night time are likely to have an adverse impact on the proposed redevelopment in accordance with Hillingdon's supplementary planning document relating to noise, and WHO criteria.

However because the application is for a proposed hotel the noise mitigation for external noise is considered to be an issue that the developer would address.

The recently submitted information does clarify the suspected flue location. The focus of the Addendum to the Energy Statement is CO2, so I would still recommend putting on the energy provision condition on any permission that may be given.

To mitigate construction noise and internal noise from plant and equipment it is recommended that the following condition and informative are applied.

# Condition:

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.

#### FLOODWATER MANAGEMENT OFFICER:

Recommends a drainage strategy for the site.

#### 7. MAIN PLANNING ISSUES

# 7.01 The principle of the development

The application site falls within the Heathrow Airport boundary. Policy A4 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) requires development directly related to Heathrow Airport to be located within the airport, and development not directly related to Heathrow Airport to be located outside the airport boundary. Whilst not specifically listed in this policy as an acceptable use, the supporting text to Policy A4, in paragraph 11.18, states that "hotels and conference facilities may be appropriate if suitable land is available inside the airport boundary."

The applicant has advised that the existing use of the site by a security contractor for screening vehicles prior to their travelling airside is subject to a 6 month rolling tenancy agreement in order to facilitate redevelopment of the site. The applicant has also referenced airport wide property information confirming that an adequate supply of development land is available at the airport to meet its operational requirements. It is also noted that the site has been the subject of a previous consent that has been renewed but expired in November 2010 for a major extension of the adjacent Terminal 4 Hilton Hotel whereby the site would have been used for decked car parking for the expanded hotel.

Significantly, the site is considered to be too small for economical, modern air cargo transit sheds, car hire facilities, flight catering, freight forwarding or airport industry and warehousing. As such the only alternative operational use practical for the site would appear to be airport related B1 office use for which there is currently minimal demand with alternative sites available. Indeed, the limited size of a similar site has recently been accepted by the Council in respect of the approval for a hotel of up to 660 bedrooms (approx 25,000sq.m) on a larger site of 1.26ha at nearby Swindon Road, Terminal 4, Ref: 67622/APP/2013/2532.

London Plan Policy 4.5 states the Mayor supports London's visitor economy and supports its growth, taking into account the needs of business as well as leisure visitors. It seeks to improve the range and quality of provision especially in outer London and specifically supports and encourages: development of good quality budget category hotels, especially in outer London. Given policy 4.5 of the London Plan and the proposed hotel providing an opportunity to make much more efficient use of an existing brownfield site at Heathrow Airport, it is considered the benefits of the proposed development outweigh any harm it may cause to any of defined range of airport related uses, as set out in Policy A4 of the Hillingdon Local Plan and Policy 3 of Part 1 of the Local Plan. The comments received from the Mayor of London Stage 1 report raise no objection in terms of the principle of the development and state: The proposed redevelopment of the site for hotel use is acceptable in terms of land Use. Accordingly, it is considered that the principle of the development is acceptable.

## 7.02 Density of the proposed development

No residential units are proposed as part of this application. As such, density is not relevant to the application.

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

English Heritage have confirmed that as the site lies in an area where archaeological remains may be anticipated, an appropriate condition requiring the applicant to secure the implementation of a programme of archaeological work in accordance with a written scheme of investigation should be imposed on any grant of planning permission.

# 7.04 Airport safeguarding

Central to the design considerations relating to redevelopment of this site has been the height of the building in relation to the nearby National Air Traffic Services (NATS) radar tower on the north side of the Southern Perimeter Road. Although the radar tower is of greater height than the proposed 8 storey hotel building, the plans have been amended to ensure the hotel does not exceed a maximum height of 47mAOD (23.9m above existing ground level) which is necessary to ensure there will be no interference with the radar signal. This safeguarding is necessary to ensure the continued safe operation of the airport.

BAA and NATS Safeguarding have reviewed the application and raise no objection to the application from an airport safeguarding perspective, subject to conditions. As such, it is considered that the proposal would not impact on the safe operation of any airport, subject to the imposition of conditions on any grant of permission as recommend.

# 7.05 Impact on the green belt

The site is not located within the Green Belt, so there are no Green Belt issues relating to this application.

# 7.07 Impact on the character & appearance of the area

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

London Plan Policy 7.5 requires public spaces to be secure, accessible, inclusive, connected, easy to understand and to incorporate the highest quality of design, landscaping, planting, street furniture and surfaces. Policy 7.6 further requires new development to be of the highest architectural quality, enhance, activate and appropriately define the public realm, meet the principles of inclusive design and incorporate best practice in resource management and climate change mitigation

The proposal is considered have a positive impact on the character and appearance of the site itself which is currently characterised by traditional shed type industrial buildings. In terms of its impact on the character and appearance of the surrounding area of the airport the Mayor of London's Stage 1 report states: The form of the building responds in contrast to the fragmented nature of the buildings to the north of the site while complementing the strong form and mass of the neighbouring Hilton Hotel. The form has a central courtyard that permits light to food into the building while also allowing external space that is sheltered from the surrounding roads. In addition, the Council's Conservation and Design Officer considers the application acceptable.

The geometric shape of the proposed building and its "bookend corners" help provide orientation to the building and its position such that it considered appropriate to this type of airport location where large geometric buildings are commonplace.

There are no views of the site from any residential areas outside the airport and the proposed elevated pedestrian walkway link to the existing elevated walkway - subject to its design detail - will not be out of character in this airport environment. In view of these

considerations and subject to appropriate conditions the proposed hotel is considered to comply with Policy BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 7.5 and 7.6 of the London Plan.

It should be noted that the proposed elevated enclosed pedestrian link into the existing walkway between the Hilton Hotel and Terminal 4 will be the subject of a separate planning application which will need to be separately assessed on its merits. However, the existing elevated walkway is already a characteristic of this part of the airport where air bridges and other elevated walkways and transport infrastructure are commonplace.

# 7.08 Impact on neighbours

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

There are no residential properties within the area surrounding the site, only airport related business premises. As such, there is not considered to be any impacts on any residential properties.

# 7.09 Living conditions for future occupiers

The proposal is for a hotel with associated facilities, accordingly the living conditions of future residential occupiers is not considered relevant to the application. However, it is considered that an appropriate environment would be achieved to cater for hotel visitors.

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

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

# TRAFFIC:

Existing access to the site is provided off Sheffield Way (a one way road serving the Hilton Hotel) which would be remodelled for use only as the site exit. A new vehicle entry point would be provided from Sheffield Way via which vehicles would either enter the car park / taxi drop off or enter the large service vehicle lay-by.

TfL raised queries including the methodologies of both the modal split trip rate assessment and the travel plan plus other minor matters but were satisfied with the principle of the hotel development. The applicant has responded to these queries and it is considered that details such as the proposed disabled parking spaces / blue badge spaces / electrical charging and potential future charging bays and other matters can be controlled via conditions.

#### CAR PARKING / SERVICING:

Car parking and servicing is proposed within a ground level undercroft area below the hotel building. The 79 space car park includes entry and exit barriers and incorporates a taxi drop off area next to the main entrance to the building. Over 10% of spaces are for blue / brown badge car parking with 10% electric bays and 10% capable of future provision subject to demand. A separate large lay-by for bus and coach drop-off and hotel servicing is also provided under the building footprint. Secure cycle stands are provided within a secure area.

In terms of coach parking, it is noted that the proposed lay-by will generally only cater for two coaches and that this provision is below the London Plan parking standards. The applicant has provided justification as to what this provision will meet demand. Firstly the proposed hotel is a budget hotel with no conference or banqueting facilities which tend to generate coach travel. The second, perhaps more important reason, is that the hotel is located at the airport for people travelling by air. As such guests will be dropped off and then fly out the next day or fly in and then get picked up the next day or walk to the public transport facilities in Terminal 4. There will be no requirement for overnight coach parking. In addition, Heathrow Airport manages coach parking for the whole airport campus, with centralised coach parks. The nearest coach Park, has capacity for over 50 coaches, with a further 15 coach bays available at the Terminal 5 Coach Park. Therefore, the anticipated mode of operation for coaches is that drop off would take place adjacent to the hotel. For pick up, coaches would park at one of the centralised Coach Parks until the passengers are ready to be collected, at which time the coach would be called forward.

# PEDESTRIAN SAFETY/ACCESS:

Council Officers and TfL originally questioned the adequacy of the relatively long pedestrian route to Terminal 4. Following negotiations, the applicant has agreed to provide a dedicated pedestrian route to Terminal 4 via an extension to the existing enclosed elevated walkway that connects the terminal to the Hilton Hotel. This is considered to be a more appropriate solution in terms of hotel users, the majority of who will travel via Terminal 4. The applicants have agreed the principle of the link with Heathrow Airport Limited (HAL) who own land over which the link will pass and, following legal advice, it has been agreed that a separate planning application for the elevated pedestrian link bridge can be submitted with any approval of the current application being legally bound to prevent commencement of the hotel until the link has obtained planning consent. The link would also have to be in place before the hotel could open.

Although the pedestrian link would be elevated and cross above the Perimeter Road and extend some 120m along its length, it would not be dissimilar to the existing elevated walkway which also crosses the Perimeter Road and has a length of approximately 350m. Such enclosed walkways are also found in many areas of the airport such as the Terminal 5 Sofitel Hotel - linking into Terminal 5 and the numerous air bridge connections to departure gates at the Terminals, and the elevated personal rapid transit pod system. Accordingly, subject to detailed design, the pedestrian link would not be out of character with the airport environment in this airport location.

# 7.11 Urban design, access and security

Access is dealt with elsewhere in this report.

# **URBAN DESIGN:**

In response to concerns raised by the Council's Urban Design Officer, and following negotiations, the design treatment of the elevations has been amended to introduce more variation and articulation with the 3 corner elements being articulated by use of darker cladding. This reinforces the strong geometric shape of the building ensuring it relates satisfactorily to the similarly geometric form of the larger Hilton Hotel adjacent.

The redevelopment of the site affords the opportunity to renew and improve the boundary landscaping around the site which is discussed below in Section 7.14.

#### SECURITY:

It is proposed that the hotel will be provided with external and internal CCTV coverage and will be see Secure by Design Accreditation and Park Mark accreditation for the car park. These can be secured by a condition on any grant of permission.

#### 7.12 Disabled access

Policies R16 and AM13 of the Hillingdon Local Plan: Part Two Saved UDP Policies

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

The hotel would be consistent with the London Plan and HDAS Accessibility policy standards including meeting the minimum provision of accessible bedrooms as a percentage of the total number of bedrooms. Other features include disabled toilets on the ground and first floors, lifts from the car park level to the rest of the hotel, four lifts to service the building, and fire refuges on each upper floor,

A number of points raised by the Access Officer in terms of incorporating elements of inclusive design into the final design of the hotel can be secured by planning condition. With regard to the proposed pedestrian link to and from the hotel to Terminal 4, this will provide step free pedestrian access that can also be utilised by mobility scooters. The link is to be secured by legal agreement and is considered acceptable and necessary to provide a scheme capable of achieving an inclusive environment for future users. Subject to this agreement and an appropriate condition it is considered that the proposal would provide an inclusive environment for future users in accordance with Policies R16 and AM13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 7.1 and 7.2 of the London Plan.

# 7.13 Provision of affordable & special needs housing

No residential units are proposed as part of this application. As such, this is not relevant to the application.

# 7.14 Trees, landscaping and Ecology

Policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

There are no trees within the existing operational site boundary which is hard surfaced, but there are trees and grass / shrubs along some of the highway verges outside the 3m boundary fence at the site.

The proposed development will not involve the loss of existing landscaping except in respect of the proposed vehicle entrance into the site which will cross the existing verge area on Sheffield Way and is considered acceptable. The Council's Trees and Landscaping Officer is of the view that the bulk of the existing trees and shrubs around the site boundaries is not of particular merit and would benefit from higher quality comprehensive replacement landscaping including trees more appropriate for the setting of a major hotel.

The applicants have accordingly submitted details of the proposed landscaping scheme, notwithstanding that this is a reserved matter. The submitted scheme would provide a comprehensive double row of semi mature trees to the main frontage along the Southern Perimeter Road replacing largely Ornamental Cherry trees that are becoming crowded, are showing signs of basal decay in particular, are likely to have relatively short lifespans, and would not be in scale with the proposed Hotel. The proposed new trees would be more in keeping with the large scale of the new hotel and would provide greater structure to the site.

A new Hornbeam hedge would provide a green screen to the undercroft car park to limit views of vehicles whilst feature areas of more formal shrub and box head tree planting at the vehicle / pedestrian entrances to the hotel would highlight these entrances.

The proposed landscaping should provide an appropriate green edge to the Southern Perimeter Road and Sheffield Way that will improve the site when viewed from the surrounding airport road system. Subject to necessary conditions, and reserved matters landscaping requirements, the scheme is considered to comply with Policy BE38.

# 7.15 Sustainable waste management

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

The application is accompanied by a Waste Management, Refuse and Recycling Statement and plans provides details of a dedicated space within the ground floor of the building allocated to store the bins for recycling and household & kitchen rubbish generated by the hotel and the tracking plan provides details for the large refuse vehicles to collect the waste. The bin area is an enclosed area to the north of the site with access for staff and access from Egerton Way for the refuse collectors.

The level of waste and recycling store provision, its location and means of collection by refuse vehicles is considered to comply with the Council's requirements. However, it is recommended that a condition be imposed requiring a waste management plan to ensure the collection of waste is carried out in order to avoid impacts on the neighbouring area. Subject to such a condition, the scheme is considered satisfactory and complies with the standards set out in London Plan policies 5.16 and 5.17.

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

# 7.16 Renewable energy / Sustainability

Policy 5.2 of the London Plan advises that boroughs should ensure that developments will achieve a reduction in carbon dioxide emissions of 25% from a 2010 Building Regulations compliant development, with 40% being sought on applications received after 1 October 2013, this application was registered as complete on 18 September 2013 and is therefore subject to the earlier guidance level.

The Energy Statement provided for a 29% reduction in carbon dioxide emissions from a 2010 Building Regulations compliant development and obtains the main reduction via a combined heat and power plant generating electricity from an on site generator using natural gas and utilising the waste heat for water heating, plus air source heat pumps as the renewable element. This has now been increased to 41% in response to the GLA Stage 1 comments through further optimisation of the CHP model. This level of carbon reduction is considered appropriate to the proposed development as CHP is generally optimally suited to the regular demand for power and heat required by hotels, and the cost of further renewable features would be significant for a budget hotel given the relatively low level of energy likely to be generated.

Subject to conditions, no objection is raised to the proposed combined heat and power plant and air source heat pumps that would be incorporated into the development and accordingly the scheme is considered to comply with Policies 5.2, 5.5, 5.6 and 5.7 of the London Plan.

# 7.17 Flooding or Drainage Issues

The site is located within Flood Zone 1 and is less than 1ha in size such that no Flood Risk Assessment is required.

London Plan policies 5.12 and 5.13 require that development proposals should use

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

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

# 7.18 Noise or Air Quality Issues

#### NOISE

The Council's Environmental Protection Unit has been consulted on the application and raises no objection. Noise impact on hotel occupants is not normally of concern in respect of the development plan. However, a condition to limit noise from plant and machinery is recommended.

#### AIR QUALITY:

The site falls within an Air Quality Management Area and an Air Quality Assessment has been submitted. The Air Quality Assessment concludes that the proposed development will have an imperceptible effect on local air quality and the impacts at all existing receptors are negligible. However, given the known issues of air quality in the locality it is considered appropriate to mitigate by way of a S106 contribution towards air quality management in the area.

#### 7.19 Comments on Public Consultations

No objections have been received on the application.

# 7.20 Planning obligations

Should the application be approved, a range of planning obligations would be sought to mitigate the impact of the development, in line with saved policy R17 of the Council's Unitary Development Plan.

The obligations sought are as follows:

- 1. Highways: to secure all necessary works and the provision of a Travel Plan including Sustainable Transport Measures (such as a hopper bus service), a Service and Delivery Plan, offsite coach parking and coach call forwarding.
- 2. Construction Training: either a financial contribution, or an in-kind scheme delivered during the construction phase of the development, should be secured (A Financial contribution equal to £2500 for every £1m build cost plus coordinator costs equal to 20,186/7500x£71,675 = £192,910.86 or in kind deliver).
- 3. Hospitality Training
- 4. An Employment Strategy
- 5. Improvements to public realm including the access linkage between the proposed hotel and Terminal 4 (linking permission for elevated walkway to commencement of this permission).
- 6. 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.

7. Project Management and Monitoring Fee: a financial contribution equal to 5% of the total cash contributions towards the management and monitoring of the resulting agreement.

In addition to S106 contributions and other requirements, the Mayor of London's Community Infrastructure Levy (CIL) has introduced a charging system within Hillingdon of £35 per square metre of gross internal floor area to be paid to the GLA to go towards the funding of Crossrail. This application is CIL liable with respect to new floorspace being created.

# 7.21 Expediency of enforcement action

No enforcement action is required in this instance.

# 7.22 Other Issues

#### CONTAMINATION:

The Council's EPU indicates that the land on the application site is likely to be contaminated. Should planning permission be granted, conditions should be imposed relating to a risk assessment and recommendations for further remedial works prior to commencement of works, along with the soil imports and landscaping condition to ensure the soils are suitable for use.

# 8. Observations of the Borough Solicitor

#### GENERAL

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

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

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

#### PLANNING CONDITIONS

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

## PLANNING OBLIGATIONS

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

#### **EQUALITIES AND HUMAN RIGHTS**

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

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

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

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

None.

#### 10. CONCLUSION

The principle of the proposed development is considered acceptable. The scale and design of the proposed building are considered appropriate for this location close to Terminal 4 and adjacent to the Hilton Hotel. The proposed hotel would make more efficient use of a brownfield site than the existing warehouse building, at a location where hotel guests would benefit from close proximity to Terminal 4 through which the vast majority of guests will travel. It should enhance the visual amenity of this part of Heathrow Airport.

A number of measures would be incorporated into the scheme as well as renewable energy sources, resulting in a 31% reduction in carbon emissions. The parking provision is considered to be appropriate for this location and the impacts of the proposed development on the Hillingdon road network would be negligible. The proposal complies with relevant planning policy and, accordingly, approval is recommended.

#### 11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)

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

London Plan (July 2011)

National Planning Policy Framework

Hillingdon Supplementary Planning Document - Accessible Hillingdon

Hillingdon Supplementary Planning Document - Noise

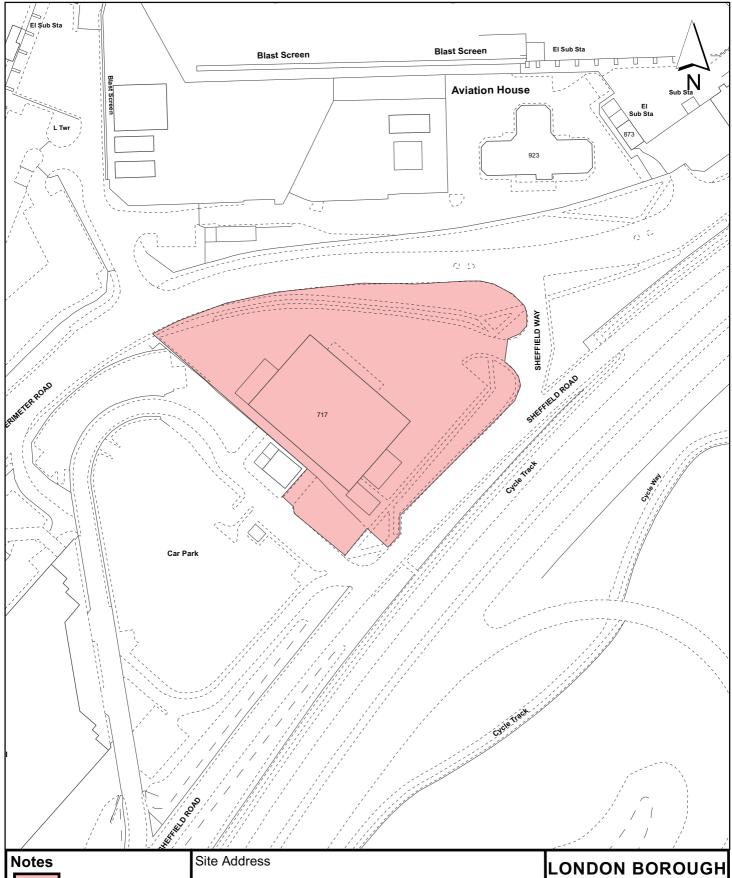
Hillingdon Supplementary Planning Document - Planning Obligations

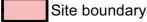
Hillingdon Supplementary Planning Guidance - Air Quality

Hillingdon Supplementary Planning Guidance - Community Safety by Design

Hillingdon Supplementary Planning Guidance - Land Contamination

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# Site of Building 717 located between Sheffield Way & Southern Perimeter Road **Heathrow Airport**

Planning Application Ref:

50657/APP/2013/2214

**Planning Committee** 

Major Application

Scale

1:1,250

Date

March 2014

# **OF HILLINGDON Residents Services**

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



# Agenda Item 12

Report of the Head of Planning, Sport and Green Spaces

Address FORMER ANGLERS RETREAT PH CRICKETFIELD ROAD WEST

**DRAYTON** 

**Development:** Demolition of existing single and two storey extensions and outbuildings

associated with the public house. Retention and conversion of the original public house building to form 2 no. residential units plus the erection of an additional 14 no. residential units on the site, provision of a wild flower meadow, car parking, landscaping, amenity space and other associated

works.

**LBH Ref Nos:** 11981/APP/2013/3307

**Drawing Nos:** Figure 1.2 Rev. C Tracking Diagram

213113\_150 213113\_133 213113\_132 rev.A 213113\_131 rev.A 213113\_130 rev.A 213113\_121 rev.A 213113\_120 rev.A 213113\_110 rev.A

Revised Transport Statement ENERGY STATEMENT

Overheating Mitgation Appendix C-

FHA-603-L-001\_rev.A FHA-603-L-003\_rev.A Energy Strategy 213113\_001 213113\_030

FHA-603-L-002 Tree Implications plan

FHA-603 Landscape Statement

Flood risk assessment Flats\_CSH\_PreAssessment

Geotech Ground Investigation Report

Houses\_CSH\_PreAssessment Biodiversity survey and report

**Transport Statement** 

Tree Report

Water Efficiency Calculator Ecology Survey Phase 1

Design and Access Statement Part 1. Design and Access Statement Part 2.

Contamination Desktop Study

**Bat Survey** 

BREEAM\_Dom\_Refurb\_2012\_Pre-Assessment\_V0\_7 BREEAM\_Dom\_Refurb\_2012\_Pre-Assessment\_Results

Anglers Retreat Model 01

Air Quality and Noise Assessment 8622. Planning Statement FINAL

Date Plans Received: 07/11/2013 Date(s) of Amendment(s): 21/01/2014

Major Applications Planning Committee - 6th March 2014 PART 1 - MEMBERS, PUBLIC & PRESS

**Date Application Valid:** 08/11/2013 26/01/2014 07/11/2013

# **DEFERRED ON 11th February 2014 FOR SITE VISIT.**

The application was originally heard by the Major Applications Planning Committee on the 11th February 2014 where the application was deferred for a Members site visit. Alongside the deferral members also asked officers to seek further clarification in relation to

- (i) Ensure adequate provision was made such that landscaping was implemented prior to occupation of any units.
- (ii) Provide further clarification on flooding issues.
- (iii) Ensure that appropriate and robust mechanisms are in place to prevent further built form being created by way of permitted development.

A Member site visit has been scheduled for the 5th March 2014 and will have occured prior to the Committee Meeting.

In relation to the other issues:

- (i) The relevant Heads of terms and conditions have been updated to ensure landscaping is implemented prior to occupation.
- (ii) In relation to flood risk, the site is located within Flood Zone 1, ie. an area which is not considered to be at risk of flooding. While parts of neighbouring sites, such as the disused cricketfield lie partially within Flood Zones 2 and 3 this does not mean that the application site is at risk. Further discussions have taken place with the Council's Flood and Drainage Officer which have confirmed this is the case.

Notwithstanding that the site is not at risk of flooding the flood and drainage officer has advised that the area of land to the rear of the site is intended to be set aside for a wildflower meadow, to be retained as open land in perpetuity and is intended for irregular access rather than formal recreational use by residents of the development. Given the intended use of this land and it's proximity to other and which currently does flood there is actually an opportunity through proper consideration of the landscaping and levels of this land to manage it in such a way that it holds additional water during a flood event thereby serving to slightly reduce the risk of flooding elsewhere without increasing risk to any existing or proposed residential properties.

The ability of the development to assist with wider flood mitigating, even if to a limited extent, is a further benefit which weighs in its favour. The Head of Terms and conditions have been updated to ensure that this benefit is properly considered and delivered through the provision

of the wildflower meadow.

(iii) The report includes condition 21 which removes permitted development rights for garages, sheds, outbuildings, extension and roof alterations which would prevent the creation, without proper permission and consideration, of additional built form which might reduce the openess of the green belt. A further condition (no.23) has also been added to prevent the erection of fences, which could potentially reduce the openess if erected insensitively within the site. Permitted development has therefore been removed for all types of development at the site which might reduce the openess of the green belt and the reasons for the conditions have been reviewed to ensure they are robust and encompass green belt considerations.

Both the Council's Planning and Legal Officers consider that the use of conditions to remove permitted development rights is a robust and standard approach to controlling this matter which is appropriate in this case.

#### 1. SUMMARY

Planning permission is sought for residential development involving the demolition of existing single and two storey extensions and outbuildings associated with the public house, retention and conversion of the original public house building to form 2 residential units plus the erection of an additional 14 no. residential units in two linked 2 strey blocks the site and the provision of a wild flower meadow, car parking, landscaping, amenity space and other associated works.

Given the state of disrepair, dereliction and poor design quality, the existing development is detrimental to the character and visual appearance of the Green Belt and Conservation Area. In addition, a balance needs to be met between the quantum of any existing development on the site, the quantum of development proposed, the impact on openness of the Green Belt, and the impact on the character of the area. It is considered that when taken as a whole, the proposed development would have a positive effect on the character and appearance of the Green Belt and would not harm its openness. It is considered that the benefits, when weighed against the drawbacks of the proposed development, are significant and therefore very special circumstances weighing in favour of the proposal exist to overide normal Green Belt policy.

There would be no loss of residential amenity to surrounding occupiers and highway and pedestrian impacts are considered to be acceptable. The application is therefore recommended for approval, subject to conditions and a S106 Agreement.

# 2. RECOMMENDATION

- 1. That the application be referred to the Secretary of State as a departure from the provisions of the Development Plan and be referred back to the Greater London Authority.
- 2. That should the Secretary of State not call in the application and that should the Mayor not direct the Council under Article 6 to refuse the application, or issue a direction under Article 7 that he is to act as the Local Planning Authority for the purposes of determining the application, the Council enter into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) or Section 278 Highways Act 1980 (as amended) and all appropriate legislation to secure:
- (i) Transport: All on site and off site highways works as a result of this proposal, including improvements to the site access and footway renstatement along the

site frontage to connect the site with Thorney Mill Road

- (ii) Health: The applicant provides a financial contribution of £8,038.46 towards health care in the area
- (iii) Libraries: The applicant provides a financial contribution of of £853.30 towards library provision in the area
- (iv) Construction Training: Either a construction training scheme delivered during the construction phase of the development or a financial contribution of £5,375
- (v) Affordable Housing: All Units to be affordable housing
- (vi) Education: The applicant provides a financial contribution towards school places in the area commensurate with the estimated child yield of the development amounting to £52,409 (subject to to full nominations rights)
- (vii)A wild flower meadow to be established and retained, involving the removal of existing earth bunds, as well as management and access details. The S106 shall secure details of the wildflower meadow which shall be designed to benefit ecology and minimise flood risk and shall secure implementation of the works prior to occupation of any residential units.
- (viii) Air Quality Monitoring: in line with the SPD a contribution towards Air Quality Monitoring is sought in the sum of £12,500
- (ix) Project Management and Monitoring Fee: a contribution equal to 5% of the total cash
- contribution, to enable the management and monitoring of the resulting agreement.
- 3. That Officers be authorised to negotiate and agree detailed terms of the proposed agreement.
- 4. If a Section 106 agreement has not been signed by the 3rd March 2014, or any other period deemed appropriate by the Head of Planning, Green Spaces and Culture, that delegated authority be given to Head of Planning, Green Spaces and Culture to refuse the application for the following reason:
- The applicant has failed to provide contributions towards the improvements of services and facilities as a consequence of demands created by the proposed development (in respect of highway improvements, education, health, libraries, construction training, affordable housing, ecological enhancements, project management and monitoring fee). Given that a legal agreement to address this issue has not at this stage been offered or secured, the proposal is considered to be contrary to Policy R17 of the the Hillingdon Local Plan: Part 2 Saved UDP Policies (November 2012).
- 5. That subject to the above, the application be deferred for determination by the Head of Planning, Green Spaces and Culture under delegated powers subject to the completion of the Agreement under Section 106 and other appropriate powers with the applicant.
- 6. That if the application is approved, the following conditions be attached:-

# 1 T8 Time Limit - full planning application 3 years

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

#### **REASON**

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

# 2 RES7 Materials (Submission)

No development shall take place until details of all materials and external surfaces, have been submitted to and approved in writing by the Local Planning Authority. Such details shall include:

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

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

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

#### REASON

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

#### 3 RES6 Levels

No development shall take place until plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings have been submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and know datum point. Thereafter the development shall not be carried out other than in accordance with the approved details.

### **REASON**

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

#### 4 RES4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers:

Figure 1.2 Rev. C Tracking Diagram

213113\_150

213113\_133

213113\_132 rev.A

213113\_131 rev.A

213113\_130 rev.A

213113\_121 rev.A

213113 120 rev.A

213113 110 rev.A

FHA-603-L-001 rev.A

FHA-603-L-003 rev.A

and shall thereafter be retained/maintained for as long as the development remains in existence.

#### **REASON**

To ensure the development complies with the provisions of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012). and the London Plan (July 2011).

# 5 DIS5 Design to Lifetime Homes Standards & Wheelchair Standards

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

#### **REASON**

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

# 6 H1 Traffic Arrangements - submission of details

Development shall not begin until details of all traffic arrangements (including where appropriate carriageways, footways, turning space, safety strips, sight lines at road junctions, kerb radii, pedestrian crossing point (tactile paving), car parking areas and marking out of spaces, loading facilities, closure of existing access and means of surfacing) have been submitted to and approved in writing by the Local Planning Authority. The approved development shall not be occupied until all such works have been constructed in accordance with the approved details. Thereafter, the parking areas, sight lines and loading areas must be permanently retained and used for no other purpose at any time. Disabled parking bays shall be a minimum of 4.8m long by 3.6m wide or at least 3.0m wide where two adjacent bays may share an unloading area.

#### **REASON**

To ensure pedestrian and vehicular safety and convenience and to ensure adequate offstreet parking, and loading facilities in compliance with Policy AM14 of of the the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

# 7 NONSC Visibility Splays

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

# **REASON**

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

# 8 N1 Noise-sensitive Buildings - use of specified measures

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

## **REASON**

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

# 9 RES24 Secured by Design

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

#### **REASON**

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

# 10 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.

#### **REASON**

To safeguard the amenity of surrounding properties in accordance with policies BE13 and OE1 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and to protect the ecological value of the area in accordance with Policy EC3 of the the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 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 proceed in accordance with the approved scheme.

#### Reason

To ensure the development provides a reduction in surface water run off in accordance with the NPPF and Policies 5.13 of the London Plan and EM6 of the Local Plan Part 1.

#### 12 RES8 Tree Protection

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

- 1. A method statement outlining the sequence of development on the site including demolition, building works and tree protection measures.
- 2. Detailed drawings showing the position and type of fencing to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained shall be submitted to the Local Planning Authority for approval. No site clearance works or development shall be commenced until these drawings have been approved and the fencing has been erected in accordance with the details approved. Unless otherwise agreed in writing by the Local Planning Authority such fencing should be a minimum height of 1.5 metres.

Thereafter, the development shall be implemented in accordance with the approved details. The fencing shall be retained in position until development is completed.

The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

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

#### **REASON**

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy BE38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

# 13 RES9 Landscaping (car parking & refuse/cycle storage)

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

- 1. Details of Soft Landscaping
- 1.a Planting plans (at not less than a scale of 1:100),
- 1.b Written specification of planting and cultivation works to be undertaken,
- 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
- 1.d Full details of the proposed hard and soft landscaping scheme for the waterside area
- 2. Details of Hard Landscaping
- 2.a Refuse Storage (covered and secure)
- 2.b Secure, covered cycle Storage for 19 bicycles
- 2.c Means of enclosure/boundary treatments
- 2.d Car Parking Layouts (including the provision 19 car parking spaces, including at least 2 disabled parking spaces, and demonstration that at least 4 parking spaces are served by active electrical charging points).
- 2.e Hard Surfacing Materials
- 2.f External Lighting
- 2.g Other structures (such as play equipment and furniture)

- 3. Living Walls and Roofs
- 3.a Details of the inclusion of living roofs
- 4. Details of Landscape Maintenance
- 4.a Landscape Maintenance Schedule for a minimum period of 5 years.
- 4.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.
- 5. Schedule for Implementation The submitted schedule for implementation shall demonstrate the completion of landscaping works prior to the occupation of any of the residential units.
- 6. Other
- 6.a Existing and proposed functional services above and below ground
- 6.b Proposed finishing levels or contours

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

#### **REASON**

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

# 14 NONSC Imported Soils

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

#### REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other off site receptors, in accordance with Policy OE11 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

# 15 NONSC Parking Allocation

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

#### **REASON**

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

# 16 NONSC Ecological Enhancement

Prior to commencement of development an ecological enhancement scheme shall be

submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly detail measures to promote and enhance roosting and foraging opportunities for bats including the incorporation of new roosting facilities within the fabric of the buildings. The scheme shall also demonstrate how the development will contribute to wider wildlife benefits through the use of nectar rich green roofs and walls, habitat walls and wildlife specific landscaping. The development must proceed in accordance with the approved scheme. The scheme shall allocated 1 space to 1-bed and 2-bed flats and 2 spaces to 3-bed flats.

#### REASON

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

# 17 RES16 Code for Sustainable Homes

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

The development must be completed in accordance with the principles of the design stage certificate and the applicant shall ensure that completion stage certificate has been attained prior to occupancy of each dwelling.

#### **REASON**

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

# 18 NONSC Air Quality and Energy Provision

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

#### **REASON**

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

# 19 NONSC Contamination

- (i) The development hereby permitted shall not commence until a scheme to deal with contamination has been submitted in accordance with the Supplementary Planning Guidance Document on Land Contamination and approved by the Local Planning Authority (LPA). The scheme shall include the following measures unless the LPA dispenses with any such requirement specifically and in writing:
- (a) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and

evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site;

- (b) A site investigation, including where relevant, soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use; and
- (c) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with details of a watching brief to address undiscovered contamination.
- (ii) If during development works contamination not addressed in the submitted remediation scheme is identified, the updated watching brief shall be submitted and an addendum to the remediation scheme shall be agreed with the LPA prior to implementation; and
- (iii) All works which form part of the remediation scheme shall be completed and a comprehensive verification report shall be submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing.

#### **REASON**

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

# 20 NONSC Non Standard Condition

The 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 any flat or shallow pitched green roofs which may be attractive to nesting, breeding or loafing birds The measures as approved shall be provided on site, prior to the occupation of the proposed development and thereafter retained on site for the life of the building.

#### **REASON**

To avoid endangering the safe operation of aircraft through the attraction of birds in compliance with Policy A6 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

# 21 RES14 Outbuildings, extensions and roof alterations

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification); no garage(s), shed(s) or other outbuilding(s), nor extension or roof alteration to any dwellinghouse(s) shall be erected without the grant of further specific permission from the Local Planning Authority.

## **REASON**

To protect the character and appearance of the area and amenity of residential occupiers and to prevent further development which would be harmful to the openess of the Green

Belt in accordance with policies OL1, OL4, BE13, BE21, BE23 and BE24 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), Policy 7.19 of the London Plan and the National Planning Policy Framework.

# 22 RES16 Energy Efficiency

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

- i) the baseline energy demand (kwhr and kgCO2) for each element of the regulated energy use (e.g. space heating, hot water and electricity) for all the relevant uses (e.g. residential, commercial etc).
- ii) the methods to improve the energy efficiency of the development and how this impacts on the baseline emissions and where they will be included within the development.
- iii) roof plans and elevations showing the inclusion of the PVs.
- iv) 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 that the objectives of sustainable development identified in London Plan (July 2011) Policies 5.1 and 5.3.

# 23 RPD6 Fences, Gates, Walls

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no fences, gates or walls shall be erected other than those expressly authorised by this permission.

# **REASON**

To protect the character and appearance of the area and amenity of residential occupiers and to prevent further development which would be harmful to the openess of the Green Belt in accordance with policies OL1, OL4, BE13, BE21, BE23 and BE24 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), Policy 7.19 of the London Plan and the National Planning Policy Framework.

# **INFORMATIVES**

# 1 I52 Compulsory Informative (1)

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

# 2 I53 Compulsory Informative (2)

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

AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design
	of highway improvement schemes, provision of cycle parking
	facilities
BE1	Development within archaeological priority areas
BE15	Alterations and extensions to existing buildings
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the
	area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE3	Investigation of sites of archaeological interest and protection of
	archaeological remains
BE34	Proposals for development adjacent to or having a visual effect on
	rivers
BE38	Retention of topographical and landscape features and provision of
554	new planting and landscaping in development proposals.
BE4	New development within or on the fringes of conservation areas
EC1	Protection of sites of special scientific interest, nature conservation
EC5	importance and nature reserves Replaced by PT1.EM7 (2012)
H4	Retention of ecological features and creation of new habitats
H5	Mix of housing units
H8	Dwellings suitable for large families Change of use from non-residential to residential
OE1	Protection of the character and amenities of surrounding properties
OET	and the local area
OE5	Siting of noise-sensitive developments
OE7	Development in areas likely to flooding - requirement for flood
	protection measures
OE8	Development likely to result in increased flood risk due to additional
	surface water run-off - requirement for attenuation measures
OL1	Green Belt - acceptable open land uses and restrictions on new
01.14	development
OL14	Change of use or conversion of redundant agricultural buildings
OL4	Green Belt - replacement or extension of buildings
R17	Use of planning obligations to supplement the provision of
HDAS-LAY	recreation, leisure and community facilities Residential Layouts, Hillingdon Design & Access Statement,
IIDAO-LA I	Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon, Local Development Framework,
==	Supplementary Planning Document, adopted January 2010
LPP 3.11	(2011) Affordable housing targets
LPP 3.12	(2011) Negotiating affordable housing (in) on individual private
	residential and mixed-use schemes
	(2011) Affordable housing thresholds

LPP 3.13	
LPP 3.3	(2011) Increasing housing supply
LPP 3.4	(2011) Optimising housing potential
LPP 3.5	(2011) Quality and design of housing developments
LPP 3.8	(2011) Housing Choice
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.11	(2011) Green roofs and development site environs
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.14	(2011) Water quality and wastewater infrastructure
LPP 5.7	(2011) Renewable energy
LPP 6.13	(2011) Parking
LPP 7.14	(2011) Improving air quality
LPP 7.16	(2011) Green Belt
LPP 7.19	(2011) Biodiversity and access to nature
LPP 7.2	(2011) An inclusive environment
LPP 7.8	(2011) Heritage assets and archaeology
LPP 8.2	(2011) Planning obligations
LPP 8.3	(2011) Community infrastructure levy

# 3 | 16 | Property Rights/Rights of Light

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

# 4 | 12 | Encroachment

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

# 5 I1 Building to Approved Drawing

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

# The Construction (Design and Management) Regulations 1994

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

# 7 I12 Notification to Building Contractors

The applicant/developer should ensure that the site constructor receives copies of all

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

# 8 I14C Compliance with Building Regulations Access to and use of You are advised that the scheme is required to comply with either:-

- $\cdot$  The Building Regulations 2000 Approved Document Part M 'Access to and use of buildings', or with
- · BS 8300:2001 Design of buildings and their approaches to meet the needs of disabled people Code of practice. AMD 15617 2005, AMD 15982 2005.

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

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

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

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

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

## 9 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 should only be carried out between the hours of 08.00 hours and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank and

Public Holidays.

- B) All noise generated during such works should be controlled in compliance with British Standard Code of Practice BS 5228: 1984.
- C) The elimination of the release of dust or odours that could create a public health nuisance.
- D) No bonfires that create dark smoke or nuisance to local residents.

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

## 10 I16 Directional Signage

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

## 11 Sewerage Connections, Water Pollution etc.

You should contact Thames Water Utilities and the Council's Building Control Service regarding any proposed connection to a public sewer or any other possible impact that the development could have on local foul or surface water sewers, including building over a public sewer. Contact: - The Waste Water Business Manager, Thames Water Utilities plc, Kew Business Centre, Kew Bridge Road, Brentford, Middlesex, TW8 0EE. Building Control Service - 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

## 12 | 121 | Street Naming and Numbering

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

#### 13 | 125A The Party Wall etc. Act 1996

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

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

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

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

necessity for the building owner to comply fully with the Act.

# 14 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).

#### 

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

#### 16

It is contrary to section 163 of the Highways Act 1980 for surface water from private land to drain onto the highway or discharge into the highway drainage system. The hard standing shall therefore be so designed and constructed that surface water from the private land shall not be permitted to drain onto the highway or into the highway drainage system.

# 17

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

#### 18

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

#### 19

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

## 20

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.

#### 21

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

#### 22

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

#### 23

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 £44,100.00 which is due on commencement of this development. The actual Community Infrastructure Levy will be calculated at the time your development is first permitted and a separate liability notice will be issued by the Local Planning Authority. Should you require further information please refer to the Council's Website www.hillingdon.gov.uk/index.jsp?articleid=24738"

#### 24

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

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

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

## 3. CONSIDERATIONS

## 3.1 Site and Locality

The site is approximately 1.06ha in area and currently comprises a vacant public house and associated out buildings, other structures and vehicle hardstanding. The existing buildings provide a total built footprint of approximately 738 m2, whilst existing floorspace comprises approximately 830 m2. The site is broadly rectangular in shape and is abutted by Cricketfield Road to the north west, The Burroughs Care Home to the north east and a former cricket field to the south west. To the south east is an existing open area of land separating the site with the rear of existing residential properties on Tulip Way.

The application site is located within the Metropolitan Green Belt. The opposite side of Cricketfield Road forms the eastern boundary of Colne Valley Park, and lies within a Nature Site of Metropolitan or Borough Grade I Importance, and is also located within the

designated Green Belt.

The main public house building is not identified as a locally listed building of historic or architectural merit nor is the building statutorily listed. However, the site lies within the West Drayton Green Conservation Area.

The rear 100m of the site is open grassed land. This part of the site has been previously subject to planning enforcement action in respect to car sales and the creation of large bunds. The bunds are still in situ.

The site has a Public Transport Accessibility Level (PTAL) of 1b, representing poor access to public transport.

## 3.2 Proposed Scheme

Planning permission is sought for the demolition of existing single and two storey extensions and outbuildings associated with the public house, retention and conversion of the original public house building to form 2 residential units plus the erection of an additional 14 residential units on the site. In addition, the proposal involves the provision of a wild flower meadow, car parking, landscaping, amenity space and other associated works. The new-built units will be located within 2 storey linked blocks running down the northeast boundary of the site and looping around to the southwest, creating a large enclosed central courtyard.

All of the units will be for affordable rent, with the proposed unit mix is as follows:

- · 2 no. 1B2P flats
- · 1 no. 1B2P flat with full disabled access
- · 9 no. 2B3P flats
- · 1 no. 2B4P flat
- · 1 no. 3B5P flat
- · 2 no. 3B5P houses

A total of 51 habitable rooms are proposed.

The majority of existing structures on the site are to be demolished as part of the proposal. This includes the extensions to the side and rear of the original public house building. The original public house building is to be retained, with the removal of the low quality extensions and renovation to include a small rear extension. The building is to be converted into residential accommodation comprising 2 flats).

A significant amount of private and communal amenity space is provided as part of the proposed development. Details of the proposed landscaping scheme are provided in the accompanying Landscape Strategy and Design and Access Statement. The scheme includes private gardens, a communal courtyard, dedicated children's playspace, and provision of a large wild flower meadow.

A wild flower meadow is proposed in an area of land to the south of the site. It is proposed that there will be limited public access in this area.

All units and rooms meet the minimum standards set out in the Mayor's Housing Supplementary Planning Guidance (2012).

The use of materials has been carefully considered to reflect the sensitive location of the site and the sustainable nature of the design. The scheme uses a mixture of yellow stock

brick, wooden cladding at first floor level and sedum roofs.

Refuse and recycling storage is located towards the west of the site, within easy access of all properties.

# 3.3 Relevant Planning History

# **Comment on Relevant Planning History**

There is no relevant planning history.

# 4. Planning Policies and Standards

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

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

#### Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.CI1	(2012) Community Infrastructure Provision
PT1.EM1	(2012) Climate Change Adaptation and Mitigation
PT1.EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
PT1.EM4	(2012) Open Space and Informal Recreation
PT1.EM6	(2012) Flood Risk Management
PT1.EM7	(2012) Biodiversity and Geological Conservation
PT1.EM8	(2012) Land, Water, Air and Noise
PT1.H1	(2012) Housing Growth
PT1.H2	(2012) Affordable Housing
PT1.HE1	(2012) Heritage

# Part 2 Policies:

AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE1	Development within archaeological priority areas
BE15	Alterations and extensions to existing buildings
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.

BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE3	Investigation of sites of archaeological interest and protection of archaeological remains
BE34	Proposals for development adjacent to or having a visual effect on rivers
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE4	New development within or on the fringes of conservation areas
EC1	Protection of sites of special scientific interest, nature conservation importance and nature reserves Replaced by PT1.EM7 (2012)
EC5	Retention of ecological features and creation of new habitats
H4	Mix of housing units
H5	Dwellings suitable for large families
H8	Change of use from non-residential to residential
OE1	Protection of the character and amenities of surrounding properties and the local area
OE5	Siting of noise-sensitive developments
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OL1	Green Belt - acceptable open land uses and restrictions on new development
OL14	Change of use or conversion of redundant agricultural buildings
OL4	Green Belt - replacement or extension of buildings
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 3.11	(2011) Affordable housing targets
LPP 3.12	(2011) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 3.13	(2011) Affordable housing thresholds
LPP 3.3	(2011) Increasing housing supply
LPP 3.4	(2011) Optimising housing potential
LPP 3.5	(2011) Quality and design of housing developments
LPP 3.8	(2011) Housing Choice
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.11	(2011) Green roofs and development site environs
LPP 5.12	(2011) Flood risk management

LPP	5.13	(2011) Sustainable drainage
LPP	5.14	(2011) Water quality and wastewater infrastructure
LPP	5.7	(2011) Renewable energy
LPP	6.13	(2011) Parking
LPP	7.14	(2011) Improving air quality
LPP	7.16	(2011) Green Belt
LPP	7.19	(2011) Biodiversity and access to nature
LPP	7.2	(2011) An inclusive environment
LPP	7.8	(2011) Heritage assets and archaeology
LPP	8.2	(2011) Planning obligations
LPP	8.3	(2011) Community infrastructure levy

# 5. Advertisement and Site Notice

- 5.1 Advertisement Expiry Date:- 12th December 2013
- **5.2** Site Notice Expiry Date:- Not applicable

18th December 2013

## 21st January 2014

#### 6. Consultations

## **External Consultees**

45 adjoining owner/occupiers have been consulted. The application has been advertised as a development that affects the character and appearance of the West Drayton Green Conservation Area and as a departure from the development plan. 4 letters of objection from individal neighbours have been received. The contents are summarised below:

- 1. Parking provision appears under-estimated and will lead to overflow parking at the junction of Mill Road and Cricketfield Road. This area is already prone to tailbacks and congestion due to the width restriction and traffic lights on the bridge at the river. I am concerned that, without adequate parking being part of this development this will severely hinder safety and resident access to offroad parking on Mill Road.
- 2. Whilst it is acknowledged and appreciated that the Anglers Retreat in its current state is an eyesore and the subject of much vandalism, we are concerned at the number of units proposed for the plot but more importantly the number of allocated parking spaces. The allocation of 19 spaces is clearly not sufficient. Residents will would likely seek parking on Mill Road, which would result in dangerous conditions and impeed emergency services.
- 3. It is an intensification of an existing development within Green Belt. Therefore I object against this application being passed. (x 2)
- 4. In principle I am very pleased this site is being developed for residential use but concerned that the development should provide all residents with parking, sufficient that all will be able to park all their cars on the development.
- 5. An already difficult and congested traffic situation at the bottom of Mill Road, adjacent to the development site and approaching the traffic-lights over the single-lane bridge would be made substantially worse if cars from the development park on the adjacent roads.

One letter of support has also been received making the following observations:

The retention of the former public house is welcomed. Some concern over the proposed contemporary style building to be situated alongside the existing building. Some reference should be included as to the historical aspect of the Angler's Retreat and the former cricket ground next door.

## **GREATER LONDON AUTHORITY**

The Mayor considered a report on this proposal. A copy of the report is attached. This letter comprises the statement that the Mayor is required to provide under Article 4(2) of the Order.

The Mayor considers that the application does not comply with the London Plan, for the reasons set out in paragraph 55 of the above mentioned report; but that the possible remedies set out in paragraph of this report could address these deficiencies.

If your Council subsequently resolves to grant permission on the application, it must consult the Mayor again under Article 5 of the Order and allow him fourteen days to decide whether to allow the draft decision to proceed unchanged, or direct the Council under Article 6 to refuse the

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application. You should therefore send me a copy of any representations made in respect of the application, and a copy of any officer s report, together with a statement of the decision your authority proposes to make, a statement of any conditions the authority proposes to impose and (if applicable) a draft of any planning obligation it proposes to enter into and details of any proposed planning contribution.'

If your Council resolves to refuse permission it need not consult the Mayor again (pursuant to V Article 5(2) of the Order), and your Council may therefore proceed to determine the application without further reference to the GLA.

## GLA Stage 1 Report (Summary)

The application is referable under Category 3D of the Schedule to the Order 2008:

"Development on land allocated us Green Belt or Metropolitan Open Lond in the development page 1 plan, in proposals for such a plan, or in proposals for the alteration or replacement of such o plan; and (b) which would involve the construction of a building with a floor space of more than 1,000 square metres or a material change in the use of such building."

Once Hillingdon Council has resolved to determine the application, it is required to refer it back to the Mayor for his decision, as to whether to direct refusal or allow the Council to determine it itself, unless otherwise advised. In this instance if the Council resolves to refuse permission it need not refer the application back to the Mayor.

London Plan policies on principle of land use Green Belt, housing/affordable housing, children's play space, design, inclusive access, sustainable development/energy, noise and air quality, flood risk management and transport are relevant to this application. The proposed development does not comply with the London Plan. The reasons for this are set out below:

- · Principle of land use Green Belt: The change of use and development of the public house to residential units is acceptable. Whilst there are some concerns about the increase in footprint, overall, very special circumstances exist to justify the development.
- · Housing choice/unit mix: Additional information is required in regard to the provision of larger family units.
- · Affordable housing: Clarification of the affordable tenure mix should be provided.
- · Urban design: There are no design concerns.
- · Inclusive access: Wheelchair accessible units and blue badge parking should be increased. '
- · Sustainable development/energy: further clarification is required as detailed in the energy section of the report.
- · Noise and air quality: Further information is required in regard to noise and air quality.
- · Flood risk management: The surface water management measures should be secured.
- · Transport: A reduction of parking spaces and provision of electric vehicle charging points should be considered. A construction logistics plan and delivery and servicing plan should be submitted and secured.

#### **ENVIRONMENT AGENCY**

Although the Strategic Flood Risk Assessment (SFRA) shows that parts of the site lie within Flood Zone 3b, our more recent modelling shows that this site lies within Flood Zone 1 and entirely outside the 100 year flood extent plus allowance for climate change. Additionally the only part of the site which falls within Flood Zone 3b, as shown within the SFRA, is the wildflower meadow.

We therefore have no objections or conditions to apply and include our standard comments in relation to surface water drainage below, following the recent implementation of the Memorandum of Understanding between us and Hillingdon.

The site is located in Flood Zone 1, defined by the National Planning Policy Framework (NPPF) as

having a low probability of flooding. In this instance, we have taken a risk based approach and will not be providing bespoke comments or reviewing the technical documents in relation to this proposal. Instead the Local Planning Authority, who have the role of Lead Local Flood Authority will be responsible for reviewing the technical documents for this proposal and providing a response. Below are our standard comments which are applicable to applications of this nature.

It is a requirement of the NPPF that any planning application submitted for development that is over 1 hectare in size in Flood Zone 1 is accompanied by a Flood Risk Assessment (FRA). This requirement must be met.

Although development within Flood Zone 1 is not considered to be at a high risk of fluvial or coastal flooding, there may be a risk of flooding from other sources, e.g. groundwater, surface water, etc. The FRA should meet the requirements of London Plan (2011) Policy 5.13 in addition to the requirements of Hillingdon's local planning policies.

Hillingdon has a Flood Risk Management Portfolio, where you can find more information on local sources of flood risk. These are available on the London Borough of Hillingdon website. This includes a Strategic Flood Risk Assessment (SFRA) or Surface Water Management Plan (SWMP). If they show this development site to be at risk of flooding from other sources, a sequential approach may still be required to ensure that there are no suitable alternative sites in lower-risk areas. Alternatively the sequential approach should be applied on site to ensure that vulnerable developments are located in areas within the site at the least risk of flooding.

We recommend that the FRA demonstrates the following as a minimum:

- 1. Peak discharge rates from site will not increase as a result of the proposed development, up to a 1 in 100 chance in any year including an allowance for climate change storm event. Policy 5.13 states that: "developers should aim to achieve greenfield runoff from their site through incorporating rainwater harvesting and sustainable drainage", We would encourage all developers to
- strive to achieve Greenfield runoff rates to reduce the impact of the development on the surface water drainage infrastructure in line with the requirements of Policy 5.13 of the London Plan (2011).
- 2. Storage volumes required on site to control surface water for all events up to a 1 in 100 chance in any year including an allowance for climate change storm event can be provided.
- 3. The site will not flood from surface water up to a 1 in 100 chance in any year including an allowance for climate change storm event, or that any surface water flooding can be safely contained on site up to this event, ensuring that surface water runoff will not increase flood risk to the development or third parties.
- 4. How the Sustainable Drainage Hierarchy has been followed and SuDS techniques will be used with any obstacles to their use clearly justified. Justification should include, where appropriate, provision for the adoption of drainage infrastructure and maintenance contribution to that party. Wherever possible, preference is given to SuDS techniques that benefit water quality, water efficiency, landscape and wildlife.
- 5. The residual risk of flooding can be managed safely should any drainage features fail including pumps or if they are subjected to an extreme flood event. Surface water may be managed above ground in designated open areas and at shallow depths for events with a return period in excess of 30 years, but this should not put people and property at unacceptable risk. Raising of ground or flood levels could be proposed to manage risk, where appropriate.
- 6. An assessment of flood risk associated with 'ordinary watercourses' may also be necessary as our Flood Zone maps primarily show flooding from main rivers, not ordinary watercourses with a catchment of less than 3km2.
- 7. Full calculations, topographic surveys, ground investigation, management plans and maintenance schedule including standards and the detail of any legal bodies responsible for maintenance.

Further guidance on site specific FRAs can be found in the Planning Policy Statement 25 Practice

Guide, which has been retained despite the cancellation of Planning Policy Statement 25. Please note that this will be superseded by the launch of the new Planning Practice Guidance in Autumn 2013 and additional flood risk advice hosted on the Environment Agency's website. This will be followed by the updated National Standards for Sustainable Drainage.

For further information on SuDS, 'dry islands' and situations where disposal to a public sewer is proposed, please refer to the Environment Agency Flood Risk Standing Advice page at http://www.environment-agency.gov.uk/research/planning/82584.aspx.Further information on SuDS can be also found in:

- · Sewers for adoption (5th edition) and CIRIA C609 guidance for drainage calculations and criteria
- · HR Wallingford Joint EA/DEFRA R&D Technical Report W5-074/A/TR/1 Revision E guidance for management of rainfall runoff
- · CIRIA C522 document Sustainable Drainage Systems design manual for England and Wales
- · CIRIA C697 document SuDS manual
- · CIRIA C635 Designing for exceedance in urban drainage good practice
- · HR Wallingford SR 666 use of SuDS in high density developments
- · The Interim Code of Practice for Sustainable Drainage Systems. The Interim Code of Practice provides advice on design, adoption and maintenance issues and a full overview of other technical guidance on SuDS.

# NATIONAL AIR TRAFFIC SERVICES(N A T S) (En Route)

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal. However, please be aware that this response applies specifically to the above consultation and only reflects the position of NERL (that is responsible for the management of en route air traffic) based on the information supplied at the time of this application. This letter does not provide any indication of the position of any other party, whether they be an airport, airspace user or otherwise. It remains your responsibility to ensure that all the appropriate consultees are properly consulted. If any changes are proposed to the information supplied to NERL in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.

## HEATHROW AIRPORT LTD.

The proposed development has been examined from an arodrome safeguarding perspective and could conflict with safeguarding criteria unless any planning permission granted is subject to a condition requiring a bird hazard management plan.

#### ENGLISH HERITAGE ARCHAEOLOGY

The Greater London Archaeological Advisory Service (GLAAS) provides archaeological advice to boroughs in accordance with the National Planning Policy Framework and GLAAS Charter. Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest. Although this application lies within a proposed archaeological priority zone it involves relatively small-scale development on a previously developed site with limited recorded archaeological interest in the immediate vicinity.

No further assessment or conditions are therefore necessary.

This response relates solely to archaeological considerations. If necessary, English Heritage's Development Management or Historic Places teams should be consulted separately regarding statutory matters. Please note that this response relates solely to archaeological considerations. If necessary my Inspector of Historic Buildings and Areas colleagues should be consulted separately regarding statutory matters or Borough Conservation Officer as appropriate.

#### NATURAL ENGLAND

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

The Wildlife and Countryside Act 1981 (as amended)

The Conservation of Habitats and Species Regulations 2010 (as amended)

Natural England's comments in relation to this application are provided in the following sections.

## Statutory nature conservation sites - no objection

Based upon the information provided, Natural England advises the Council that the proposal is unlikely to affect any statutorily protected sites or landscapes.

## Protected species

We have not assessed this application and associated documents for impacts on protected species.

Natural England has published Standing Advice on protected species. The Standing Advice includes a habitat decision tree which provides advice to planners on deciding if there is a 'reasonable likelihood' of protected species being present. It also provides detailed advice on the protected species most often affected by development, including flow charts for individual species to enable an assessment to be made of a protected species survey and mitigation strategy.

You should apply our Standing Advice to this application as it is a material consideration in the determination of applications in the same way as any individual response received from Natural England following consultation.

The Standing Advice should not be treated as giving any indication or providing any assurance in respect of European Protected Species (EPS) that the proposed development is unlikely to affect the EPS present on the site; nor should it be interpreted as meaning that Natural England has reached any views as to whether a licence may be granted.

If you have any specific questions on aspects that are not covered by our Standing Advice for European Protected Species or have difficulty in applying it to this application please contact us at with details at consultations@naturalengland.org.uk.

#### Local sites

If the proposal site is on or adjacent to a local site, e.g. Local Wildlife Site, Regionally Important Geological/Geomorphological Site (RIGS) or Local Nature Reserve (LNR) the authority should ensure it has sufficient information to fully understand the impact of the proposal on the local site before it determines the application.

# Biodiversity enhancements

This application may provide opportunities to incorporate features into the design which are beneficial to wildlife, such as the incorporation of roosting opportunities for bats or the installation of bird nest boxes. The authority should consider securing measures to enhance the biodiversity of the site from the applicant, if it is minded to grant permission for this application. This is in accordance with Paragraph 118 of the National Planning Policy Framework. Additionally, we would draw your attention to Section 40 of the Natural Environment and Rural Communities Act (2006)

which states that 'Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity'. Section 40(3) of the same Act also states that 'conserving biodiversity includes, in relation to a living organism or type of habitat, restoring or enhancing a population or habitat'.

## Landscape enhancements

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

#### WEST DRAYTON CONSERVATION ADVISORY PANEL

I am writing on behalf of West Drayton Conservation Area Advisory Panel. We welcome the plans to remedy the poor state of the dilapidated former public house which is a building of some presence that could be an active contributor to the street scene. The site has become a real eyesore in what could be an idyllic gateway to the West Drayton Green Conservation Area. We are aware of the site's Green Belt status, but note that the housing in Tulip Way and Lily Drive, to its SE (aerial photo on p.9 of the Design and Access statement) was inserted into the Green Belt in the relatively-recent past. While accepting that the purpose of a Green Belt is to prevent urban sprawl and preserve open views from and into urban areas, we consider the proposed development remediates the current poor state of the site while preserving and enhancing its open outlook and so merits approval.

We are content with the principle of a small housing development, similar to that proposed, but have a number of issues with some of the details that we would like to see given further consideration.

- 1 We are pleased to see that a significant proportion of the site is to be retained as meadow land but suggest that a legal agreement is negotiated to ensure it will permanently remain as such. 2 It is not clear whether access to the meadow will be only for residents of the development, or whether pedestrian access will be possible for residents in the surrounding area. We hope the latter, as large parts of the Green Belt land in the southwest of the Conservation Area has no public access.
- 3 We would like to see the design of the main car parking area amended to mitigate its single angular mass which with time may look little different from the current 'car park' on the site. Perhaps the line of cars could be staggered or broken up with trees or bushes between groups of parking bays?
- 4 The main accommodation blocks are smaller in scale than The Burroughs Home next door so fit better with the retained public house building. However, the small block fronting onto Cricketfield Road does not look comfortable immediately adjacent to the old pub. When viewed from Cricketfield Road the form of the roof, the treatment of the wall surfaces and the fenestration all jar and fail to complement the buildings to either side. We realize that the intention has been to copy the look of the rest of the new build to this element but we feel that as it is an almost separate unit it could be more sympathetic to its placing and should be used to form a visual bridge between the old and the new by altering elements of its detailing.

## **Internal Consultees**

ENVIRONMENTAL PROTECTION UNIT

Air quality and land contamination

The following information was submitted with regard to air quality issues: Air Quality (and Noise)

Major Applications Planning Committee - 6th March 2014 PART 1 - MEMBERS, PUBLIC & PRESS

Assessment for the former Anglers; Retreat Public House Development Proposal (Project No.: 441563-01(02)) by RSK for Sheperd; Bush Housing Association dated October 2013 The following information was submitted with regard to land contamination issues: Geo-Environmental and Geotechnical Desk Anglers Retreat PH, Cricketfield Road by Campbell Reith for Shepherd; Bush Housing Association dated August 2013 · Ground Investigation at Anglers Retreat PH, Cricketfield Road by KF geotechnical for Shepherd; Bush Housing Association dated 30 October 2013 Air Quality T#

The proposed development is within the declared AQMA and in an area that is likely to be a little below the European Union limit value for annual mean nitrogen dioxide (40.0 mg/m3). The assessment undertaken is qualitative in nature and is based on the DEFRA NO2 background mapping for the area. It is indicated the 1 km2 grid square which is influenced by the presence of the M4 motorway was used and the background value was below the EU limit value, therefore no further assessment was considered necessary with regard to future receptors. The proposed development will have 19 car parking spaces and it was indicated in the transport statement that significantly fewer than the current 435 vehicular movements would occur through out the day, although there will be more vehicles movements during the morning and evening peak times.

The transport statement also states there was no requirement for a travel plan. The air quality assessment indicates the proposed use with 16 residential dwellings is not likely to adversely impact air quality in comparison to the current use. It also indicates there will be no CHP on site. It was indicated the new build will be a Passivhaus development, with mechanical ventilation and heat recovery. Air inlets should be located away from the main road and away from any flues or air outlets.

As an exceedance on the air quality limit value is not anticipated, the ingress of polluted air condition is not considered necessary, however air inlets should be located where air quality is likely to be at its best. The use of PV and high efficiency gas boilers are also indicated, although no details have been provided in the Energy Strategy. In the Code for Sustainable Homes Pre-assessment it has been assumed that individual boilers with a maximum dry NOx of equal to or less than 40 mg/kWh will be specified and installed in all units. The following condition is advised in relation to providing details of the final energy provision at the site.

Air Quality Condition 1 - 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. The use of ultra low NOx emission gas CHPs and boilers is recommended.

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.

## Land Contamination

A brief desk study and ground investigation report has been submitted for the site. The assessment identified some elevated benzo(a)pyrene and PAHs in one location near the existing pub building. Fly tipping at the site to the rear was also indicated. Although the possible storage of fuel oil was suggested for the site, no further information with regard to this was provided. The ground investigation also referred to alluvium, and the report did recommend ground gas assessment and asbestos survey (for the building) although none appears to have been carried out. There is a one

page method statement for contamination remediation dated October 2013. It indicates removing near surface materials in garden and landscaped areas to a depth of 600 mm for off site disposal and replacing it with clean imported subsoil and topsoil. It is recommended that a watching brief be maintained during groundworks in case undiscovered areas of contamination are found.

The standard contaminated land condition is recommended for any permission that may be given. Parts (i)(a)(b)(c) have been partly fulfilled. However the standard condition is still recommended and further clarification is required with regard to additional investigation and confirmation of a watching brief, prior to works commencing on site. The site will require imported top soil for landscaping purposes and separate condition to ensure the imported soils are independently tested to ensure they are suitable for use is also recommended. Clarification of the contamination criteria for the clean soils, and sampling frequency are required with regard to the clean imported soils.

The validation report should include depth of soils in the garden and landscaped areas as well. Details of how the works will be validated have to be agreed prior to implementation.

#### Contaminated Land Condition

- (i) The development hereby permitted shall not commence until a scheme to deal with contamination has been submitted in accordance with the Supplementary Planning Guidance Document on Land Contamination and approved by the Local Planning Authority (LPA). The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing: (a) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site; (b) A site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use; and (c) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with details of a watching brief to address undiscovered contamination.
- (ii) If during development works contamination not addressed in the submitted remediation scheme is identified, the updated watching brief shall be submitted and an addendum to the remediation scheme shall be agreed with the LPA prior to implementation; and (iii) All works which form part of the remediation scheme shall be completed and a comprehensive verification report shall be submitted to the Council¿s Environmental Protection Unit before any part of the development is occupied or brought into use unless the LPA dispenses with any such requirement specifically and in writing. REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

Condition to minimise risk of contamination from garden and landscaped area Before any part of the development is occupied, site derived soils and imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority.

All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

Note: The Environmental Protection Unit (EPU) must be consulted for their advice when using this condition. REASON To ensure that the occupants of the development are not subject to any risks

from soil contamination in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007). Useful References: Hillingdon & Land Contamination Supplementary Planning Guidance (SPG)

Comments below with regard to air quality and land contamination. Further ground investigation information may be required, especially with regard to the bund material, if it is to be spread or reused on site. Clarification is also sought with regard to gas monitoring. I have no objections to the proposed development, provided the pre-commencement queries are clarified and addressed.

#### Noise

With reference to the below planning application, I have have reviewed the noise report by RSK and can advise the noise survey has found the facades of the north of the development site would be exposed to noise level of 65dB LAeq,T daytime and 55dB LAeq,T night time. This can be attenuated by suitable glazing and ventilation, however, no specific measures have been recommended as such I recommend the following condition and informative respectively:

# 1) Sound Insulation

Development shall not 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. All works which form part of the scheme shall be fully implemented before the development is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

#### **REASON**

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

- 2) Control of environmental nuisance from construction work Nuisance from demolition and construction work is subject to control under the Control of Pollution Act 1974, the Clean Air Act 1993 and the Environmental Protection Act 1990. You should ensure that the following are complied with:
- (i) Demolition and construction works should only be carried out between the hours of 0800 and 1800 on Monday to Friday and between the hours of 0800 and 1300 on Saturday. No works should be carried out on Sundays, Public or Bank Holidays;
- (ii) All noise generated during such works should be controlled in compliance with British Standard 5228, and use "best practicable means" as defined in section 72 of the Control of Pollution Act 1974;
- (iii) Measures should be taken to eliminate the release of dust, odours and other emissions caused by the works that may create a public health nuisance. Guidance on control measures is given in "The control of dust and emissions from construction and demolition: best practice guidelines", Greater London Authority, November 2006; and
- (iv) No bonfires that create dark smoke or cause nuisance to local residents should be allowed at any time.

#### **ACCESS OFFICER**

The site is currently occupied by a disused Public House. The proposal seeks to redevelop the site to provide 16 residential units, which would incorporate the existing public house building. In assessing this application, reference has been made to London Plan July 2011, Policy 3.8 (Housing Choice) and the Council's Supplementary Planning Document "Accessible Hillingdon"

adopted May 2013. Compliance with all 16 Lifetime Home standards (as relevant) should be shown on plan.

The plans include one accessible parking space located close to the proposed wheelchair user accommodation. A total of 19 car parking spaces would be achieved, providing a ratio of 1:1 for the one and two-bedroom flats, and 2:1 for the three-bedroom apartments. It is stated that the entrance cores would be Part M compliant, with a shallow ramp leading from the car park to the entrance door and level access threshold. All other details pertaining to the approach to the proposed development appear satisfactory.

There is no intention to provide lift access to the first floor. However, as no more than seven flats would be provided on the first floors of Block A and within the existing public house building, and as no Wheelchair Home Standard units are planned above ground floor, it would be acceptable for the development not to feature a passenger lift.

Whilst the proposed development is fundamentally acceptable from an accessibility perspective, the following specifications should be incorporated on plan:

- 1. Details of level access to and into the proposed dwelling should be submitted. A fall of 1:60 in the areas local to the principal entrance should be shown to ensure that appropriate access would be achieved whilst preventing rain and surface water ingress. In addition to a levels plan showing internal and external levels, a section drawing of the level access threshold substructure, and water bar to be installed, including any necessary drainage, should be submitted.
- 2. To allow a minimum of one bathroom in every apartment to be used as a wet room in future, plans should indicate floor gulley drainage.
- 3. Plans for the duplex units proposed within Block B should incorporate an opening of 1000 mm x 1500 mm for a future through floor platform lift: this may be achieved by forming a 'soft pocket' within the concrete slab.

Conclusion: revised plans should be requested as a prerequisite to any planning approval.

(Officer Comment: Revised plans have been received which address the concerns of the access officer with the original proposals.)

## URBAN DESIGN AND CONSERVATION OFFICER

BACKGROUND: This proposal has been subject to extensive pre-application discussion with officers. The site is located in the West Drayton Green CA, adjacent to a sports field and within the Green Belt. It contains an early to mid Victorian two storey former public house with modern additions and there are also secondary structures within the site and a number of caravans.

COMMENTS: There are no objections to the proposal in principle; however, there are a number of minor design elements that still need to be addressed:

- · Frontage to block A, if this is to remain at the proposed height, this structure needs to be set back slightly more to make it appear less visually dominant against the original building. An alternative might be to include a mono-pitch roof (front to back) with the lower part to the front
- · In order to create a green frontage to the site, and in particular in front of the retained building; the parking in front of the former public house should be relocated to the side of the building. In this location, the pergolas over the parking areas would also have less visual impact on the street scene.
- · The detailing of the linking element between the frontage structures is unclear; this needs to be stepped behind the elevation of the existing building at both front and back. Ideally, this structure should include more glazing so that it forms a light weight link creating a clear divide between old and new. A more detailed drawing of this element would be helpful.

- · The existing building should have traditional casements to the front and sash windows to the back- double glazed but ideally in timber.
- · PV panels should be relocated elsewhere, possibly as freestanding elements, rather than on the roof of the original building.
- · The wheelie bin enclosures should be more discretely located, away from the frontage areas
- · Ideally, the front railings and boundary enclosures should incorporate planting to soften their appearance, as they are quite height for a residential frontage
- · Given the sensitive site location, the cladding to the new building should be timber
- · Larger scale part elevations should be provided to show how the porches, pergolas and projecting windows/window boxes work, plus eaves and gutter details.

CONCLUSION: No objection in principle, but some minor revisions and further information re detailing should be submitted.

#### Additional Comments:

The revised drawings address the matters covered in my detailed comments and there are no outstanding conservation or design objections to the proposals as they now stand. This is subject to conditions requiring samples of the materials for the external elevations, window and door design and construction details; details of the materials for the hardstandings and details of all boundary treatments to be submitted for approval;.

## SUSTAINABILITY OFFICER

## Proposal

Demolition of existing single and two storey extensions and outbuildings associated with the public house. Retention and conversion of the original public house building to form 2 no. residential units plus the erection of an additional 14 no. residential units on the site, provision of a wild flower meadow, car parking, landscaping, amenity space and other associated works.

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

# **Energy Comments**

The energy assessment submitted with the application demonstrates the development can meet the necessary 40% reduction in CO2.

The approach is focussed around the use of Passivhaus to ensure the development is highly energy efficient. The Council fully supports this approach. However, there are a couple of outstanding issues with the energy assessment. 1) it is not clear why the emissions rise when the 'Be Clean' stage is factored in and 2) the PV layout on the roof is unclear and is not reflected in other plans submitted with the application.

Finally, the use of Passivhaus is supported, but there needs to be a mechanism for ensuring that the development is constructed to the standards set out in the energy assessment. The following energy condition is therefore necessary:

## CONDITION

Prior to the commencement of development a detailed energy assessment shall be submitted to and approved in writing by the Local Planning Authority.

The assessment shall clearly set out the baseline energy performance of the development, and the detailed measures to reduce CO2 emissions by 40%. The assessment shall provide detailed specifications of the measures and technology set out in outline energy assessment (ref G6/K130545). The assessment shall also include full details of the photovoltaics including type,

specification, and a detailed roof layout which must be reflected in other plans.

Finally, the assessment must include a method for confirming that the development has been built to Passivhaus standards and that a quarterly report will be submitted to the local authority to demonstrate CO2 reductions are being met. The development must proceed in accordance with the approved scheme.

#### REASON

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

# **Ecology Comments**

The southern area of the site is proposed to be an area for wildlife enhancement. This is broadly supported but needs to be fully detailed prior to the start of the development. The landscaping plans do not include specific habitat enhancement measures such as log piles, bat and bird boxes, and habitat walls.

The following condition is therefore necessary to provide final details of the proposed enhancement measures:

## CONDITION

Prior to the commencement of development an ecological enhancement scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly detail measures to promote and enhance wildlife opportunities within the landscaping and the fabric of the buildings including measures such as habitat walls, bird and bat boxes and nectar rich planting. The scheme shall aim to include an area of land dedicated to wildlife habitat. The development must proceed in accordance with the approved scheme.

#### **RFASON**

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

## FLOOD AND DRAINAGE OFFICER

The applicant has submitted a flood risk assessment which shows the development to be at a low probability of fluvial flooding. The Council has no complaint with this conclusion.

However, with regards to surface water drainage, the flood risk assessment is contradictory and fails to provide an adequate conclusion. In addition there is no clear evidence that sustainable drainage systems (SuDS) will be used.

Table 12 of the FRA shows there will be a 30% reduction in impermeable surfaces with the proposed development. This is largely due to the increase in garden space. The reduction in impermeable surfaces is relied upon to demonstrate the post development run off will be an improvement over the existing situation.

The report then contradicts in order to present a reason for not proposing sustainable drainage within the development:

On the basis that the underlying ground is largely impermeable, discharge to soakaways or other infiltration system is not considered feasible.

The Council does not accept there are no forms of sustainable drainage that could be used. It is entirely feasible to have non infiltration methods to reduce run-off from the site. It is also entirely

inappropriate for the applicant to rely on a reduction in impermeable areas to suggest betterment, whilst stating that SuDS cannot be used because of impermeable surfaces across the site.

Notwithstanding the problems revealed in the FRA, the Council accepts that there is no reason to believe a design solution will not be available. The failings of the FRA do not go to the principle of the development but do require more consideration of the details. The following condition is therefore required:

#### Condition

Prior to the commencement of development a detailed surface water scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme must show the inclusion of sustainable drainage systems (such as holding ponds, or storage crates) to reduce surface water run off to a greenfield run-off rate. The development must proceed in accordance with the approved plans unless otherwise agreed in writing with the Local Planning Authority.

#### Reason

To ensure the development provides a reduction in surface water run off in accordance with the NPPF and Policies 5.13 of the London Plan and EM6 of the Local Plan Part 1.

#### TREES AND LANDSCAPE OFFICER

LANDSCAPE CHARACTER / CONTEXT: The site is occupied by a vacant pub with a number of extensions and outbuildings, and is situated to the south of Cricketfield Road and the River Colne. There is a car

park to the front of the pub (north-west boundary) which extends around the side (south-west) and an area of scrubland to the rear of the pub extending towards the south-east. The overall plot occupies approximately one hectare.

The land lies at the western end of a residential street, and on the edge of the West Drayton Green Conservation Area. It is also within designated Green Belt land, with open space extending from the

south and west boundaries - and the River Colne corridor immediately across the road to the north. There are a number of trees on the site which are protected by virtue of the Conservation Area designation. However, they are not protected by a Tree Preservation Order. A tree survey has been submitted. Due to the security on site at the time of the site inspection, access was limited and no access was gained to the land to the rear of the main complex of buildings.

PROPOSAL: The proposal is to demolish the existing single and two-storey extensions and outbuildings associated with the public house. Retention and conversion of the original public house building to form 2 No. residential units plus the erection of an additional 14 No. residential units on the site, provision of a wild flower meadow, car parking, landscaping, amenity space and other associated works.

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

- · The Design & Access Statement explains that the objective is to deliver the new residential accommodation to Passivhaus standards and the refurbished / converted public house to BREEAM Domestic Refurbishment rating ' Very Good'.
- Sections 8.0 and 9.0 of the D&AS explain the design rationale for the external amenity space, with a view to satisfying Secure by Design and Lifetime Homes principles.
- · More comprehensive landscape objectives are set out in a separate document, Landscape Statement for Planning, prepared by Farrer Huxley. The key zones of the housing scheme include a Community Green, Parking and Access Layout, and Wildflower Meadows, with private amenity

space / gardens provided for householders. The proposal also features the creation of the (larger) southern part of the site as a Native Wildflower Meadow with Wildlife Trail.

- · The document provides keyed layout plans detailing the various facilities and indicative hard and soft landscape materials to be incorporated into the scheme. The new houses are to have green roofs, with the associated benefits to the environment and biodiversity. The document provides sufficient information to condition the final details.
- · KKM's drawing No. 213113/110, Proposed Site Plan, indicates a comprehensive layout which expresses the potential for a high quality landscape scheme.
- · Farrer Huxley's drawing No. L-001, General Arrangement Plan, clearly indicates the hard and soft landscape typologies to be specified for the residential area.t
- · A schedule of boundary treatments is included in the above plan. The retention of 2.5 metre high palisade fencing along the south-west boundary and 1.8 metre high Heras fencing along the southeast boundary is noted. These products are rather crude in appearance and provide the sort of security usually associated with industrial sites. If they are to be retained as part of this scheme, they will need to be screened (by hedging?), or otherwise 'lost' in the landscape.
- · An Initial Bat Survey, by Middlemarch Environmental, concludes that no bat roosts were identified within the building. It recommends that while no (bat) constraints have been identified, if bats are found, or works are not started by April 2015, further specialist advice should be sought.
- · An Ecological Assessment, by Middlemarch Environmental, sets out Key recommendations (section 5.0) for the scheme to incorporate in order to achieve ecological credits. The recommendations include the planting of at least 20No. new trees, 150m2 shrubs, 100m2 bulbs, 300m2 wildflower meadow and the provision of bat boxes, bird boxes and log piles. Selected species are

recommended in the appendix.

- · An Arboricultural Impact Assessment, by Landmark Trees, has surveyed 18No. trees or groups on, or close to, the site. Of these, there are no 'A' class (good condition / value) trees which would normally warrant retention. 6No. trees are assessed to be 'B' grade trees (moderate) which should be considered a constraint on development and retained if possible.
- · The remaining 'C' and 'U' grade trees are not normally considered a constraint on development although they may be worthy of retention collectively. If these trees are to be removed, provision should be made for suitable replacements in appropriate locations.
- $\cdot$  If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and appearance of the area.

#### RECOMMENDATIONS:

- · The landscape descriptions emphasise the use of wildflower meadows and tree planting, with no mention of native shrub / hedgerow planting. The latter could usefully be included to provide visual / seasonal interest, screening and security (along site boundaries) and to enhance local habitat creation.
- · Several of the tree species listed are non-native (contrary to the stated Tree Strategy). To support the stated design objectives, the plant schedules should specify whether the plants specified are native / non-native and note their reason for inclusion / wildlife benefits.
- · Details of the security and access arrangements (and any restrictions?) to the wildflower meadow need to be clarified, together with the management, maintenance and monitoring of this area.

No objection subject to the above observations and conditions RES6, RES8, RES9 (parts 1,2,3,4,5 and 6) and RES10.

## S106 OFFICER

I have taken a look at the following proposal and would like to advise of the likely planning obligations should the application be recommended for approval.

# Proposal:

alterations and conversion to create 14 residential flats and 2 houses:

3 x 1 bed flats with 2 habitable rooms in each.

10 x 2 bed flats with 3 habitable rooms in each.

1 x 3 bed flats with 4 habitable rooms in each.

2 x 3 bed houses with 5 habitable

total population: 37.1

## Proposed Heads of Terms:

- 1. Transport: in line with the SPD a s278 and/or s38 agreement may be required to address highways works arising from the proposal.
- 2. Affordable Housing: The applicant has indicated that all 16 units will be delivered as affordable housing.
- 3. Education: in line with the SPD a contribution towards education in the sum of £52,409 (subject to to full nominations rights) is sought.
- 4. Health: in line with the SPD a contribution towards health in the sum of £8,038.46 is likely to be sought if a bid is received form the NHS. This is equal to £216.67 per person.
- 5. Air Quality Monitoring: in line with the SPD a contribution towards Air Quality Monitoring is sought in the sum of £12,500.
- 5. Libraries: in line with the SPD a contribution towards libraries is sought in the sum of £853.30 equal to £23 per person.
- 6. Construction Training: in line with the SPD a contribution equal to £2,500 for every £1 million build cost + (16/160 x£71,675 = £7,165.50) = total contribution or an in-kind training scheme delivered during the construction phase of the development.
- 7. Project Management and Monitoring Fee: in line with the SPD if a s106 agreement is to be entered into then a contribution equal to 5% of the total cash contributions is sought to enable the management and monitoring of the resulting agreement.

## HIGHWAY ENGINEER

The development proposals are for the part demolition and refurbishment of an existing Public House to provide  $3 \times 1$  bedroom,  $10 \times 2$  bedroom and  $3 \times 3$  bedroom residential apartments within the site. As part of the proposals, the existing vehicle access will be reconfigured and the existing footway along Cricketfield Road will be extended towards Mill Road. 19 car and cycle parking spaces will be provided within the site for the use of residents.

When assessing the proposals, it is noted that a Transport Statement (TS) has been submitted, which has, in part, undertaken a comparison assessment of the existing and proposed traffic generation at the site. The comparative assessment of the existing and proposed uses has been undertaken using the TRAVL Database, by comparing selected sample sites that are considered similar. However, it is noted that the number of sample sites are limited and the location of some sites are not considered reprehensive. Furthermore, the details of individual sites have not been provided. Nevertheless, it is considered that the proposed residential use would not materially increase the traffic generation above that of the existing use, during the peak periods along the adjacent highway network.

When considering the proposed car parking provision within the site, the Councils parking standard

requires a maximum of 1.5 car parking spaces per dwelling to be provided. Based on the number of bedrooms within each apartment, it is considered that the proposed car parking provision is acceptable. Therefore, provided that the details below are made conditional to the planning consent, it is considered that the development would not be contrary to the Policies of the adopted Hillingdon Local Plan, 2012, Part 2, and an objection is not raised in relation to the highway and transportation aspect of the proposals.

# 7. MAIN PLANNING ISSUES

## 7.01 The principle of the development

· Change of Use of existing buildings

There are no Hillingdon UDP Saved policies that prevent the loss of a public house. However, the whole site is designated as Metropolitan Green Belt. It is proposed that the existing Public House is renovated with the removal of the low quality extensions and reinstating it to its original form. This is to be split into 2 flats, with a small extension to the rear. The NPPF states that that re-use of buildings in the Green Belt, provided that the buildings are of permanent and substantial construction, is not inappropriate development within the Green Belt. Therefore in terms of national Green Belt policy, the conversion of this element of the scheme to residential development in the form of two residential units is acceptable in principle.

In addition to this, Local Plan part 2 Policy OL14 is relevant, as it states that the appropriateness of a scheme of conversion and/or alternative use of redundant rural buildings will be judged having regard to:

- 1. The effect of the building conversion and other development needed upon the character, appearance or setting of the building or area in which it is located is considered appropriate;
- 2. Whether the proposed activity would disturb the amenities of the area; and
- 3. Accordance with policy OL1.

Comparing the impact on the Green Belt of the previous use with the proposed conversion of the main public house for residential, the impact in terms of activity is considered to be comparable. Therefore, as the proposed use does not have a materially greater impact in terms of its use than the former use on the openness of the Green Belt, the proposed conversion is considered to be in accordance with Saved Local Plan Part 2 Policy OL14.

Part 2 Policy H8 of the Local Plan is also considered relevant to this application. It states that the change of use from non-residential to residential will be permitted if:

- (i) a satisfactory residential environment can be achieved;
- (ii) the existing use is unlikely to meet a demand for such; and
- (iii) the proposal is inconsistent with other objectives of the Plan, having regard to the contribution of the existing use to those objectives.

The applicant has advised that the existing public house has been vacant for a number of years and is no longer viable for its former use. In view of this there is considered to be no objection in principle to their conversion to residential use, in terms of Policy H8(ii). It is also considered that a satisfactory residential environment could be created for all of the future occupiers. Whilst the proposed scheme is considered to be contrary to Green Belt policy as a result of the new buildings proposed, the applicant has demonstrated very special circumstances to set aside the presumption against the development. The scheme is therefore considered to accord with criteria (i) and (iii) of this policy.

· Extensions to existing building

Whilst alterations and extensions to existing buildings are not necessary inappropriate development in the Green Belt, paragraph 89 of the NPPF makes it clear that this is on the proviso that such extensions or alteration are not disproportionate in relation to the size of the original building. Local Plan Part 2 Policy OL4 establishes criteria where replacement or extension of buildings within the Green Belt would be considered appropriate. It would need to be demonstrated that the proposed extensions would not have a detrimental effect on the visual amenity of the Green Belt.

In terms of bulk, case law indicates that any increase in size over 50% in floor area would be considered disproportionate. Normally the threshold used is the size of the building in 1948 or as first constructed if after 1948. The floor area of the replacement extension would therefore need to be considered in relation to that of the original building. In this case it is considered that the massing and dispersal of the extended public House is not disproportionate in these terms and would not result in an increase in the built up appearance of the site. This aspect of the proposed development is therefore not considered unacceptable in Green Belt policy terms.

## · New Buildings

The site is located within the Green Belt. The site is not identified in the Local Plan as suitable for deletion from the Green Belt and despite the poor state of repair of the existing buildings, it is not considered to be damaged, derelict or degraded land. Whilst the change of use and redevelopment and extension of the existing building for residential purposes can be supported, new buildings are proposed on land that has never been developed by permanent buildings, namely Blocks A and B. These blocks form a courtyard to the rear of the existing public house. The construction of the new residential floorspace constitutes inappropriate development in the Green Belt, contrary to the advice contained in the NPPF and Part 2 Policy OL1 of the Local Plan. Such development is unacceptable in a Green Belt location unless very special circumstances are advanced to set aside the harm to the Green belt caused by such development.

The National Planning Policy Framework makes it clear that new buildings are inappropriate development and are, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Specifically, Paragraph 87 of the NPPF confirms that: "As with previous Green Belt policy, inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances."

Paragraph 88 states: "When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations."

Paragraph 89 of the NPPF goes on to state that exceptions to this include "the extension or alteration of a building, provided that it does not result in disproportionate additions over and above the size of the original building" and "limited infilling or the partial or complete

redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development."

The London Plan strongly supports the protection, promotion and enhancement of London's open spaces and natural environments. Policy 7.16: Green Belt states that in terms of planning decisions:

'The strongest protection should be given to London's Green Belt, in accordance with national guidance. Inappropriate development should be refused, except in very special circumstances. Development will be supported if it is appropriate and helps secure the objectives of improving the Green Belt as set out in national guidance'.

Policies in the Hillingdon Local Plan endorse national and London Plan guidance. Part 2 Policy OL1 states that within the Green Belt, as defined on the Proposals Map, the following predominantly open land uses will be acceptable:

- · Agriculture, horticulture, forestry and nature conservation;
- · Open air recreational facilities;
- · Cemeteries

The Local Planning Authority will not grant planning permission for new buildings or for changes of use of existing land and buildings, other than for purposes essential for and associated with the uses specified at (i), (ii) and (iii) above. The number and scale of buildings permitted will be kept to a minimum in order to protect the visual amenity of the Green Belt. The proposal does not conform to the types of development allowed by Policy OL1.

The applicant would have to demonstrate very special circumstances to set aside the presumption against the development. Such very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations. The applicant has put forward the following very special circumstances:

## · The need for affordable housing

The application proposes 100% affordable housing. There is an established need for new good quality affordable housing and the proposal would help meet this need. However, the Mayor considers and officers agree that the provision of affordable housing in itself cannot be accepted as a very special circumstance.

#### · The existing base line scenario

The existing structures on the site are vacant and considered detrimental to the character of the area due to their poor design and delapidated condition. All structures are immune from enforcement action and thus will continue to deteriorate visually. Furthermore, the existing site, being unoccupied and vacant, has the potential to attract crime and anti social behaviour. In addition, the site is unlikely to come back into use as a public house due to a lack of viability. The buildings on the site therefore detract from the appearance of the Green Belt and the Conservation Area in their current state and are likely to deteriorate further over time.

Although it is acknowledged that the existing structures are in a poor state of repair, the Mayor notes that this scenario exists in other parts of the Green Belt and the poor state of the site does not in itself justify the change of use and development on Green Belt land for housing. However, it is accepted that there would be a considerable improvement to the appearance of the site and setting of the Conservation Area and appearance of the Green Belt, should the proposed development go ahead.

- · The proposed scenario
- The total footprint of the proposed development is a reduction in comparison to the footprint of the existing structures on site.

- A large area of previously unused land to the south of the public house will be restored and brought back into beneficial use in the form of a wild flower meadow, which would protect and enhance biodiversity. The wild flower meadow would be fully integrated with the proposed development and will be maintained in perpetuity;
- The quantum of development affords the opportunity for the removal of existing mounds and potential contamination towards the south of the site;
- The proposed new buildings are designed to a high standard of sustainability to meet Passivhaus standards;
- The original public house building, considered by the Council's Design and Conservation Officer to make a positive contribution to the area, is retained, improved visually and incorporated into the overall design;
- The proposed development will enhance the character and appearance of the Conservation Area:
- Whilst there is an increase in floorspace proposed, there is a reduction in built footprint proposed; and
- Views toward the open Green Belt from the majority of public viewpoints will remain largely unaffected in terms of outlook, whilst the overall character of the site and its interaction with the wider Green Belt will improve significantly.

The Mayor considers that whilst there remain some concerns about the increase in floorspace, overall there are very special circumstances that exist to justify the development proposed.

In conclusion, given the state of disrepair, dereliction and poor design quality, the existing development is clearly damaging to the character and visual appearance of the Green Belt and Conservation Area. In addition, a balance needs to be met between the quantum of any existing development on the site, the quantum of development proposed, the impact on openness of the Green Belt, and the impact on the character of the area. It is considered that when taken as a whole, the proposed development would have a positive effect on the character and appearance of the Green Belt and would not harm its openness. On balance, it is considered that the benefits, when weighed against the drawbacks of the proposed development, are significant and therefore very special circumstances weighing in favour of the proposal exist in the case of the proposed development.

## 7.02 Density of the proposed development

Density guidelines are provided by the London Plan. These guidelines take into account public transport accessibility, the character of the area and type of housing proposed. The the site has a suburban character with a PTAL rating of 1b. The London Plan therefore provides for a density range between 50-75u/ha or 50-200hr/ha for sites with a PTAL of 1 in a suburban location and with an indicative average unit size of 2.7hr - 3.0hr/unit.

When calculating the residential density of the site, it is considered appropriate to do so on the basis of the northern part of the site only, rather than including the wildflower meadow. The northern 'built up' part of the site is approximately 0.43ha in area. On this basis, the housing density is 37 units per hectare and 118 habitable rooms per hectare. Whilst the proposed density in terms of units per hectare is slightly below that set out in the London Plan, the location of the scheme in the Green Belt would result in higher density development being inappropriate. No objections are therefore raised to the density of the proposed development in this case.

Nevertheless, it will be important to demonstrate that the units will have good internal and

external living space, and that the scale and layout of the proposed development is compatible with sustainable residential quality, having regard to the specific constraints of this site. As set out elsewhere in this report, it is considered that this residential scheme has been designed to meet the relevant policy standards and targets.

#### **UNIT MIX**

In ensuring a range of housing choice is provided to residents, Policy 3.8 states that new developments should offer a range of choices, in terms of the mix of housing sizes and types, and ensuring that all units are built to Lifetime Homes Standards. The proposed scheme provides 3 x 1 bed units, 10 x 2 bed units and 3 x 3 bed units and is therefore compliant with London Plan Policy 3.8. Saved Policies H4 and H5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)which seek to ensure a practicable mix of housing units are provided within residential schemes.

In conclusion, the proposed development accords with the requirements of national policy and the Development Plan by making effective and efficient use of previously developed land whilst respecting the surrounding context.

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

The site falls within the West Drayton Green Conservation Area. Saved Part 2 Policy BE4 states that new development within or on the fringes of conservation areas will be expected to preserve or enhance the features, which contribute to the Conservation Area's special architectural or visual qualities.

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

London Plan Policy 7.1 sets out a series of overarching design principles for living conditions for future occupiers. 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 original building has been much altered both internally and externally and its setting suffers badly from the series of 20th century extensions that greatly enlarge the footprint of the public house, including a 2 storey extension that reads architecturally as a stand alone built element. There are a series of detached outbuildings to the rear of the main building. Clustered around the back of the site buildings site are 3 abandoned 'caravan' like buildings, that may have previously been used as independent residential units. Many of the buildings and extensions on the site do not appear to benefit from express planning permission, but are exempt from enforcement action in respect to their physical structure.

# Layout

The proposal can be split into two main elements. The first is the original Public House and the second comprises the 2 new linked blocks, located in the same approximate footprint as the original structures on site. The proposed footprint is a reduction compared to the footprint of existing structures most of which are to be demolished, aththough the

actuasl floor area would be slighly increased. The courtyard nature of the proposal forms a very low density proposal, limiting its impact on the wider Green Belt and Conservation Area. The centre of the courtyard provides a large communal amenity space.

To maintain a connection with Cricketfield Road a new element has been proposed adjacent to the public house building. This element is the narrowest part of the proposal maintaining a subservience to the existing PH structure to maintain the prominence of the original PH however better integrate the proposal within the street.

Block B extends beyond the line of the public house. To improve the thermal efficiency all blocks have been connected. This is to aid in achieving Passivhaus standard to the new units. The blocks are however, visually divided by a change in material at the junction between the 3 separate blocks. This further reinforces the courtyard nature of the site forming a considered and coherent built form appropriate to its setting within the Green Belt and Conservation area.

In order to create a green frontage to the site, and in particular in front of the retained building, the parking in front of the former public house has been relocated to the side of the building. In this location, the pergolas over the parking areas would also have less visual impact on the street scene.

## Height

The proposed new build element has a lower ridge line than that of the existing public house or the care home adjacent. This forms a defined hierarchy in relation to the public house, which is considered a heritage asset. A consistent roof line is maintained throughout all the new elements proposed. In response to concerns raised by the Council's Urban design and Conservation Officer, the height of the proposed building, where this faces onto Cricketfield Road has been reduced, in order to limit any impact that it will have on the Anglers Retreat and emphasize that this structure is subservient to the existing building. Primarily the pitch of the roof on this part of the building has been realigned so that this now slopes downwards towards Cricketfield Road.

## Scale and Massing

The scale of the proposed development aims to form a coherent link between the existing public house and adjacent care home. The adjacent care home forms a large and sprawling development with limited brakes in the building line. The proposal aims to maximise views through the site to the Green Belt. These views are currently limited or diminished by the poor state of the existing site.

It is considered that the mass of the new element at 2 storey, compliments the mass of the existing public house building. It is noted that the proposal has maintained a smaller mass than the adjacent care home. With regards to footprint the proposal forms a reduction in footprint in comparison to the existing structures on site.

#### Appearance

The mono pitched roofs all pitch down toward the communal courtyard. To further integrate the proposed structure into the local context an extensive green roof has been utilised. This will be visible as you enter the site further diminishing the scale of the proposal and improving the nature of the communal courtyard for all residents.

It is proposed that the existing PH is refurbished. This will extend the longevity of the existing structure and help reinstate the PH into the local context.

The detailing of the linking element between the frontage structures been reduced to a single storey lightweight link, emphasising the break between the existing and the new buildings, providing a separation rather than an extension or combination.

The existing windows on the front elevation of the Anglers Retreat will be retained and made good, or replaced with windows, like-for-like in appearance. New timber-finish sliding-sash windows are to be utilized for the side and rear elevations.

The use of materials has been carefully considered to reflect the sensitive location of the site and the sustainable nature of the design. The scheme uses a mixture of yellow stock brick, wooden cladding at first floor level and sedum roofs. It is considered that the approach to materials is appropriate and succeeds in softening the built form on the Site.

Overall, it is considered that the scheme will introduce a built form that is appropriate to its Conservation Area context and will improve the character of the area, with a high quality built form. The scheme is therefore considered to comply with the aims of Saved Part 2 Policies BE4, BE13, BE19 of the Local Plan, the NPPF, London Plan and relevant Hillingdon Local Plan Part 1 Policies.

## 7.04 Airport safeguarding

In terms of height, there are no airport safeguarding issues related to this development. However, should planning permission be granted it is recommended that a condition requiring a bird hazard management plan be imposed.

## 7.05 Impact on the green belt

The most important attribute of Green Belts is their openness and the aim of preserving the openness of Green Belt land is reiterated in the NPPF, Local Plan Part 2 Policy OL1. A key consideration is whether any additional new development would have a significantly greater impact on the Green Belt than that provided under the current situation. Policy OL2 states that, where development proposals are acceptable in principle in accordance with Policy OL1, the Council will where appropriate seek comprehensive landscaping improvements to achieve enhanced visual amenity and other open land objectives.

The potential impact of the proposed development has been assessed from a number of viewpoints.

View 1 (Junction of Cricketfield Road and Thorney Mill Road, looking south west): The outlook from his location towards the open Green Belt would remain largely unaffected from this location. Although there will be a greater two-storey element to the elevation, this will, in reality, have limited or no real impact on views toward the open Green Belt from this viewpoint. The two storey elements of the existing public house are prominent from this viewpoint and only very limited views are possible given the existing buildings, boundary treatment and street furniture.

View 2 (View looking south from Cricketfield Road to the east of the pub): The proposed building would be located closer to the boundary with The Burroughs Care Home. Whilst the view of the open Green Belt to the rear would be narrowed by the introduction of the new building, a vista would remain, whilst improving the overall character of existing built form when viewed from this location. It is considered appropriate to move the proposed built form closer to existing built form to provide an overall benefit to the openness of the Green Belt.

View 3 (View looking south from Cricketfield Road with pub in centre): Views of the Green Belt from this location are minimal and prevented by the main elevation of the two storey public house. This elevation would be retained and improved, whilst the existing ground floor extension to the west would be removed. New development is proposed to the immediate east of the public house; however this would only impact views towards The Burroughs Care Home, which are not considered to be of any significance.

View 4 (View looking south from Cricketfield Road to the west of the pub): Views toward the Green Belt to the south and south west from this location will be retained and improved. The proposed building line will not extend further west than that which exists. The existing two storey extension to the public house is prominent from this viewpoint to the south east and the proposed development, whilst taller in parts, with its courtyard layout it would on balance provide a more open character, with the removal of the existing hardstanding and the replacement with a green buffer to the south west, parking spaces interspersed with trees, and the introduction of the courtyard providing additional amenity space for residents. The incorporation of the open space to the far south of the site would also visually open up the Green Belt to the south, whereby significant and unattractive boundary treatment currently exists, blocking the site off both visually and physically.

View 5 (View looking south east towards site from Cricketfield Road outside of the cricket field):

It should be noted that this view predominantly looks away from the defined Green Belt boundary towards The Burroughs Care Home and existing built up area. The existing two storey elements of the public house as well as the other associated development at ground floor are visible and prevalent from this location. In addition, the courtyard layout of the Proposed Development would mean that the majority of two storey structures would be set further away from this view, towards The Burroughs Care Home. Whilst the proposal would, from this view, appear to increase the built form on the site due to increased height, it is considered that this view is of lesser importance than others due to it primarily being toward the built up/developed area outside of the Green Belt. The introduction of a green buffer, the use of green roofs and the general improvements in design would lead to a significant improvement to the character of the Green Belt when viewed from this location, whilst having some marginal impact on its openness.

It is considered that the proposal improves the nature of the Green Belt in comparison to the existing condition, as the site, in its current state, is detrimental to its context. Should the proposed development be implemented, this part of this Green Belt land would better fulfil its function of checking unrestricted urban sprawl and assist in safeguarding the countryside from encroachment, in compliance with Policy OL1 and OL2 of Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), London Plan Policy 7.16 and the provisions of the NPPF.

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

The impact of the proposal on the character and appearance of the area has been addressed in section 7.03 of this report.

## 7.08 Impact on neighbours

Policies BE20 and BE21 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to prevent developments which would be detrimental to the amenity of nearby occupiers by way of their siting, bulk, proximity or loss of light.

The nearest residential premises is the Burroughs Care Home to the north east of the site. The extended public House element of the proposal would maintain a distance of 24 metres between buildings, Block A between 21-23 metres and the flank wall of block B

would be 15 metres away from the care home. This separation is adequate to ensure the development does not have adverse impacts on the amenity of residential occupiers in respect of overdominance or loss of outlook and light.

Policy BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to ensure that new developments do not have adverse impacts on the amenity of existing residential properties due to loss of privacy.

The north east facing windows in Block A would be over 21 metres from the Boroughs Care Home, whilst there are no windows in the flank elevation of block B facing the home. This is sufficient to ensure no harm to the residential occupiers by loss of privacy.

Accordingly, the proposal would comply with the NPPF, relevant London Plan and Hillingdon Local Plan Part 1 policies and Policies BE20, BE21 and BE24 of the Hllingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

Issues relating to air quality and noise are dealt with elsewhere in this report.

## 7.09 Living conditions for future occupiers

Saved Policy H8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states amongst other things, that the conversion or change of use of premises to residential use will only be acceptable if a satisfactory residential environment can beachieved.

## **External Amenity Areas**

Policy BE23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) requires the provision of external amenity space, sufficient to protect the amenity of the occupants of the proposed and surrounding buildings and which is usable in terms of its shape and siting. The Council's SPD Residential Layouts specifies amenity space standards for flats. Hillingdon Design and Accessibility Statement (HDAS) Supplementary Planning Document - Residential layouts, provides minimum external amenity space standards for residential development. Based on the current accommodation schedule, this would equate to a total minimum requirement of 500 m2 of shared and private amenity space for 16 dwellings. The current development proposal provides for an area consderably in excess of the recommended standards.

In light of these considerations, it is considered that the communal amenity space provided is acceptable, in compliance with the Hillingdon Design and Accessibility Statement (HDAS) Residential Layouts and Saved Policy BE23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

## Unit size

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

## Outlook and light

Each of the units benefit from a reasonable level of privacy, outlook and light.

Overall, it is considered that good environmental conditions can be provided for future occupiers in compliance with relevant Local Plan and London Plan policies and supplementary design guidance.

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

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

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

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

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

#### Traffic Generation

The Transport Statement identified that the site was previously used by at least 50 cars and service vehicles. This use was largely unrestricted due to the lack of any controls over the site. The Transport Statement provides an assessment of estimated 'existing' trip rates (on the basis of the public house being in use as such) against trip rates associated with the proposed development. Impacts arising as a result of construction are also assessed. Subject to some basic mitigation measures, including production of a Construction Logistics Plan, the Transport Statement concludes that there would be a small increase in traffic movements of 7 in the morning peak hour and 5 during the evening peak hour and thus impacts should be considered negligible.

The Highway Engineer considers that the proposed residential use would not materially increase the traffic generation above that of the existing use, during the peak periods along the adjacent highway network. As such, it is consdered that the development would not give rise to conditions prejudicial to free flow of traffic and highway and pedestrian safety. The development therefore accords with Policy AM7 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

## Access

Access to the site for pedestrians and vehicles are both located to the north west of the site. This vehicle access is consistent with the current situation. However the crossover will be rationalised in line with the scale of the proposed development. The car parking has been located adjacent to the access road and is screened from the wider Green Belt by way of a dense green buffer. The bike and bin stores have been located adjacent to the access road for ease of use by residents as well as the refuse collectors.

In addition it is proposed to reinstatement the footway along the site frontage to connect the site with Thorney Mill Road, in order to provide safe walking route to allow access to public transport.

This can be secured by way of a Legal Agreement, in the event of an approval.

## Parking

19 car parking spaces are provided on site, on the basis of 1 for 1 for all one and two bed units with the three bed family units provided with 2 spaces each. This equates to 1.19 spaces per unit. 4 of the parking spaces (over 20%) will have electric charging points and 2 of these spaces (10%) will be for people with a disability.

The Council's standards allow for a maximum provision of 1.5 spaces per residential unit, a total of 24 spaces in this case. The proposed level of parking meets the Council's as well as London Plan standards and it is considered that the proposals strike the requisite balance between parking restraint, to promote alternative travel modes and the provision of adequate parking. As such, the Council's Highways Engineer has raised no objection to the level of car parking and has confirmed that all the parking spaces would be of sufficient dimensions and usable. the proposal is therefore considered to comply with Policies AM14 and AM15 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and London Plan Policy 6.1.

15 secure cycle spaces are provided in a dedicated structure to the west of the courtyard to serve the proposed flats, whilst each of the two houses will have an additional 2 spaces. This gives a total provision of 19 cycle spaces for the proposed development. The proposal is therefore considered to comply with Policy AM9 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

In conclusion, the Highway Engineer raises no objection to the proposed development in relation to the highway and transportation aspect of the proposals, subject to conditions.

#### 7.11 Urban design, access and security

Details of security arrangements, including CCTV can be secured by condition, in theevent of an approval.

## 7.12 Disabled access

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

Subject to conditions, it is considered that lifetime Homes and Wheel Chair standards can be achieved, in accordance with the London Plan Policies 3.8, 7.1 and 7.2 and in general compliance with the Council's Supplementary Planning Document "Accessible Hillingdon".

# 7.13 Provision of affordable & special needs housing

The development would introduce a total of 16 dwellings, therefore triggering the affordable housing requirement threshold of 10 units as set out in London Plan policy 3.13.

Policy H2 of the Hillingdon Local Plan: Part 1- Strategic Policies relates to Affordable

Housing with the Council seeking 35% of all new units in the borough delivered as affordable housing. The Council note however, that subject to the provision of robust evidence, it will adopt a degree of flexibility in its application of Policy H2, to take account, of tenure needs in different parts of the borough as well as the viability of schemes.

The shceme proposes 100% affordable housing which would make a valuable contribution towards the Borough's affordable housing stock, in compliance with relevant Local Plan and London Plan policies.

# 7.14 Trees, landscaping and Ecology

Trees and Landscaping

Saved Policies OL1 and OL2 address Green Belt issues and the need to retain and enhance the existing landscape to achieve enhanced visual amenity and open land objectives. Policy OL15 seeks to protect the landscape of countryside conservation areas from development and or activities which would detract from the special character of these landscapes. Saved Policy BE38 stresses the need to retain and enhance landscape features and provide for appropriate (hard and soft) landscaping in new developments.

The Arboricultural Impact Assessment Report identifies 18 trees/tree groups on the Site, of which 6 are 'B' (moderate) quality, 11 are 'C' (low) quality and 1 is 'U' (unsuitable for retention). The Report confirms that the principle primary impacts of the Proposed Development are the removal of two category 'C' trees. Additional impacts are identified as removal of existing landscaping and new fencing. The Report concludes that the works will have a low impact.

A wild flower meadow will is proposed in an inaccessible area of land to the south of the site and which is the subject of a detailed Landscaping Strategy, which outlines in detail the proposed use of plants, shrubs and trees in order to best utilise and improve the existing site. It is proposed that there will be limited public access in this area.

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

#### Ecology

Saved Policy EC1 states that the local planning authority will not permit development which would be unacceptably detrimental to designated local nature reserves and other nature reserves. If development is proposed on or in the near vicinity of such sites, applicants must submit an ecological assessment where considered appropriate by the local planning authority to demonstrate that the proposed development will not have unacceptable ecological effects.

Saved Policy EC3 requires proposals for development in the vicinity of sites of nature conservation importance to have regard to the potential effects on such sites onchanges in the water table and of air, water, soil and other effects, which may arise from the development. Regarding the creation of new habitats. Saved Policy EC5 of the plan seeks the retention of certain on-site ecological features and enhancement of the nature conservation.

A Phase I Habitat Survey, Code for Sustainable Homes Ecological Assessment, Initial Bat Survey and Reptile Survey have been undertaken. The Habitat Survey makes a number of recommendations pertaining to the protection of habitats, including protection of trees, reptiles, bats, terrestrial mammals and nesting birds. These recommendations have and will be taken into account during the formulation, construction and occupation of the Proposed Development.

The Code for Sustainable Homes Ecological Assessment makes a number of recommendations relating to good horticultural practice, tree, shrub and bulb planting, introduction of log piles, bird and bat boxes and a wildflower meadow. A number of these recommendations are incorporated into the overall landscaping proposals for the Proposed Development.

The Bat Survey found no evidence of bat activity at the site and concluded that works can progress on this basis. The Reptile Survey included a total of eight site visits, during which no reptiles were found and thus no further surveys or works are required prior to construction (assuming this commences prior to April 2015).

The southern area of the site is proposed to be an area for wildlife enhancement. This is broadly supported but needs to be fully detailed prior to the start of the development. The landscaping plans do not include specific habitat enhancement measures such as log piles, bat and bird boxes, and habitat walls.

A condition is recommended to to provide final details of the proposed ecological enhancement measures. Subject to this condition, it is considered that the proposed development accords with the ecology and biodiversity policies set out in the NPPF, London Plan and the Hillingdon Local Plan.

In light of the above mentioned factors, it is considered that the application has demonstrated that the proposed development could be completed without detriment to the recognised ecological value of this area. The proposal is therefore in accord with Policy EC1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), the Hillingdon Local Plan Part 1, the the London Plan and the NPPF.

#### 7.15 Sustainable waste management

With respect to the flats, the plans indicate bin provision on the required ratio of 1100 litre refuse and recycling bins of 1:10 + 1 per waste stream as a minimum. The details of these facilities can be secured by a condition, in the event of an approval. With regard to collections, the Highway Engineer originally advised that it has not been demonstrated that the proposed access and road layout is suitable for the Council's refuse vehicles to enter the site in a forward gear, manoeuvre within the site and exit in a forward gear. However, amended plans have been provided which demonstrate appropriate arrangements. Refuse collection points are provided for the flats, the refuse collection vehicle can manoeuvre up to/close to the various collection points.

Overall, the refuse and recycle storage/collection areas are located within acceptable trundle distance for collection. The development is therefore considered to be acceptable from the refuse collection point of view.

#### 7.16 Renewable energy / Sustainability

Sustainability policy is now set out in the London Plan (2011), at Policy 5.2. Part A of the policy requires development proposals to make the fullest contribution to minimising carbon dioxide emissions by employing the hierarchy of: using less energy; supplying energy efficiently; and using renewable technologies. Part B of the policy currently requires

non domesticbuildings to achieve a 25% improvement on building regulations. Parts C & D of the policy require proposals to include a detailed energy assessment.

As outlined in the accompanying Energy Strategy and associated sustainability documentation, the application demonstrates, through a range of sustainability measures (including an aspiration to meet Passivhaus standards), that a 41% improvement against 2010 Building Regulations standards will be achieved for the new build element of the Proposed Development.

The new build elements of the development will seek to achieve Passivhaus standards, which represent a significant level of sustainability particularly in respect of air tightness and insulation.

Photovoltaic panels are proposed on the south-facing roof of the retained public house building. As this element of the scheme is for conversion and refurbishment, the applicant submits that it is not possible to meetPassivhaus standards and therefore the provision renewable technology is proposed to ensure ahigh level of sustainability is achieved for this element of the scheme. Code for Sustainable Homes Level 3 will be achieved for the public house conversion.

The submitted BREEAM pre-assessment concludes that the conversion and refurbishment of the original public house will achieve a BREEAM rating of 'Very Good'.

The Sustainability Officer notes that the energy assessment demonstrates the development can meet the necessary 40% reduction in CO2. The Council fully supports the use of Passivhaus to ensure the development is highly energy efficient. However, it is not clear why the emissions rise when the 'Be Clean' stage is factored in the PV layout on the roof is unclear and is not reflected in other plans submitted with the application. In addition, there needs to be a mechanism for ensuring that the development is constructed to the standards set out in the energy assessment. A condition is therefore recommended requiring a detailed energy assessment that clearly set out the baseline energy performance of the development, and the detailed measures to reduce CO2 emissions by 40%. and provides detailed specifications of the measures and technology set out in outline energy assessment. The assessment should also include full details of the photovoltaics including type, specification, and a detailed roof layout which must be reflected in other plans. Finally, the assessment must include a method for confirming that the development has been built to Passivhaus standards and that a quarterly report will be submitted to the local authority to demonstrate CO2 reductions are being met.

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

# 7.17 Flooding or Drainage Issues

Policies OE7 and OE8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to ensure that new development incorporates appropriate measures to mitigate against any potential risk of flooding. The site falls outside any flood zones as defined in the Council's own Strategic Flood Risk Assessment (SFRA) and is with flood zone 1 on the Environment Agency maps. However, a flood risk assessment is regired as the site is over 1 hectare in extent.

The Flood Risk Assessment (FRA) confirms that the Site is considered to lie within Flood Zone 1 on the basis of detailed figures obtained from the Environment Agency.

The FRA confirms that peak discharge rates will be reduced by 30% as a result of the proposed development, against the existing scenario. This is largely due to the large area of impermeable surfaces on the existing site and the lack of adequate drainage.

The FRA confirms that subject to appropriate design standards being adopted, the risk of flooding as a result of surcharged flows emanating from the proposed drainage systems on the site is considered to be 'low' and the proposed development will result in betterment in terms of reducing the peak surface water discharge rates from the site. The report goes on to conclude that the development will not therefore be affected by fluvial flooding during the 1 in 100 year storm event including allowances for climate change.

Given that a final drainage strategy has not been agreed, a condition is recommended requiring the submission and implementation of a detailed surface water drainage scheme, which would need to demonstrate the surface water run-off generated to and including the 1 in 100 year critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme would also need to include provision of on-site surface water storage to accommodate the critical duration 1 in 100 year storm event, with an allowance for climate change. Subject to compliance with this condition, it is considered that the scheme will have satisfactorily addressed drainage and flood related issues, in compliance with the Hillingdon Local Plan: Part 2 Policies OE7 and OE8, Policies 5.13 and 5.15 of the London Plan and the aspirations of the NPPF.

# 7.18 Noise or Air Quality Issues

#### AIR QUALITY

An Air Quality Assessment (AQA) has been submitted in support of the application. The assessment confirms that, on the basis of the unrestricted public house use and the number of car parking spaces available, air quality is unlikely to be adversely affected as a result of the Proposed Development. The assessment concludes that whilst the site is within an Air Quality Management Area (AQMA), it will experience air quality meeting the necessary standards assuming appropriate mitigation methods are employed during construction and occupation of the proposed development.

The Council's Environmental Protection Unit considers that an exceedance on the air quality limit value is not anticipated, the ingress of polluted air condition is therefore not considered necessary. However, a condition is recommended in relation to providing details of the final energy provision at the site.

Subject to this condition, it is considered that the proposed development accords with the air quality policies set out in the NPPF, London Plan, Hillingdon Local Plan Part 1 and the Hillingdon Local plan Part 2 Saved Policies.

#### **NOISE**

The Government's National Planning Policy Framework (NPPF) which replaces PPG24 (Planning and Noise) gives the Government's guidance on noise issues. Policy 7.15 of the London Plan seeks to reduce noise and minimise the existing and potential adverse impacts of noise on, from, within, or in the vicinity of, development proposals.

A noise assessment has been carried out in support of the application. The Assessment concludes that the proposed development will primarily be affected by noise from the nearby road network. It adds that noise from air traffic is considered insignificant. The

Assessment also concludes that there is potential for other existing noise sources to disturb future residents, but confirms that appropriate mitigation measures can be incorporated into the design to minimise such impacts. 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'.

The Council's Environmental Protection Unit has reviewed the submitted Noise Report and concludes that noise exposure can be attenuated by suitable glazing and ventilation. However, since no specific measures have been put forward, it recommends a condition requiring a scheme for protecting the proposed development from road traffic noise should be imposed. It is considered that subject to this condition, the scheme would be in compliance with Policy OE5 of the Hillingdon Local Plan part 2.

#### 7.19 Comments on Public Consultations

The issues raised in connection with parking, traffic and Green Belt development have been dealt with in the main body of the report.

# 7.20 Planning obligations

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

The Council's Section 106 Officer has reviewed the proposal. The comments received indicate the need for the following contributions or planning obligations to mitigate the impacts of the development.

- i) Transport: All on site and off site highways works as a result of this proposal, including improvements to the site access and footway renstatement along the site frontage to connect the site with Thorney Mill Road to provide safe walking route to allow access to public transport.
- (ii) Health: The applicant provides a financial contribution of £8,038.46 towards health care in the area
- (iii) Libraries: The applicant provides a financial contribution of of £853.30 towards library provision in the area
- (iv) Construction Training: Either a construction training scheme delivered during the construction phase of the development or a financial contribution of £5,375
- (v) 100% Affordable Housing
- (vi) Education: The applicant provides a financial contribution towards school places in the area commensurate with the estimated child yield of the development amounting to £52,409
- (vii) A wild flower meadow to be established and retained, involving the removal of existing earth bunds
- (viii) Air Quality Monitoring: in line with the SPD a contribution towards Air Quality Monitoring is sought in the sum of £12,500
- (ix) Project Management and Monitoring Fee: a contribution equal to 5% of the total cash contribution to enable the management and monitoring of the resulting agreement.

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

UDP Policies (November 2012).

# 7.21 Expediency of enforcement action

There have been a number of enforcement complaints associated with this site over the years, relating to use of the site for car boot sales, caravans in garden being let for up to 6 persons and fly tipping operations. All the caravans and out buildings are to be removed as part of the proposals, and the bund on the southern portion of the site will also be removed. There are no other outstanding enforcement issues associated with the site.

# 7.22 Other Issues

Contamination

A Geoenvironmental and Geotechnical Desktop Study has been prepared in support of the application. The Study confirms that the site has a high hydrogeological sensitivity, with the presence of primary and secondary aquifers, and contamination issues at the site currently present a low-medium risk. In addition to the desktop study, a Ground Investigation has been prepared, which concludes that some limited contamination is present on site, although this is relatively low-level and is related to excessive benzo[a]pyrene. Benzo[a]pyrene is usually present in the ground as ash or pieces of tarmac and will almost certainly be confined to the fill material.

The report sets out a number of recommendations to minimise the impacts of contamination and recommends remediation for proposed garden areas. The ground investigation also referred to alluvium, and the report did recommend ground gas assessment and asbestos survey (for the building) although none appears to have been carried out.

It is noted that the southern pert of the site has been subject to fly tipping and is delianated by an earth bund, the source of which is unknown. It is proposed to remove this earth bund as part of the proposed Wildlife Meadow works, and this can be secured by a S106 Agreement, in the event of an approval.

The Council's Environmental Protection Unit has reviewed the submitted documentation and has recommended a contaminated land condition be imposed, as further clarification is required with regard to additional investigation and confirmation of a watching brief. In addition, the site will require imported top soil for landscaping purposes and a condition is recommended to ensure the imported soils are independently tested, to ensure they are suitable for use.

On the basis of the above, it is considered that the proposed development accords with the ground condition and contamination policies set out in the NPPF, London Plan and the Hillingdon Local Plan Parts 1 and 2.

# 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).

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

Not Applicable.

### 10. CONCLUSION

Due to its state of disrepair, dereliction and poor design quality, the existing development is damaging to the character and visual appearance of the Green Belt and West Drayton Green Conservation Area. It is considered that when taken as a whole, the proposed development would have a positive effect on the character and appearance of the Conservation Area and Green Belt and would not harm its openness. It is considered that on balance, very special circumstances weighing in favour of the proposal exist to overide normal Green Belt policy.

The additional traffic generated on the adjoining Highway network during both the construction and operational phases would be minimal and subject to highway improvements at the new site access, and a new footway leading to Torneey Mill Road, no adverse traffic impacts are likely to result.

It is also considered that the scheme will safeguard and enhance the existing nature conservation interests on the site. Subject to compliance with relevant conditions, it is considered that the proposed development would not have an adverse effect on the amenity of surrounding residents. It is also considered that subject to conditions, air quality, noise, flood, drainage and energy conservation issues have been satisfactorily addressed.

The application is considered to be consistent with the relevant policies of the NPPF, London Plan and Hillingdon Local Plan and is therefore recommended for approval, subject to referral to the Secreatary of State, the Mayor (stage 2), conditions and S106/Highways agreements.

#### 11. Reference Documents

The Hillingdon Local Plan: Part 1- Strategic Policies (8th November 2012) Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)

London Plan 2011

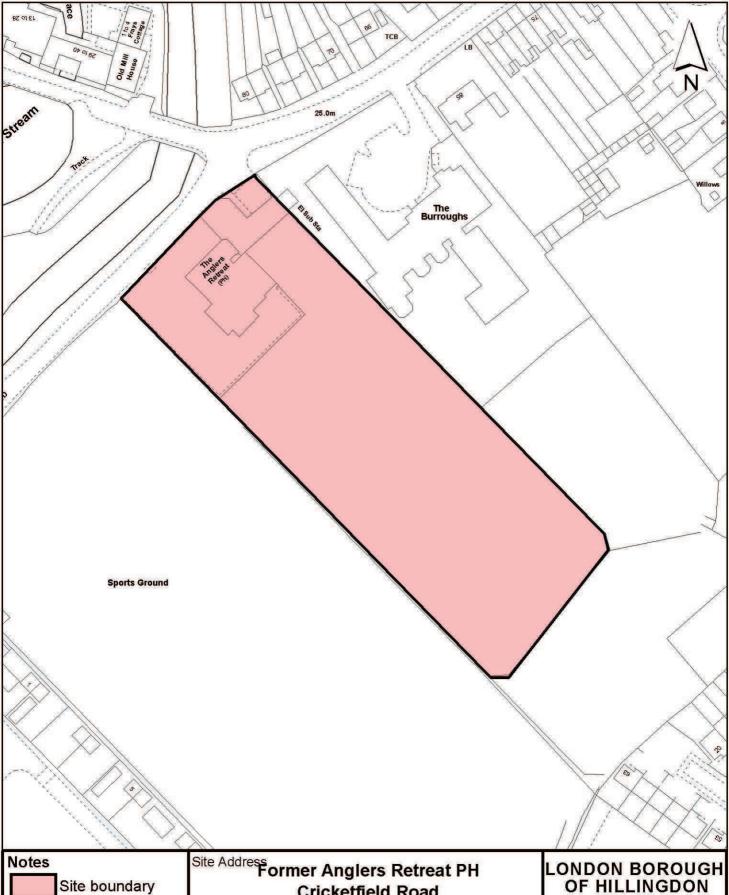
National Planning Policy Framework (NPPF)

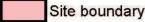
The Greater London Authority Sustainable Design and Construction (2006) Council's Supplementary Planning Guidance - Community Safety by Design

Council's Supplementary Planning Document - Air Quality

Hillingdon Supplementary Planning Document: Accessible Hillingdon (January 2010)

Contact Officer: Karl Dafe Telephone No: 01895 250230





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# **Cricketfield Road West Drayton**

Planning Application Ref:

11981/APP/2013/3307

Scale

Date

1:1,250

Planning Committee

Major Application

March 2014

# **Residents Services**

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



# Agenda Item 13

Report of the Head of Planning, Sport and Green Spaces

Address FORMER NATIONAL AIR TRAFFIC SERVICES HEADQUARTERS SITE

PORTERS WAY WEST DRAYTON

**Development:** Reserved matters (appearance and landscaping) in compliance with

conditions 2 and 3 for Phase 3, third application (66 residential units) of planning permission ref: 5107/APP/2009/2348 dated 01/10/2010, for the

proposed mixed used redevelopment of the Former NATS Site.

**LBH Ref Nos:** 5107/APP/2013/3397

**Drawing Nos:** 240.13.PL.01 Rev A Site Plan

240.13.PL.03 House Type B - 3 Bed 240.13.PL.04 House Type C - 4 Bed 240.13.PL.05 House Type D - 3 Bed 240.13.PL.06 House Type E - 4 Bed 240.13.PL.07 House Type F - 2 Bed 240.13.PL.08 House Type G - 4 Bed 240.13.PL.09 House Type H - 3 Bed 240.13.PL.10 Street Scenes 1 of 2 240.13.PL.11 Street Scenes 2 of 2 240.13.PL.12 Elevation Extract 1 240.13.PL.13 Elevation Extract 2 240.13.PL.14 Elevation Extract 3 240.13.PL.15 Elevation Extract 4 240.13.PL.16 Elevation Extract 5 INL17504-21D Play Area Proposals

INL/E3907/530 Drainage Strategy

INL/E3907/SK/001 Phase 5 Infrastructure Refuse Vehicle Swept Path

Manoeuvres

INL/E3907/SK/002 Phase 5 Infrastructure 10.5 Rigid Vehicle Swept Path

Manoeuvres

INL/E3907/SK/006 66 Unit Scheme Refuse Vehicle Swept Path

Manoeuvres

INL-E3907-SK-007 66 Unit Scheme 10.5 Rigid Vehicle Swept Path

Manoeuvres

PA1007-500-305G (Masterplan - Site Phasing)

PA1007-500-306G (Masterplan - Car Parking Phasing) PA1007-500-307G (Masterplan - Open Space Phasing)

240.13.PL.500 Boundary Detail Design & Access Statement

Materials Schedule

Schedule of Accommodation

240.13.PL.02 House Type A - 3 Bed

INL18868-11G-Sheet 2 of 2 Landscape Proposals Landscape Specification (Reference INL18868-Spec) Landscape management and maintenance plan (Reference

INL17645maintenance.doc)

INL18868-11G-Sheet 1 of 2 Landscape Proposals

Date Plans Received: 15/11/2013 Date(s) of Amendment(s): 19/02/2014

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**Date Application Valid:** 20/12/2013 15/11/2013 20/12/2013

#### 1. SUMMARY

Outline Planning Permission for the comprehensive, mixed-use re-development of the former NATS site was granted 1 October 2010 (LBH Ref: No. 5107/APP/2009/2348). The outline application was for consideration of 'Means of Access', 'Layout' and 'Scale'. Matters which were reserved were 'Appearance' and 'Landscaping'.

Condition 2 of this consent relates to the approval of Appearance and Landscaping 'Reserved Matters'.

Condition 3 requires the approval of the details of the landscaping and appearance of individual phases of the development. Condition 3 also describes the extent of the information required.

This application relates to Section 3 of Phase 3 of the wider development. It is located toward the North of the Drayton Garden Village development. The northern boundaries of this particular section of the development directly abuts the railway line, with other phases to the south, east and west. Autumn Green is located to the south.

The proposal is for 66 houses and 128 parking spaces, set out in secure car parking areas, and the detailed landscaping of the application site. The scheme comprises:

- 4 two-bed
- 48 three-bed and
- 14 four-bed houses

The houses would be a mixture of two and three storeys. Each dwelling would have private amenity space at the rear.

# 2. RECOMMENDATION

### APPROVAL subject to the following:

# 1 RES4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers:

240.13.PL.01 Rev A Site Plan

240.13.PL.03 House Type B - 3 Bed

240.13.PL.04 House Type C - 4 Bed

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240.13.PL.05 House Type D - 3 Bed 240.13.PL.06 House Type E - 4 Bed 240.13.PL.07 House Type F - 2 Bed 240.13.PL.08 House Type G - 4 Bed 240.13.PL.09 House Type H - 3 Bed 240.13.PL.10 Street Scenes 1 of 2 240.13.PL.11 Street Scenes 2 of 2 240.13.PL.12 Elevation Extract 1 240.13.PL.13 Elevation Extract 2 240.13.PL.14 Elevation Extract 3 240.13.PL.15 Elevation Extract 4 240.13.PL.16 Elevation Extract 5 INI 17504-21D Play Area Proposals
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INL17504-21D Play Area Proposals

INL/E3907/530 Drainage Strategy INL/E3907/SK/001 Phase 5 Infrastructure Refuse Vehicle Manoeuvres

INL/E3907/SK/002 Phase 5 Infrastructure 10.5 Rigid Vehicle Manoeuvres

INL/E3907/SK/006 66 Unit Scheme Refuse Vehicle

INL-E3907-SK-007 66 Unit Scheme 10.5 Rigid Vehicle Manoeuvres

PA1007-500-305G (Masterplan - Site Phasing)

PA1007-500-306G (Masterplan - Car Parking Phasing)

PA1007-500-307G (Masterplan - Open Space Phasing)

240.13.PL.500 Boundary Detail

240.13.PL.02 House Type A - 3 Bed

INL18868-11G-Sheet 2 of 2 Landscape Proposals

INL18868-11G-Sheet 1 of 2 Landscape Proposals

and shall thereafter be retained/maintained for as long as the development remains in existence.

#### **REASON**

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

# 2 RES5 General compliance with supporting documentation

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

#### Materials Schedule

Landscape Specification (Reference INL18868-Sp

Landscape management and maintenance plan (Reference INL17645maintenance.doc)

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

#### **REASON**

To ensure that the development complies with the objectives of Policies BE13 and BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### 3. CONSIDERATIONS

# 3.1 Site and Locality

The wider application site was previously occupied by the National Air Traffic Services (NATS) as the main air traffic control centre for the southern England and London airports. Since 2008, the NATS operation has relocated to the new London Area Control Centre at Swanwick, near Fareham in Hampshire. The application site, measuring some 12.6ha, is now a major construction site that also includes an increasing number of completed and newly occupied homes together with an increasingly extensive and well landscaped public realm.

This Reserved Matters application relates to Section 3 of Phase 3 of the wider development. It is located toward the North of the Drayton Garden Village development. The northern boundaries of this particular section of the development directly abuts the railway line, with other phases to the south, east and west. Autumn Green is located to the south.

The site is located within a PTAL level of 1b.

# 3.2 Proposed Scheme

Outline Planning Permission for the comprehensive, mixed-use re-development of the former NATS site was granted 1 October 2010 (LBH Ref: No. 5107/APP/2009/2348).

The Committee has already approved a number of reserved matters applications for sites within phases 1 and 2. This application seeks approval for the Appearance and Landscaping of a Section 3 of Phase 3 and comprises 66 houses and 128 parking spaces, set out in secure parking areas, and the detailed landscaping of the application site.

**Proposed Housing** 

The housing mix includes:

- 4 two-bed
- 48 three-bed and
- 14 four-bed houses

The houses would be a mixture of two and three storeys.

# Amenity Space

Each dwelling would have private amenity space at the rear with secure timber fencing and gated access. The part of Phase 3 is located north of Autumn Green, one of two primary open spaces on the wider NATS site. The scheme would provide a Wilderness Corridor along the northern boundary along with a doorstep play area (100sq.m) in the north-east of the site. The play area is detailed in accordance with the outline approval and will provide an important facility of benefit to families on the application site.

### Car Parking Provision

This portion of Phase 3 includes the provision of 128 parking spaces, of which 12 will be for disabled parking. 12 parking spaces would have electric charging points. There would be 5 securely gated rear parking courts overlooked from habitable rooms. Cycle storage would be provided in the rear gardens of each dwelling.

### Accessible Housing

All of the 66 units would be constructed to Lifetime Homes standards. The original masterplan required a total of 10% wheelchair accessible units to be provided throughout

the whole of the NATS site, which equates to 78 wheelchair accessible units. Two wheelchair accessible units would be provided within this part of the site, whilst the remaining wheelchair accessible units would be provided within other phases. The scheme for this part of Phase 3 would provide 12 disabled parking spaces.

#### Site Access

All vehicular and pedestrian access points to the site would be via the permanent on-site roads and pavements linking Porters Way to the separate areas of the development.

#### Landscaping

A comprehensive schedule of hard landscaping materials has been provided together with detailed supporting information in respect of the soft landscape planting. These are of an acceptable quality and range.

# 3.3 Relevant Planning History

5107/APP/2009/2348 Former National Air Traffic Services (Nats) Headquarters Porters Wε

Proposed mixed-use redevelopment comprising: 773 dwellings comprising 12no. studios, 152 no. 1-bedroom flats, 316no. 2-bedroom flats, 21no. 2-bedroom houses, 23no. 3-bedroom flats, 181no. 3-bedroom houses, 59no. 4-bedroom houses and 9no. 5-bedroom houses; Class D1 Primary Healthcare facility including room for joint community use (up to 1085sqm gea); Class C2 Nursing Home (up to 3630sqm gea); Classes A1-A3 Shop units to complement Mulberry Parade (up to 185sqm gea, depending on size of Primary Healthcare facility); Class B1 Business units including site management office (up to 185sqm gea); Energy Centre (up to 220sqm gea) with combined heat and power unit; foul water pumping station; associated access roads from Porters Way (and excluding all access including pedestrian and bicycle access from Rutters Close); 1085 car parking spaces; cycle parking; public open space areas; cycleways and footpaths; and landscaping works (Outline Application)

**Decision:** 01-10-2010 Approved

# 5107/APP/2013/3417 1 Porters Way West Drayton

Details pursuant to conditions 5 (traffic and car parking arrangements), 6 (demolition and construction management plan), 7 (access), 8 (energy strategy), 9 (bird hazard management plan), 10 (waste storage /collection areas), 11 (code for sustainable homes), 13 (secured by design), 14 (CCTV), 15 (noise), 16 (vibration), 17 (air quality), 20 (levels), 45 (drainage), 48 (construction logistics plan), 50 (archaeology), 51 (drainage), 52 (ecology), 53 (badger survey), and 61 (landscaping), in relation to Phase 3, Section 3 (66 units) of planning permission ref: 5107/APP/2009/2348 dated 01/10/2010 (Redevelopment of former National Air Traffic Service Site).

#### Decision:

5107/APP/2013/3418 Former National Air Traffic Service Site Porters Way West Drayton

Details pursuant to condition 58 (Contamination) for Phase 3, Section 3 (66 units) of planning permission ref: 5107/APP/2009/2348 dated 01/10/2010 (Redevelopment of former National Air Traffic Service Site).

#### Decision:

# **Comment on Relevant Planning History**

The most relevant planning history for the application site is the Outline Planning Permission (LBH Ref: 5107/APP/2009/2348 granted 1 October 2010), reserving matters

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of Landscaping and Appearance.

Condition 2 of this consent relate to the approval of Appearance and Landscaping 'Reserved Matters' while Condition 3 requires the approval of the details of the landscaping and appearance of individual phases of the development. Condition 3 also prescribes the extent of the information required.

# 4. Planning Policies and Standards

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

(2012) Built Environment

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

(2012) Climate Change Adaptation and Mitigation

### Part 1 Policies:

PT1.BE1

PT1.EM1

BE23

	· · · ·	(2012) Chinate Change / Gaptation and Willigation
	PT1.EM11	(2012) Sustainable Waste Management
	PT1.EM6	(2012) Flood Risk Management
	PT1.EM8	(2012) Land, Water, Air and Noise
	PT1.H1	(2012) Housing Growth
	PT1.H2	(2012) Affordable Housing
	PT1.T1	(2012) Accessible Local Destinations
Part 2 Policies:		
	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.
	AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
	AM7	Consideration of traffic generated by proposed developments.
	AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
	AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
	BE13	New development must harmonise with the existing street scene.
	BE19	New development must improve or complement the character of the area.
	BE21	Siting, bulk and proximity of new buildings/extensions.

Requires the provision of adequate amenity space.

BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H4	Mix of housing units
H5	Dwellings suitable for large families
OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE5	Siting of noise-sensitive developments
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
LPP 2.6	(2011) Outer London: vision and strategy
LPP 2.8	(2011) Outer London: Transport
LPP 3.1	(2011) Ensuring equal life chances for all
LPP 3.11	(2011) Affordable housing targets
LPP 3.3	(2011) Increasing housing supply
LPP 3.4	(2011) Optimising housing potential
LPP 3.5	(2011) Quality and design of housing developments
LPP 3.6	(2011) Children and young people's play and informal recreation (strategies) facilities
LPP 3.7	(2011) Large residential developments
LPP 3.8	(2011) Housing Choice
LPP 3.9	(2011) Mixed and Balanced Communities
LPP 3A.10	London Plan Policy 3A.10 - Special Needs and Specialist Housing Replaced by LPP 3.12 (2011) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.10	(2011) Urban Greening
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.3	(2011) Sustainable design and construction
LPP 5.7	(2011) Renewable energy
LPP 6.1	(2011) Strategic Approach
LPP 6.10	(2011) Walking
LPP 6.13	(2011) Parking
LPP 6.7	(2011) Better Streets and Surface Transport
LPP 7.1	(2011) Building London's neighbourhoods and communities

LPP 7	7.14	(2011) Improving air quality
LPP 7	7.15	(2011) Reducing noise and enhancing soundscapes
LPP 7	7.2	(2011) An inclusive environment
LPP 7	7.3	(2011) Designing out crime
LPP 7	7.4	(2011) Local character
LPP 7	7.5	(2011) Public realm
LPP 7	7.6	(2011) Architecture

#### 5. Advertisement and Site Notice

- 5.1 Advertisement Expiry Date: 5th February 2014
- 5.2 Site Notice Expiry Date:- Not applicable

#### 6. Consultations

#### **External Consultees**

A site notice was erected at the site and the development was notified in the press. Consultation letters were sent to 23 local owners/occupiers. No responses were received.

#### Heathrow Aerodrome Safeguarding:

We have now assessed conditions 2 & 3 against safeguarding criteria and can confirm that we have no safeguarding objections and that they can both be discharged from a Heathrow Airport Ltd point of view.

### NATS:

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

# **Internal Consultees**

# Access Officer:

Having reviewed plans in respect of Condition 3 in respect of the planning permission referred to above, the details submitted in respect of house types A-H are considered to be satisfactory from an accessibility perspective.

Conclusion: acceptable from an accessibility point of view.

# **Environmental Protection Unit:**

I have no adverse comments as the matters are not relevant to the Environmental Protection Unit.

#### Trees/Landscape Officer:

Comments on Amended Plans -

Further to our recent conversation, ACD's drawing Nos INL 18868-11G (sheets 1 and 2 of 2) incorporate amendments previously requested by us, including: additional tree planting (within rear gardens), the widening of some of the roadside planting around parking spaces along the northern boundary, removable bollards to prevent drivers accessing / parking on the turning head for the pumping station. This scheme is acceptable.

Waste Strategy:

Major Applications Planning Committee - 6th March 2014 PART 1 - MEMBERS, PUBLIC & PRESS

No objection.

Highway Engineer

The refuse strategy of Phase 3 Section 3 follows the design of movement patterns for refuse vehicles outlined within the overall master plan. Refuse vehicle tracking accords with that approved at outline stage.

128 car parking spaces, including 13 disabled, are provided for the 66 units which are similar to those shown in the outline application.

No objections are raised on highway grounds.

Sustainability Officer No objection.

#### 7. MAIN PLANNING ISSUES

# 7.01 The principle of the development

The development principle was considered as part of the outline application (LBH Ref. 5107/APP/2009/2348) which the Central and South Planning Committee resolved to grant on 25th May 2010 and the decision was issued on the 1st October 2010 following the Mayoral Stage II approval and completion of the S106 legal agreement.

As stated in the outline application committee report, it is noted in the Council's adopted Porters Way planning brief SPD 2005 that the previous use of the site was predominantly a single employment use. However, redevelopment provides a good opportunity to create a mixed, balanced and sustainable community as embodied in the Sustainable Community Strategy 2008-2011, the Unitary Development Plan and the emerging Local Development Framework, along with regional and national government policies.

Given the range of planning policy considerations in the outline application assessment, including the Hillingdon Employment Land Study (2009), Council's UDP Saved Policies, H8, the Former NATS site, Porters Way, West Drayton SPD (NATS SPD), London Plan Policies as well as the Mayors Stage 1 response, the loss of industrial and business land is considered justified and a mixed use, residential-led redevelopment appropriate and acceptable in accordance with the NATS SPD and UDP Saved Policies LE2 and LE4 which enable consideration of a change of use of industrial/employment uses.

The current reserved matters application, for Landscaping and Appearance as it relates to 66 residential units is sufficiently consistent with the principles and illustrative information of the Outline Planning Permission. Therefore the scheme for Section 2 (Blocks G1-G8) of Phase 3 is considered acceptable in principle.

### 7.02 Density of the proposed development

Residential density can be used as an indicator of the overall character and acceptability of a proposal. The density of the whole site was considered as part of the outline application (LBH Ref. No. 5107/APP/2009/2348) which the Central and South Planning Committee resolved to grant 25th May 2010 and the decision was issued on the 1st October 2010 following the Mayoral Stage II and completion of the s106.

As part of the outline application for the whole site, the provision of 773 residential units (2585 habitable rooms) on the 12.59 ha site equates to a density of 61 units per hectare or 205 habitable rooms per hectare.

For the reasons set out in the 25th May 2010 committee report the density remains acceptable and unchanged, and it is considered to comply with the London Plan.

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

The site is not located within a Conservation Area, Area of Special Local Character or Archaeological Priority Area. There are no Listed Buildings on the site.

# 7.04 Airport safeguarding

BAA and NATS have reviewed the application and raise no objection to the Reserved Matters application from an airport safeguarding perspective.

# 7.05 Impact on the green belt

The site is not located within or near to the Green Belt.

# 7.07 Impact on the character & appearance of the area

The requirement to consider the proposal's potential future impact on the character and appearance of the surrounding area is contained in London Plan Policies, Policy BE1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) and Polices BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012). In addition, Policy BE35 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) requires a high standard of design and providing for an attractive view for sites adjacent to major rail connections into Central London.

In respect of the NATS SPD, the objectives of the site include, among other things, the promotion of a high quality scheme reflective of the area's general character as well as reinforcing local distinctiveness.

This section of Phase 3 would provide 66 residential units in the form of two, three and four-bed houses in a mixture of two and three storeys, together with 128 parking spaces. The Layout and Means of Access to and around the dwellings and parking areas were considered acceptable at the outline state. Therefore, consideration is limited to the Appearance and Landscaping.

As part of the outline planning permission the supporting information included a Design and Access Statement, Design Coding and 3D perspective drawings, and an Environmental Statement which included a Townscape and Visual Analysis. These provided an analysis of the scheme from vantage points around and within the development. Illustrative building elevation drawings were provided as a suggestion of the future detailed design of buildings to show how these areas would be framed by buildings in the future. The Council's Principle Urban Design Officer and the GLA were supportive of the scheme at Outline stage in respect of its appearance and character and no impacts were identified to neighbours or the area in general in this regard. Along with details of buildings, comprehensive information pertaining to hard and soft landscaping for the entire site was considered at the outline stage by a range of consultees including the Council's Trees/Landscape Officer.

The proposed materials for the dwellings would be as follows:

- i) Facing Brickwork Hammersmith London Stock (Yellow)
- ii) Render White and Grey (RAL 7030 Stone Grey)
- iii) Roof Marley Duo Grey
- iv) Rainwater goods black colour
- v) Windows & French Doors white colour UPVC
- vi) Doors black
- vii) Galvanised steel balconies black

- viii) Galvanised metal railings black
- ix) Window cills/Parapets/Cappings Portland Stone

These materials, along with the proposed hard surfaces for the parking courts, access roads and footpaths are considered to be acceptable.

Overall, the scheme is considered to result in an acceptable character and appearance to this part of West Drayton, thereby complying with Policy BE1 of the Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) and Polices BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

This application provides supporting information pertaining to 'Appearance' and 'Landscaping', and in particular, building elevations and sections, as well as plans of the hard and soft landscaping arrangements.

# 7.08 Impact on neighbours

It should be noted that the consideration of potential impacts upon neighbours formed part of the assessment of the outline application (LBH Ref. No. 5107/APP/2009/2348) which the Central and South Planning Committee resolved to grant 25th May 2010 and was subsequently approved on 1st October 2010 following the Mayoral Stage II approval and completion of the S106. Matters considered include the following: construction impacts; traffic and car parking; noise and general disturbance; overlooking, outlook and overshadowing. Matters considered include the following: construction impacts; traffic and car parking; noise and general disturbance; overlooking, outlook and overshadowing. The reserved matters are consistent with the details and principles considered at the outline stage which were considered acceptable.

# 7.09 Living conditions for future occupiers

The outline application considered living conditions for future occupiers. Adequate levels of internal floor areas and amenity space are required for all new developments. The internal floor area of the proposed units comply with the recommended space standards set out in the London Plan, thereby providing adequate floorspace.

Private amenity space would be provided to each individual dwelling by way of secure rear gardens. The amount of amenity space provided is considered to be acceptable and in compliance with the Council's guidelines. As well as private amenity space for occupiers, the scheme would provide a Wilderness Corridor along the northern boundary along with a doorstep play area (100sq.m) in the north-east of the site. The play area is detailed in accordance with the outline approval and will provide an important facility of benefit to families on the application site.

New residential developments are required to provide adequate levels of light and privacy, and should not result in overdominance through their siting and bulk. The scale and location of the proposed dwellings are similar to the scale and location approved at the outline stage. The proposed dwellings are two and three storeys in height as was approved at the outline stage with the three storey dwellings facing onto the neighbouring Autumn Green open area, which helps to reduce their dominance. The dwellings have been carefully laid out to ensure that privacy is maintained and adequate levels of light are provided to habitable rooms and kitchens.

The living conditions for future occupiers are considered to be acceptable and in line with the principles established by the outline planning permission and Design Code, all of which were a product of the extensive pre-application negotiations. The scheme is therefore considered to be acceptable in this regard.

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

The Council's Highways Engineer and TFL considered traffic and parking impacts along with means of access for the entire site as part of the original application (ref: 5107/APP/2009/2348). In addition to a transport assessment and travel plan, the outline application provided drawings detailing access, turning (refuse vehicle swept paths) and parking (cars, bicycles, car club, motorcycle allowance, 10% accessible parking provision allowance). Transport was also considered as part of the Environmental Impact Assessment, particularly in chapters 5, Construction and Phasing, (which contains the framework Construction Management Plan) and 9, Transport Accessibility and Movement, of the Environmental Statement. The outline consent imposed appropriately worded conditions of approval in respect of traffic management, parking numbers and allocation.

Matters relating to access and layout were approved as part of the outline consent. The car parking locations, road layout and widths as well as access are consistent with the outline proposal.

# 7.11 Urban design, access and security

Issues of access and security were considered as part of the outline planning application. Secure by Design principles, such as defensible space around the dwellings, visual surveillance and secure parking areas, were a key component of the original masterplan.

It should be noted that appropriately worded conditions relating to CCTV and security measures were imposed on the outline permission and are being dealt with through a concurrent details application.

#### 7.12 Disabled access

The proposed dwellings would comply with the Lifetime Homes standards and two wheelchair accessible units would be provided, along with 12 disabled parking spaces. The Council's Access Officer considers the proposal to be acceptable in terms of accessibility.

# 7.13 Provision of affordable & special needs housing

The proposal seeks permission for reserved matters 'Landscaping' and 'Appearance'. Accordingly considerations relating to affordable or special needs housing are not relevant to the application.

Planning obligations are secured by legal agreement.

# 7.14 Trees, landscaping and Ecology

This application seeks approval of the landscaping which was part of the reserved matters under condition 2 of the original planning permission. Approval of the details of the landscaping and appearance of individual phases of the development were required as part of condition 3, which also prescribed the extent of the information required.

The proposed landscaping proposals are considered to fully comply with the concepts and design objective indicated at outline stage, a landscaped area is provided to the north of the site providing generous areas of native shrub planting which would benefit ecology in the area adjacent to the railway line in accordance with the indicative outline details. A play area for children and open space is provided in the north east portion of the site. Additional tree planting and soft landscaping is shown in appropriate locations around the site, to benefit the public realm and relieve rear garden overlooking. The planting tree schedule includes the following species: Acer campestre, Betula pendula, Carpinus betulus, Tilia cordata 'Green Spire', Carpinus betulus 'Frans Fontaine', Betula utilis, Pyrus nivalis, Quercus rubra and Sorbus aria.

Amended plans have been provided which address all issues raised by the Council's

Trees/Landscape Officer.

Overall, the development would provide for an appropriate landscape setting.

# 7.15 Sustainable waste management

The sustainable waste features of proposed development were considered as part of the outline application (LBH Ref. No. 5107/APP/2009/2348). In the course of considering the outline scheme, the Highways and Waste teams confirmed that waste arrangements could be suitably accommodated on the site.

This portion of Phase 3 involves 66 residential dwellings. Bins would be stored in the rear gardens and moved to either the front of properties or to storage points to be collected by refuse vehicles. The proposed storage and collection of refuse is considered to be acceptable.

# 7.16 Renewable energy / Sustainability

The renewable/sustainable features of the development were considered as part of the outline application (LBH Ref. No. 5107/APP/2009/2348) which the Central and South Planning Committee resolved to grant 25th May 2010 and the decision finally issued on 1st October 2010 following the Mayoral Stage II approval and completion of the s106 legal agreement.

The renewable and sustainable measures imposed were considered acceptable by both the Council and the GLA and appropriately worded conditions and s106 undertaking agreed accordingly. 297m2 of PV panels are to be provided within phase 3. These are to be provided in Block C, which falls outside the current application site. A such, no PV panels are proposed in the current proposals (Section 3).

The subject application for reserved matters of this part of Phase 3 is consistent with the principles established at the outline stage, and the permanent energy centre is now approved and is nearing completion on a separate part of the site.

### 7.17 Flooding or Drainage Issues

Whilst the application site is in an area of low risk (Flood Zone 1), a Flood Risk Assessment (FRA) was submitted as part of the Environmental Statement and flooding issues were considered as part of the outline application.

The assessment demonstrated that the proposal would not have an adverse impact to neighbouring properties as it will not increase flood risk through increased surface runoff.

The Environment Agency reviewed the application and raised no objection subject to a condition to ensure the development be carried out in accordance with the FRA.

Consideration of Flood Risk was satisfactorily addressed as part of the outline permission and is not relevant to this landscape and appearance Reserved Matters application.

#### 7.18 Noise or Air Quality Issues

This section of Phase 3 is set well back from Porter's Way to the south. However, this section is located at the northern end of the NATS site beyond which lies the railway line. As such, at outline stage, consent was granted subject to conditions to ensure the development was not adversely impacted upon by noise from the railway or by air quality issues.

It is considered that these detailed design aspects would be controlled through the discharge of conditions and, as such, there are no issues to consider in the subject

application for reserved matters.

#### 7.19 Comments on Public Consultations

No responses were received during the public consultation.

#### 7.20 Planning obligations

Not applicable to this reserved matters application.

### 7.21 Expediency of enforcement action

Not applicable to this reserved matters application.

#### 7.22 Other Issues

None

# 8. Observations of the Borough Solicitor

#### 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

Conditions 2 and 3 of the outline planning consent (ref: 5107/APP/2009/2348) required the provision of details of the landscaping and appearance of individual phases of the development. This Reserved Matters application for Section 3 (66 units) of Phase 3 considers the Appearance and Landscaping to be acceptable/not acceptable, and in compliance/not in compliance with the relevant policies and planning guidance for the site. Therefore, the application is recommended for approval/refusal.

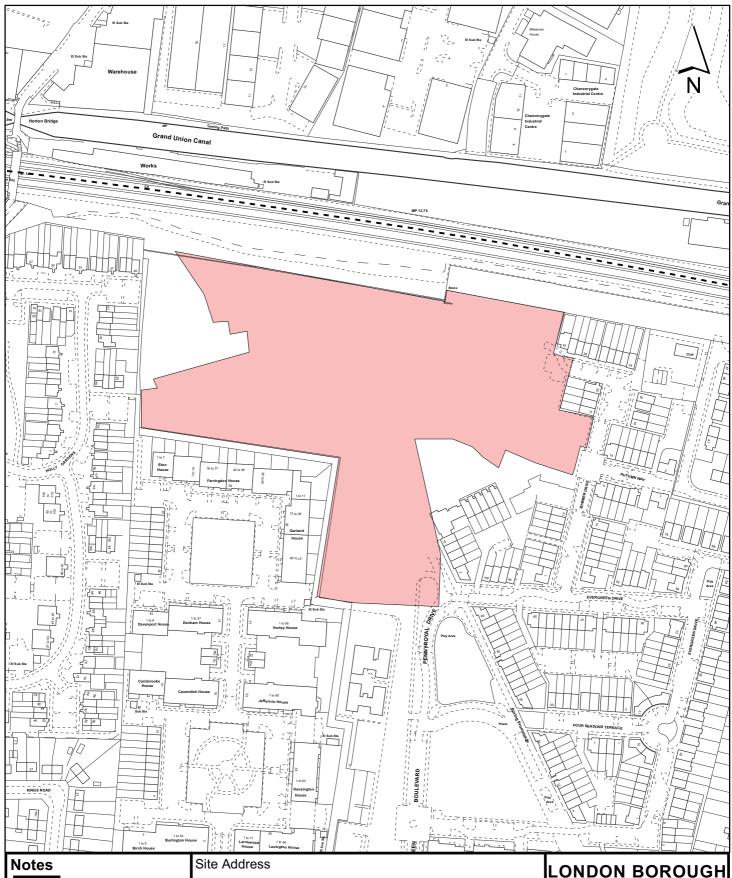
# 11. Reference Documents

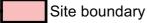
Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012) Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)

The London Plan (July 2011)

National Planning Policy Framework 2012

Contact Officer: Katherine Mills Telephone No: 01895 250230





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# Former NATS Site Porters Way West Drayton

Planning Application Ref:

5107/APP/2013/3397

Scale

1:2,500

**Planning Committee** 

Major Application

Date

March 2014

# LONDON BOROUGH OF HILLINGDON

Residents Services
Civic Centre, Uxbridge, Middx. UB8 1UW

Telephone No.: Uxbridge 250111



# Agenda Item 14

Report of the Head of Planning, Sport and Green Spaces

Address FORMER YIEWSLEY SWIMMING POOL SITE & PART FAIRFIELD CAR

PARK OTTERFIELD ROAD YIEWSLEY

**Development:** Redevelopment of site to provide mixed use development including one

three-storey block comprising health centre and gym; one two-storey block comprising 12 supported housing/living flats and associated accommodation;

car parking; landscaping; and ancillary development.

**LBH Ref Nos:** 18344/APP/2013/3564

**Drawing Nos:** 2012/D66/P/03 Rev.B (Proposed Site Plan)

2012/D66/P/01 Rev.A (Site Location Plan)

2010D66/P/02 (Existing Plan and Topographical Survey)

2012/D66/P/04 (Ground Floor Plan) 2012/D66/P/05 (First Floor Plan) 2012/D66/P/06 (Second Floor Plan)

2012/D66/P/07 (Yiewsley Health Centre Roof Plan) 2012/D66/P/08 (Yiewsley Residential Ground Floor Plan) 2012/D66/P/09 (Yiewsley Residential First Floor Plan) 2012/D66/P/10 (Yiewsley Residential Roof Plan) 2012/D66/P/11 (Health Centre West Elevation)

2012/D66/P/12 (Health Centre East Elevation)
2012/D66/P/13 (Health Centre North Elevation)
2012/D66/P/14 (Health Centre South Elevation)
2012/D66/P/15 (Supported Housing West Elevation)
2012/D66/P/16 (Supported Housing East Elevation)
2012/D66/P/17 (Supported Housing North Elevation)

2012/D66/P/18 (Context Elevation from Recreation Ground)

225424/D/01 Rev.P1 (Drainage Strategy)

Design and Access Statement (Version 2) prepared by London Borough of

Hillingdon dated November 2013

Flood Risk Assessment prepared by MLM dated September 2011 BREEAM 2011 Pre-assessment prepared by Frankham dated 27/11/13 Code for Sustainable Homes Pre-assessment Report prepared by

Frankham dated 27/11/13

Transport Appraisal prepared by London Design Management Ltd dated

November 2013

Interpretive Report on Ground Investigation prepared by CET Infrastructure

dated January 2014

Energy Statement (Rev.F1) prepared by Frankham dated February 2014 Arboricultural Impact Survey (ref: 2012/D66/P/100) prepared by London

Borough of Hillingdon dated 01/10/13

Air Quality Assessment prepared by London Design Management Ltd

dated November 2013

Date Plans Received: 02/12/2013 Date(s) of Amendment(s): 05/02/2014

**Date Application Valid:** 04/12/2013 21/02/2014

04/12/2013

#### 1. SUMMARY

This application seeks full planning permission for the redevelopment of the former Yiewsley Swimming Pool site in West Drayton to provide a mixed use development including a heath centre, gym, supported living units, car parking and ancillary facilities.

It is understood that the site was decommissioned in 2010 and that the buildings were demolished in 2011, following the opening of new facilities in Uxbridge and Hayes.

The applicant has advised that they have been working with the local health provider since 2010 to provide a new modern health centre and supported housing units within the Yiewsley/West Drayton area. The need for such a facility was further supported by the need to upgrade or redevelop the existing GP surgeries within the area, which lack the appropriate level of compliance with technical codes for disabled access. Accordingly, three local GP surgeries (Otterfield Practice, Yiewsley Family Practice and High Street Practice) are proposed to be combined into one new health care facility on the site. It is anticipated that the new medical centre would benefit from the new modern facility, gaining from significant economies of scale and sharing of facilities in what would be a sustainable, energy-efficient building, which fully complies with the accessibility regulations.

To complement the facility and to ensure that some sporting facilities remain on site the third floor of the building would be dedicated to leisure use through the provision of a gym. It is understood that the gym previously operated from the swimming pool site but was temporarily relocated to the nearby library when the building was demolished.

A secure supported housing block would be provided adjacent to the health centre and gym, which would provide supported living to tenants with moderate to high learning disabilities with on site 24 hour care and support.

The loss of the former swimming pool at the site, which was demolished in 2011, was offset by the provision of new modern sports facilities in Hayes and Uxbridge and, as such, no objection is raised to the principle of the development in this location.

The scale, height and design of the proposed development is considered to be acceptable in this location and it is not considered that the proposal would have such a detrimental impact on residential amenity or on the local highway network that refusal could be justified.

The proposal is considered to comply with relevant Local Plan and London Plan policies and, accordingly, approval is recommended.

#### 2. RECOMMENDATION

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

A. That the applicant being the local authority and being the only legal entity with an interest in the land which is the subject of this application, and hence being unable to enter into a section 106 Agreement with the local planning authority, completes a Statement of Intent (Statement) to make provision for the following matters as would a third party developer under section 106 of the Town and Country Planning Act 1990 (as amended) and/or Section 278 of the Highways Act 1980 (as amended) or other appropriate legislation to secure the following:

- 1. Car parking strategy: To be undertaken prior to occupation of the development. The strategy shall set out how the proposed car parking provision (20 spaces) shall be provided within the public car park and how those spaces will be allocated to users of the development. The strategy shall be agreed in writing by the Local Planning Authority.
- 2. Travel Plan: Prior to first occupation a full travel plan to be submitted and approved by the council to encourage users, in particular staff, of the development to travel by sustainable modes of transport.
- 3. Supported Housing: The 12 residential units shall provide supported living to tenants with moderate to high learning disabilities and in need of on site 24 hour care and support for the lifetime of the development.
- 4. Construction Training: A sum of £2500 for every £1m build cost plus Coordinator costs ( $12/160 \times £71,675 = £5375.63$ ) + ( $1582/7500 \times 71,675 = £15118.64$ ) = £20,494.28.
- 5. Employment Strategy.
- 6. Air Quality: A sum of £12,500 towards air quality monitoring.
- 7. Libraries: A sum of £276 towards library improvements.
- 8. Energy: A sum of £23,400 to be paid to the Local Planning Authority to make up for the shortfall in CO2 reductions for the development.
- 9. Project management & Monitoring fee: A contribution equal to 5% of the total cash contributions or a sum of £1,000 (which ever is the greater) secured to enable the management and monitoring of the resulting agreement.
- B. That the applicant meets the Council's reasonable costs in the preparation of the Section 106 agreement and any abortive work as a result of the agreement not being completed.
- C. That the officers be authorised to negotiate the terms of the proposed agreement.
- D. That, if the S106 agreement has not been finalised within 6 months, under the discretion of the Head of Planning, Green Spaces and Culture, the application is refused under delegated powers on the basis that the applicant has refused to address planning obligation requirements.
- E. That if the application is approved, the following conditions be attached:
- 1 SP01 Council Application Standard Paragraph

(This authority is given by the issuing of this notice under Regulation 3 of the Town and Country Planning General Regulations 1992 and shall enure only for the benefit of the land).

2 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.

# 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 2010/D66/P/01 Rev.A, 2010/D66/P/02, 2010/D66/P/03 Rev.B, 2010/D66/P/04 2010/D66/P/05, 2010/D66/P/06, 2010/D66/P/07, 2010/D66/P/08, 2010/D66/P/09, 2010/D66/P/10, 2010/D66/P/11, 2010/D66/P/12, 2010/D66/P/13, 2010/D66/P/14, 2010/D66/P/15, 2010/D66/P/16, 2010/D66/P/17, 2010/D66/P/18 & 225424/D/01 Rev.P1, 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 COM5 General compliance with supporting documentation

The development hereby permitted shall be carried out except in accordance with the recommendations of the following documents:

Flood Risk Assessment prepared by MLM dated September 2011 BREEAM 2011 Pre-assessment prepared by Frankham dated 27/11/13

Code for Sustainable Homes Pre-assessment Report prepared by Frankahm dated 27/11/13

Transport Appriasal prepared by London Design Management Ltd dated November 2013 Interpretive Report of Ground Investigation prepared by CET Infrastructure dated January 2014

Energy Statement (Rev.F1) prepared by Frankham dated February 2014
Arboricultural Impact Survey prepared by London Borough of Hillingdon dated 01/10/13
Air Qulaity Assessment prepared by London Design Management Ltd dated November 2013

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

# **REASON**

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

#### 5 COM6 Levels

No development shall take place until plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings have been submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and know datum point. Thereafter the development shall not be carried out other than in accordance with the approved details.

#### REASON

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

COM7

So development shall **Waterplass (Surtinitesticis)** of all materials and external surfaces, , including details of balconies have been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be constructed in accordance with the approved details and be retained as such.

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

#### **REASON**

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

# 7 RES9 Landscaping (car parking & refuse/cycle storage)

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

- 1. Details of Soft Landscaping
- 1.a Planting plans (at not less than a scale of 1:100),
- 1.b Written specification of planting and cultivation works to be undertaken,
- 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
- 2. Details of Hard Landscaping
- 2.a Refuse Storage
- 2.b Cycle Storage for a minimum of 24 bicycles to be provided for users of the health centre, gym and supported housing units. This shall be regularly monitoried and additional storage provided should demand dictate.
- 2.c Means of enclosure/boundary treatments
- 2.d Car Parking Layouts (including demonstration that 5% of all parking spaces are served by electrical charging points)
- 2.e Hard Surfacing Materials
- 2.f External Lighting
- 3. Living Walls and Roofs
- 3.a Details of the inclusion of living walls and roofs
- 3.b Justification as to why no part of the development can include living walls and roofs
- 4. Details of Landscape Maintenance
- 4.a Landscape Maintenance Schedule for a minimum period of 5 years.
- 4.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.
- 5. Schedule for Implementation
- 6. Other
- 6.a Existing and proposed functional services above and below ground
- 6.b Proposed finishing levels or contours

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

**REASON** 

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

# 8 NONSC Accessibility 1

A minimum of 400-500mm shall be provided from the adjacent side wall to the centerline of the toilet pan within the bathrooms in the supported housing units.

#### **REASON**

To ensure that adequate facilities are provided for people with disabilities in accordance with policies AM13 and R16 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (July 2011) policies 3.1, 3.8 and 7.2.

# 9 NONSC Accessibility 2

The 'Changing Places' Room shall be enlarged to provide an internal area of no less than  $3m \times 4m$  (the internal areas should take account of finished wall surfaces, e.g. tanking and tiling).

#### **REASON**

To ensure that adequate facilities are provided for people with disabilities in accordance with policies AM13 and R16 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (July 2011) policies 3.1, 3.8 and 7.2.

# 10 NONSC Accessibility 3

At least one of the proposed lifts within the health care centre shall be capable of being used during a fire emergency.

#### **REASON**

To ensure that adequate facilities are provided for people with disabilities in accordance with policies AM13 and R16 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (July 2011) policies 3.1, 3.8 and 7.2.

# 11 RES24 Secured by Design

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

#### **REASON**

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

### 12 NONSC Air Quality Condition - 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. The use of ultra low NOx emission gas CHPs and/or boilers is

recommended.

#### **REASON**

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

#### 13 NONSC Contamination 1

- (i) The development hereby permitted shall not commence until a scheme to deal with contamination has been submitted in accordance with the Supplementary Planning Guidance on Land Contamination and approved by the Local Planning Authority (LPA). The scheme shall include all of the following measures unless the LPA dispenses with any such requirement specifically and in writing:
- (a) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site;
- (b) A site investigation, including where relevant soil, soil gas, surface and groundwater sampling, together with the results of analysis and risk assessment shall be carried out by a suitably qualified and accredited consultant/contractor. The report should also clearly identify all risks, limitations and recommendations for remedial measures to make the site suitable for the proposed use; and
- (c) A written method statement providing details of the remediation scheme and how the completion of the remedial works will be verified shall be agreed in writing with the LPA prior to commencement, along with details of a watching brief to address undiscovered contamination.
- (ii) If during development works contamination not addressed in the submitted remediation scheme is identified, the updated watching brief shall be submitted and an addendum to the remediation scheme shall be agreed with the LPA prior to implementation; and
- (iii) All works which form part of the remediation scheme shall be completed and a comprehensive verification report shall be submitted to the Council's Environmental Protection Unit before any part of the development is occupied or brought into use unless the LPA dispenses

with any such requirement specifically and in writing.

#### **REASON**

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

#### 14 NONSC Contamination 2

Before any part of the development is occupied, site derived soils and imported soils/materials shall be independently tested for chemical contamination. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

**REASON** 

To ensure that the occupants of the development are not subject to any risks from soil contamination in accordance with policy OE11 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

# 15 NONSC 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 Local Plan: Part Two Saved UDP Policies (November 2012)

# 16 NONSC Loading/unloading/deliveries

Prior to occupation, details of a Delivery and Servicing Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall incorporate measures to minimise vehicle deliveries during am and pm peak hours and to ensure that no deliveries or loading or unloading of goods, including waste collections, take place outside the hours of 07:00 and 19:00, Monday to Saturday.

#### **REASON**

To safeguard the residential amenity of the occupiers of adjoining and nearby properties and to encourage out of hours/off peak servicing to help mitigate the site's contribution to local congestion levels in compliance with Policies OE3 and AM2 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

#### 17 NONSC Floodlighting

Prior to any external lighting being installed details shall be 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 neighbouring properties in relation to light pollution accordance with policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

### 18 COM22 Operating Hours

The health centre and gym shall not be used except between:-0600 and 2200 hours, Mondays - Fridays 0700 to 1800 hours, Saturdays, Sundays, Public or Bank Holidays.

#### **REASON**

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policy OE3 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

# 19 NONSC SUDS

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 the Flood Risk Assessment undertaken by MLM and subsequent additional information provided in the Ground investigation and supporting evidence incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

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

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

- iii incorporate water saving measures and equipment.
- iv. provide details of water collection facilities to capture excess rainwater;
- v. provide details of how rain and grey water will be recycled and reused in the development.

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

#### **REASON**

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

# 20 NONSC Details of PVs

Prior to commencement of development a detailed roof plan showing the inclusion of the photovoltaic panels as set out in the energy strategy shall be submitted to and approved in writing by the Local Planning Authority.

#### REASON

To ensure the development reduces CO2 emissions in accordance with Policies 5.2 and 5.3 of the London Plan.

#### 21 NONSC BREEAM/Code for Sustainable Homes

Prior to occupation of the developments, the applicant shall submit certification to the Local Planning Authority that the development has achieved Code for Sustainable Homes Level 4 (residential development) and BREEAM Excellent (health care facility).

**REASON** 

To ensure the development is constructed to a high standard of sustainability in accordance with Policy 5.3 of the London Plan.

# 22 NONSC Details of swept paths

Prior to the commencement of development details of swept paths, together with details of signage and road markings, to demonstrate that delivery and servicing vehicles, including refuse vehicles and those serving Wilkinsons, can safely manoeuvre around the site, shall be submitted to and approved in writing by the Local Planning Authority. Road safety audits shall be provided to demonstrate that the proposed layout is acceptable. The approved details shall be implemented prior to first occupation of the development.

#### **REASON**

In the interests of highway and pedestrian safety in accordance with policies AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### **INFORMATIVES**

# 1 l52 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.

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New development must harmonise with the existing street scene.
Design considerations - pedestrian security and safety
New development must improve or complement the character of the area.
Daylight and sunlight considerations.
Siting, bulk and proximity of new buildings/extensions.
Residential extensions/buildings of two or more storeys.
Requires the provision of adequate amenity space.
Requires new development to ensure adequate levels of privacy to neighbours.
Town centres - design, layout and landscaping of new buildings
Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
Protection of the character and amenities of surrounding properties and the local area
Buildings or uses likely to cause noise annoyance - mitigation measures
Siting of noise-sensitive developments
Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures

OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
H4	Mix of housing units
H8	Change of use from non-residential to residential
H10	Proposals for hostels or other accommodation for people in need of care
R5	Proposals that involve the loss of sports, leisure, community, religious, cultural or entertainment facilities
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
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -
	(i) Dial-a-ride and mobility bus services
	(ii) Shopmobility schemes
	(iii) Convenient parking spaces
	(iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons

# 3 I1 Building to Approved Drawing

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

#### 4 | 2 | Encroachment

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

### 5 | 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).

# 6 I5 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.

# 7 In The Construction (Design and Management) Regulations 1994

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

# 8 112 Notification to Building Contractors

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

# 9 Installation of Plant and Machinery

The Council's Commercial Premises Section and Building Control Services should be consulted regarding any of the following:-

The installation of a boiler with a rating of 55,000 - 1¼ million Btu/hr and/or the construction of a chimney serving a furnace with a minimum rating of 1¼ million Btu/hr; The siting of any external machinery (eg air conditioning);

The installation of additional plant/machinery or replacement of existing machinery. Contact:- Commercial Premises Section, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250190). Building Control Services, 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

#### 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 Sewerage Connections, Water Pollution etc.

You should contact Thames Water Utilities and the Council's Building Control Service regarding any proposed connection to a public sewer or any other possible impact that the development could have on local foul or surface water sewers, including building over a public sewer. Contact: - The Waste Water Business Manager, Thames Water Utilities plc, Kew Business Centre, Kew Bridge Road, Brentford, Middlesex, TW8 0EE. Building Control Service - 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

## 12 | 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).

## 13 Building Regulations 'Access to and use of buildings'

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

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

- · The Building Regulations 2000 Approved Document Part M 'Access to and use of buildings', or with
- · BS 8300:2001 Design of buildings and their approaches to meet the needs of disabled people Code of practice. AMD 15617 2005, AMD 15982 2005.

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

You may also be required make provisions to comply with the Disability Discrimination Act 1995. The Act gives disabled people various rights. Under the Act it is unlawful for employers and persons who provide services to members of the public to discriminate against disabled people by treating them less favourably for any reason related to their

disability, or by failing to comply with a duty to provide reasonable adjustments. This duty can require the removal or modification of physical features of buildings provided it is reasonable.

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

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

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

#### 14 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 contace: 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

#### 15

The Council's Access Officer has advised as follows:

- 1. Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a term contract planned for their maintenance.
- 2. Care must be taken to ensure that overspill and/or other interference from induction loops in different/adjacent areas does not occur.
- 3. Flashing beacon/strobe lights fixed to the fire alarm should be carefully selected to ensure they remain within the technical thresholds not to adversely affect people with epilepsy.

#### 16

You are advised that condition 12 relates to the operational phase of residential or commercial development and is intended for the protection of future residents in a designated Air Quality Management Area and Smoke Control Area. Advice on the types of authorised fuels and appliances can be found at www.defra.gov.uk.

#### 3. CONSIDERATIONS

## 3.1 Site and Locality

The application site comprises an approximately 0.4 hectare broadly triangular shaped plot. It was previously occupied by the single-storey Yiewsley Swimming Pool building and associated car parking but this was demolished in 2011 and the site is now cleared and vacant. The eastern arm of the plot comprises the existing access road via Otterfield Road, which serves the application site, the public car park and service areas for town centre shops.

The site is bounded to the west by a public footpath, beyond which is Yiewsley Recreation Ground; to the south by Fairfield Road public car park, beyond which are retail units; and to the east by residential properties in Otterfield Road.

The entire site falls within Yiewsley/West Drayton Town Centre and the Hayes/West Drayton Corridor as designated in the Hillingdon Local Plan.

## 3.2 Proposed Scheme

This application seeks full planning permission for the redevelopment of the former Yiewsley Swimming Pool site to provide a mixed use development comprising a health centre, gym, 12 supported living units, car parking and associated facilities.

The supported living units would be provided within a two-storey block located at the north of the site. All units would comprise one bedroom, a bathroom and a living room with integrated kitchen. Five units, including three designed for wheelchair users, would be provided at ground floor level in addition to an entrance lobby with accessible WC, a communal lounge with kitchenette, a staff office and meeting room and a staff overnight room with bathroom. Seven units would be provided at first floor level, in addition to a communal seating area. Stair and lift access would be provided to the first floor.

Externally, each of the ground floor units would be provided with a small private garden. Shared amenity space would be provided in the northern most corner of the site; to the west of the block, accessed via the communal lounge area; and a larger area of shared amenity space would be provided to the east of the block.

Two parking spaces, including one to disability standard, would be provided close to the main entrance. Furthermore, parking for eight mobility scooters would be provided in a secure area where staff could also leave their bicycles if they chose to cycle to work.

Local residents have questioned what supported housing/living is and the type of user the development might attract. The applicant has advised that the units proposed would provide supported living to tenants with moderate to high learning disabilities with on site 24 hour care and support. The aim is to provide an aesthetically pleasing sympathetically designed development that is specifically designed to meet the needs of the tenants.

The health centre and gym would be provided in a three-storey block, with roof plant, located immediately to the south of the supported housing block. The ground floor would principally accommodate consulting rooms with associated waiting room, WC facilities, meeting rooms, reception area, storage and ancillary areas. The first floor would provide shared medical support rooms for facilities such as phlebotomy, health visitors, physiotherapy, etc. Ancillary accommodation such as waiting areas, WC facilities,

administration space, and supporting facilities would also be provided.

At second floor level a gym would be provided together with a small cafe, changing rooms and WC facilities, a small office and store. The plans suggest that Taekwondo would be run from the facility.

The applicant has advised that opening hours for the health centre would typically be between 8am and 6pm Monday to Friday. The gym would operate between 6am and 10pm Monday to Friday and between 7am and 6pm on weekends and bank holidays.

An ambulance and service delivery vehicle bay would be provided to the rear of the health centre and a patient drop-off and pick-up area would be provided adjacent to the main entrance to the south east of the block.

Three disability standard parking spaces, for use by users of the health centre, would be provided along the access way from Otterfield Road, which would be reconfigured to ensure that safe vehicular and pedestrian access is retained. 20 car parking spaces within the public car park would be made available to the health centre, gym and supported housing.

## 3.3 Relevant Planning History

18344/APP/2011/1552 Yiewsley Swimming Pool Otterfield Road Yiewsley

Demolition

**Decision:** 09-11-2012 NFA

## **Comment on Relevant Planning History**

The Council's planning records indicate that there have been several planning applications, predominantly relating to the use of the site as a swimming pool and gymnasium, dating back to the early 1970s. However, none of those applications are directly relevant to the current proposal. The only application submitted in the past few years relates to the demolition of the swimming pool and is summarised below. It is understood that the pool was demolished in 2011.

### 4. Planning Policies and Standards

The Hillingdon Local Plan: Part 1- Strategic Policies (8th November 2012)

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

London Plan 2011

National Planning Policy Framework (NPPF)

Council's Supplementary Planning Guidance - Community Safety by Design

Council's Supplementary Planning Guidance - Land Contamination

Council's Supplementary Planning Document - Air Quality

Council's Supplementary Planning Document - Noise

Council's Supplementary Planning Document - Planning Obligations

Hillingdon Supplementary Planning Document: Accessible Hillingdon

Council's Supplementary Planning Document: Residential Layouts

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

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

Part 1 Policies:

Major Applications Planning Committee - 6th March 2014 PART 1 - MEMBERS, PUBLIC & PRESS

PT1.BE1	(2012) Built Environment	
PT1.CI1	(2012) Community Infrastructure Provision	
PT1.Cl2	(2012) Leisure and Recreation	
PT1.E5	(2012) Town and Local Centres	
PT1.E7	(2012) Raising Skills	
PT1.EM1	(2012) Climate Change Adaptation and Mitigation	
PT1.EM11	(2012) Sustainable Waste Management	
PT1.EM5	(2012) Sport and Leisure	
PT1.EM6	(2012) Flood Risk Management	
PT1.H1	(2012) Housing Growth	
Part 2 Policies:		
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.	
BE26	Town centres - design, layout and landscaping of new buildings	
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.	
OE1	Protection of the character and amenities of surrounding properties and the local area	
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures	
OE5	Siting of noise-sensitive developments	
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures	
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures	
H4	Mix of housing units	
H8	Change of use from non-residential to residential	
H10	Proposals for hostels or other accommodation for people in need of care	
R5	Proposals that involve the loss of sports, leisure, community, religious, cultural or	

	entertainment facilities
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
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons

#### 5. Advertisement and Site Notice

- 5.1 Advertisement Expiry Date: 3rd January 2014
- **5.2** Site Notice Expiry Date:- Not applicable

### 6. Consultations

#### **External Consultees**

Consultation letters were sent to 83 local owner/occupiers, the Yiewsley and West Drayton Town Centre Action Group, the Yiewsley Community Involvement Group and the Whitethorn Estate Residents' Association. Site and press notices were also posted. 13 letters of objection have been received which raise the following concerns:

- i) Not enough people notified and insufficient consultation time, particularly given that this was over Christmas and New Year.
- ii) The case officer was away during most of the consultation period.
- iii) An appointment was needed to visit the Planning Office. The Council is trying to prevent the public from viewing documents.
- iv) Hard copies of the plans should be made available.
- v) Several plans and documents would not download.
- vi) Lack of community consultation/engagement.
- vii) Many forms within the application are incomplete and in parts information is inaccurate.
- viii) No information on numbers of employees is provided.
- ix) Obscure terminology is used in the application form.
- x) The application forms are not signed.
- xi) No hazardous waste is accounted for and it is unclear what recycling facilities will be provided.
- xii) The cafe is excluded from the description some may object to this.
- xiii) Opening hours are stated as being 6am to 10pm. Conditions should be put in place to safeguard residential amenity.
- xiv) The land was gifted to the community as a green space for "public walks and pleasure" and has covenants on it restricting its use.

- xv) Loss of public parking will impact local businesses and services as this is their only parking provision, but they have not been consulted.
- xvi) Refuse vehicles reversing over a pedestrian crossing is dangerous.
- xvii) The location of the Underground and train station is wrongly described, which brings into question the other facts and figures quoted.
- xviii) Free overflow parking should be provided in the existing car park so residents don't suffer.
- xix) Increase in traffic, congestion and parking pressure locally many people won't pay to use the public car park.
- xx) Otterfield Road is used as a cut-though this will make it worse.
- xxi) The Transport Assessment does not provide a representative or accurate picture of the real increase in traffic there will be.
- xxii) Delivery and collection times should be restricted.
- xxiii) The site should have dedicated car parking. Pick-up/drop-off areas at other hospitals/health centres do not work well.
- xxiv) Many users will have limited mobility. The need to drop those patients off whilst the driver finds a parking space is undesirable.
- xxv) Insufficient parking for staff and residents of the development.
- xxvi) The parking provision fails to comply with Building Regulations.
- xxvii) The proposals would be detrimental to residential amenity and to the neighbourhood.
- xxviii) Loss of sunlight/overshadowing, including to gardens which affects home grown produce and health, loss of privacy and loss of outlook.
- xxix) Impact on security of residential properties.
- xxx) What is supported housing/who would live there this will be a drug/alcohol rehabilitation centre and increase existing issues of antisocial behaviour, rubbish and police presence.
- xxxi) A new swimming pool and gym should be built as there are no such facilities locally.
- xxxii) Health and educational development is needed not supported housing.
- xxxiii) There is no capacity for the health centre to expand in the future when required by the area's expanding population.
- xxxiv) The site should only accommodate health facilities.
- xxxv) Another major development in Yiewsley is not needed.
- xxxvi) The gym will be let to private businesses not the community. Community leisure facilities to prevent ill health should be provided given the area has lower than average life expectancy.
- xxxvii) The land is described as D2 but planned use is C2, D1 and B1. Residents have not been informed of a "change of use" application.
- xxxviii) The Council will receive income from the parking fees paid by users of the development. It's likely at least 100 spaces in the car park will be occupied throughout the working day. Spaces should be protected for other members of the community and shoppers.
- xxxix) The buildings would be taller than surrounding properties and their scale is excessive. A single-storey building should be provided.
- xl) Over development of the site.
- xli) A gate in the north west corner opens outwardly across a public footpath, failing to comply with regulations and dangerous.
- xlii) Pedestrian access at the south west corner would block the lower footpath. There is no point putting steps up the embankment given the short walk to get to the upper footpath.
- xliii) The development is ugly and out of keeping with the character of surrounding properties.
- xliv) The supported housing units don't comply with disabled design requirements.
- xlv) Insufficient amenity space. The green roofs should not be counted as amenity space as they are not accessible to wheelchair users.
- xlvi) The plans are of a poor architectural quality and poor quality materials will be used.
- xlvii) Impact on boundary walls.
- xlviii) Negative impact on property values.
- xlix) Disruption to residents during construction.
- I) There are trees which need to be cut back to allow for the development the safety of those trees, which are on private land, is unknown. Tree protection should be provided as they provide

screening.

- li) Increase in noise, disturbance and pollution from the development and associated traffic.
- lii) Contrary to the Local Plan which states it will put residents first, at the heart of everything and improve their health and well being.
- liii) Properties are suffering from subsidence caused by the weight of vehicles using the access road assurances should be given against further damage.
- liv) If approved compensation should be paid to the properties most affected.
- lv) Increased pressure on local services.
- lvi) It is unclear what "associated accommodation" and "ancillary development" means.
- lvii) There is reference to the PCT. The PCT no longer exist and the CCG have not provided any up to date information and do not seem forthcoming in supporting the application.

The Yiewsley and West Drayton Town Centre Action Group have raised the following concerns:

- 1. The principal pedestrian and non-vehicular access will be via Otterfield road. Public transport is some distance away. The existing health centre is sited more centrally with direct access to public transport.
- 2. Impact of the proposed development on the green space and on residential properties, particularly given its height.
- 3. The utilitarian design of the buildings along with the proposed landscaping will have a detrimental impact on residential properties in Otterfield Road and on the recreation ground.
- 4. The proposals for the health centre, albeit vague, were submitted by the PCT in 2010 and have not been updated to take into account the requirements or policy of the new regime that now controls health care in Hillingdon. Therefore, it is not possible to make comments on the health care provision on what is essentially an outdated document.
- 5. It is unclear whether the leisure facility will be for community or commercial use such as Taekwondo (currently above Yiewsley Library) as indicated in the application.
- 6. Parking provision for staff is inadequate. The application was first mooted in 2010 and is now out of date. No attempt has been made to revise the original plans. On this basis, consideration of the application should be deferred to allow for revision and a full public consultation.

Following receipt of amended plans residents were reconsulted on 07/02/14. Five letters of objection were received. No new issues were raised, the bulk of objections relating to increased impact on the local highway network and parking.

#### **Internal Consultees**

URBAN DESIGN OFFICER

Background:

This has been the subject of discussion with Corporate Property and Construction, and the design has been improved considerably during the process. Given the difficulties of the site, and the complex brief, this is considered to be a very good solution.

Areas of concern are of a more detailed nature. They include the bland horizontality of the western residential elevation, which could be improved by vertical brickwork detail and the need to screen, at least partially, the photovoltaic panels to be added to its flat roof, which could be done with the addition of parapets.

A suitable palette of colours will be needed for the materials.

Recommendations: Acceptable with appropriate detailing and materials.

TREES/LANDSCAPE OFFICER Landscape Character/Context:

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The triangular site is occupied by the vacant plot of the former Yiewsley Swimming Pool situated at the north end of the Fairfield Road public car park. The site is also accessible from the east, via a gap in the houses and rear gardens between 31-37 Otterfield Road. The west boundary backs on to Yiewsley Recreation Ground and Bowling Greens and the southern boundary provides access to the public car park serving Yiewsley Town Centre and an access road to the service yard of Wilkinsons.

The site has been cleared of all buildings and vegetation. There is an embankment on the west boundary rising by 1.0 - 1.8 metres in height (towards the edge of the Recreation Ground), at the top of which is a mature deciduous hedge which is dense in part, with some gaps. This boundary is secured by a 1.8metre high steel palisade fence at the top of the slope.

The rear gardens of 37-67 Otterfield Road are long with established gardens and occasional trees which provide some degree of screening. There are no trees within the site but there are three trees along the western boundary. These trees are just off-site on the Recreation Ground embankment. They are not affected by TPO or Conservation Area designation.

#### Proposal:

The proposal is to redevelop the site to provide mixed use development including one three-storey block comprising health centre and gym; one two-storey block comprising 12 supported housing/living flats and associated accommodation; car parking; landscaping; and ancillary development. This scheme has been subject to pre-application advice by planning specialists.

#### Landscape Considerations:

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

- · No trees or significant landscape features will be affected by the proposal.
- · Drawing No. 2012/D66/P/05, Proposed Site Plan, indicates a fairly intensive development with the health centre at the southern end of the site accessed from the Otterfield Road vehicular entrance and a new footpath link from the Recreation Ground to the west.
- · The residential block extends northwards towards the tapering angle of the triangle. Residential flats have an outlook over the park to the west and across a small amenity space / courtyard towards the rear gardens of Otterfield Road to the east.
- · Roof plans indicate that both buildings will have green roofs presumably 'extensive' together with photovoltaic panels.
- · The amenity area available for the use and enjoyment of residents (and those overlooking) the site are limited. High quality hard and soft landscape will be required to make this scheme acceptable.
- · Particular attention is required to the west boundary. The footpath along the edge of the Recreation Ground will permit direct overlooking from a public space into the ground and first floor windows. While the existing trees and hedge will provide some screening which could be improved, care should be taken to enable natural light into the ground-floor habitable rooms.
- · If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and appearance of the area.

#### Recommendations:

No objection subject to the above observations and condition RES9 (parts 1,2,5 and 6).

#### **ACCESS OFFICER**

The site was formerly occupied by a swimming pool and ancillary buildings which were decommissioned in 2010 and which were demolished and removed in 2011, leaving the site vacant. An alternative new, modern, swimming pool and library at Botwell Green opened in 2010, and the Council used the opportunity to work with the local PCT to establish a much-needed focal point for a modern health care facility in the south of the Borough (in place of the former swimming pool).

The development would also comprise twelve supported housing flats within a two-storey building.

The need for a purpose-built health care facility is also strengthened by a pressing need to either upgrade or redevelop the existing nearby GP surgeries to meet current technical codes for accessibility and inclusive design. Three local GP surgeries (Otterfield Practice, Yiewsley Family Practice and High Street Practice), would be accommodated within the proposed state-of-the-art medical centre. In addition to health care services, the three-storey building will feature a dedicated floor for leisure, fitness and indoor sports activities.

The principal entrance to the health centre is on the south-east side of the building, in close proximity to the ambulance and drop-off area. An entrance lobby leads to reception, with treatment and consultation rooms easily accessible from the adjacent waiting area. The ground and first floors are principally allocated as consulting/treatment rooms, rooms for medical and reception staff and ancillary office accommodation. Ample toilet facilities are included for both staff and patients, in addition to a 'Changing Places' Room for use by people with multiple/complex disabilities. It is, however, noted that the Changing Places Room is only 6.6m², as opposed to the 12 m² prescribed by British Standard 8300:2009: +A1:2010, and the Changing Places Consortium.

Two passenger lifts, in addition to two staircases at opposite sides of the building would provide vertical circulation exclusively for the health care centre. A further separate external entrance would be provided for gym and tae-kwon-do members that would lead to a dedicated staircase and lift. It is proposed that in the event of an evacuation, all staircases could be used, and it is inferred that both lifts would be specified for use during a fire emergency.

In terms of the supported housing accommodation, plans indicate that London Plan Policy 3.8 has been heeded, with the requisite dimensions largely shown on plan to exceed compliance with the Council's Supplementary Planning Document 'Accessible Hillingdon', adopted May 2013.

Whilst the proposal presents a firm commitment to the principles of accessibility and inclusive design, the following issues should be addressed and incorporated into revised plans:

#### Residential Element:

1. The bathrooms within the proposed supported housing units, should all ensure a minimum of 400-500 mm from the adjacent side wall to the centreline of the toilet pan. The submitted plans indicate that the handbasin in many instances would restrict or prevent a successful frontal transfer from a wheelchair on to the toilet.

#### Health care Centre Element:

- 2. Given that the proposal would become an invaluable community resource, offering a range of medical and leisure services, it is paramount that such facilities include adequate provision for people with multiple and complex impairments, particularly in light of the government's programme to encourage the take-up of personal budgets instead of traditional day centre services. To this end, the 'Changing Places' Room should be enlarged to provide an internal area of no less than 3m x 4m (the internal areas should take account of finished wall surfaces, e.g. tanking and tiling). A revised ground floor plan is requested.
- 3. Any grant of planning permission should attach a suitable Condition that requires a minimum of one lift that can be used during a fire emergency.

### Recommended Informatives

1. Induction loops should be specified to comply with BS 7594 and BS EN 60118-4, and a term contract planned for their maintenance.

- 2. Care must be taken to ensure that overspill and/or other interference from induction loops in different/adjacent areas does not occur.
- 3. Flashing beacons/strobe lights linked to the fire alarm should be carefully selected to ensure they remain within the technical thresholds not to adversely affect people with epilepsy.

Conclusion: revised plans should be submitted for re-evaluation prior to any grant of planning permission.

#### **ENVIRONMENTAL PROTECTION UNIT**

Air Quality:

The proposed development is within the declared AQMA and in an area that is likely to be below the European Union limit value for annual mean nitrogen dioxide (40.0 mg/m3).

The air quality assessment indicates 350 extra vehicle movements for the site as a consequence of the development and that no impact was anticipated, however an impact assessment has been undertaken in order to demonstrate no significant impact. It is unclear if the Transport Assessment would back this up.

Four existing residential receptors were considered on Otterfield Road (including number 37 adjacent to the site access road indicated to go from 31.2 mg/m3 to 31.35 mg/m3 with development), Falling Lane and Fairfield Road. It seems likely the NO2 levels for these receptors have

been slightly underestimated without development, and the development does not appear to have added significant quantities of NO2 to this. It seems unlikely there will be any exceedance of the EU limit value at these existing receptors or at the development site (which has not been assessed), even assuming the assessment has slightly underestimated the air quality in the area, or the impacts from the proposed development.

CHP including biomass CHP have been discounted and the use of PV has been indicated for renewable energy. Condensing gas boilers have been indicated in the air quality assessment although no details have been provided in the Energy Statement. The air quality assessment indicates the use of boilers that will emit less than 75 mg/kWh of NO2. In the Code for Sustainable Homes Pre-assessment it is assumed that 2 out of the 3 points will be picked up for pol2 (minimising NOx emissions), however no points are indicated as being picked up for pol2 in the BREEAM assessment.

The following condition is advised in relation to providing details of the final energy provision at the site.

Air Quality Condition 1 - 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. The use of ultra low NOx emission gas CHPs and/or boilers is recommended.

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

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

Land Contamination:

No information has been submitted with regard to land contamination. As it includes a residential

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element, ground investigation information is required. It is assumed as the site was formerly a swimming pool that there is infilled ground at the site. It is also likely top soil will have to be imported to the site for landscaping purposes. Conditions are recommended relating to ground investigation and remediation measures and soil imports/landscaping.

## Noise and lighting:

The applicants have still not submitted the lighting details requested so this will have to be dealt with by condition.

A condition should be attached to restrict the opening hours of the gym to between 7am and 10pm Monday - Friday, 7am to 6pm on Saturdays and 8am to 6pm on Sundays.

Conditions will also be required to control plant noise and delivery noise from the development.

The standard informative regarding control of environmental nuisance from construction work should also be attached.

#### FLOOD WATER MANAGEMENT OFFICER

In addition to that information submitted as revised plans the applicant has provided a Ground Investigation and further information on the assessment and design of the Sustainable Drainage System.

As these show the scheme is meeting national standards for design and surface water is restricted to reduce the run off from the site, it is recommended that the Sustainable Drainage Condition is used to capture any changes to the scheme as detailed design progresses.

#### SUSTAINABILITY OFFICER

No objections are raised to the proposed scheme based on the report submitted.

However, the report demonstrates only a site wide reduction of 28% as opposed to the London Plan requirement of 40%. It is accepted that achieving the higher target will not be feasible on site in this location. No objections are raised to this as the residential development will meet Code Level 4 and the health care facility will be BREEAM Excellent.

The report demonstrates that there is a shortfall of 13tCO2/annum required to meet the 40% reduction target. Whilst it is accepted that it may make the development unfeasible if these savings were found on site, there are no barriers to finding them off site. London Plan Policy 5.2e advises Local Authorities to seek off site contributions where there is a shortfall on site.

To that end, the applicant should provide an off site contribution to allow 13tCO2 to be saved elsewhere. The Council has adopted the allowable solutions approach to determining off site contributions. Recent reports and studies suggest that the cost of one tonne of CO2 is £60. This is the amount that will allow a Local Authority to realise the required saving elsewhere. The total contribution is measured over 30years which is considered to be the timeline for a carbon intensive energy supply. Beyond this period, all development will be approaching low to zero carbon due to the reliance on non-fossil fuels for the national grid electricity.

Therefore the contribution can be summarised as:

(shortfall x length of saving) cost/carbon tonne (13tCO2 x 30years) x 60 = £23,400

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The following are requirements for the planning permission:

1 - A £23,400 contribution to the Local Authority to make up for the shortfall in CO2 reductions for the development. This will enable the development to comply with the 40% reduction target set out in the London Plan (Policy 5.2). The contribution will go towards a public building. Harlington Depot has been identified as a possible receptor but this needs clarifying.

## 2 - The following conditions

#### Condition

Prior to commencement of development a detailed roof plan showing the inclusion of the PVs set out in the energy strategy shall be submitted to and approved in writing by the Local Planning Authority.

#### Reason

To ensure the development reduces CO2 emissions in accordance with Policies 5.2 and 5.3 of the London Plan.

#### Condition

Prior to occupation of the developments, the applicant shall submit certification to the Local Planning Authority that the development has achieved Code for Sustainable Homes Level 4 (residential development) and BREEAM Excellent (health care facility).

#### Reason

To ensure the development is constructed to a high standard of sustainability in accordance with Policy 5.3 of the London Plan.

#### S106 OFFICER

The scheme has a resulting population of 12.

The following heads of terms are requested:

- 1. Highways Works: S278/S38 you will need to liaise directly with Highways to ascertain what, if any, highway works are required.
- 2. Supported Housing provision of 12x1 bed units
- 3. Construction Training: £2500 for every £1m build cost plus Coordinator costs (12/160 x £71,675 = £5375.63) +  $(1582/7500 \times 71,675 = £15118.64) = £20,494.28$
- 4. Employment Strategy
- 5. Air Quality: £12,500 monitoring contribution
- 6. Libraries: 12 x £23 = £276
- 7. A £23,400 contribution to the Local Authority to make up for the shortfall in CO2 reductions for the development
- 8. Project management & Monitoring fee: 5% of total cash contributions.

#### HIGHWAY ENGINEER

The site has a low PTAL rating of 2. Notwithstanding this, the site can be adequately accessed by a number of travel modes including walking, cycling, public transport and the private car.

All proposed development servicing needs would be undertaken on-site. Manoeuvring and swept path assessments carried out indicate that in principal the proposed road layout is capable of allowing adequate accessibility. Further refinements to the road layout to improve the predicted swept paths together with details of signage and road markings can be secured through a suitable

planning condition. Any conditional approval should be based on the proposed road layout being demonstrated as acceptable by way of road safety audits.

The existing coach parking along the access road will be replaced with three disabled car parking spaces for the public use. The Supported Housing will have 2 on-site parking spaces (including 1 disabled parking space). 20 car parking spaces will be reserved in the adjacent pubic pay & display car park to support car parking requirements for the proposed development. A suitable agreement should be secured to cover the allocation of car parking spaces. Details for the car parking allocation should be secured through a suitable planning condition or legal agreement.

The development should provide covered and secured cycle parking for the visitors to the Health Centre and the Gym, not cycle storage as shown on the site layout drawing. Cycle storage should be provided for the residential element and for staff. The cycle parking provision should be based on the following criterion, which requires confirmation of the staff numbers.

Supported Housing: 1 space per 2 staff

Health Centre: 1 space per 50 staff + 1 per 10 visitors

Gym: minimum 5 spaces

The Transport Appraisal submitted with the application suggests that:

The Health Centre parking accumulation assessments have shown that the maximum number of parking spaces required would be 35 between 9:00 and 9:30 hours and 16:00 and 16:30 hours. Accordingly, a further 24 parking spaces would be required at the public car park.

The Supported Housing parking accumulation assessments have shown that the maximum number of parking spaces required would be 9 during night time. Hence, a further 1 parking space would be required at the public car park.

The Gym parking accumulation assessments have shown that the maximum number of parking spaces required would be 29 between 19:00 and 19:30 hours. Accordingly, a further 27 parking spaces would be required at the public car park.

Accordingly, from the above, a further 52 parking spaces would be required at the public car park. However, as the maximum number of parking space requirement for each element of the development occur at different times, a further 35 spaces would be needed at the public car park not 52 (a saving of 17 spaces).

The Yiewsley public car park has a capacity of some 162 spaces including 12 disabled and 2 electric vehicle spaces. The occupancy level of the car park has been observed to be very low in the order of 30% to 35%, which coincides with the findings of a survey carried out on the car park on 17th May 2011. This survey showed a maximum occupancy level of 29.6% (48 out of the 162 spaces). It can therefore be concluded that the car park has ample spare capacity to satisfactorily accommodate the parking demand estimated to be generated by the development.

An assessment is undertaken of the reported Personal Injury Collision for a period of years ending December 2012. This concludes that there are no particular hot spots, collision patterns, or accident problem locations within the surrounding road network. Furthermore, there were no road traffic collisions in the immediate vicinity of the development site.

Subject to details of the road and pavement layout, road safety audits, and car parking and cycle parking as commented above being conditioned or covered through a legal agreement, there is no

objection on the highways aspect of the application.

### 7. MAIN PLANNING ISSUES

## 7.01 The principle of the development

The site falls within Yiewlsey/West Drayton Town Centre as designated in the the Hillingdon Local Plan.

Local Plan Part 1 policy CI1 states that the borough will ensure that community and social infrastructure is provided in Hillingdon to cater for the needs of the existing community and future populations by "locating libraries, health facilities, police facilities, leisure facilities and community centres in town centres or other accessible locations to maximise community access, sustainable transport and build a sense of local community identity."

Local Plan Part 2 policy R10 states that the Local Planning Authority will support proposals for new health services providing other polices of the plan are complied with.

London Plan policy 3.16 reiterates that social infrastructure premises, including health provision and sports facilities, should be "accessible to all sections of the community (including disabled and older people) and be located within easy reach by walking, cycling and public transport. Wherever possible, the multiple use of premises should be encouraged."

London Plan policy 3.17 goes on to confirm that "Development proposals which provide high quality health and social care facilities will be supported in areas of identified need, particularly in places easily accessible by public transport, cycling and walking."

Accordingly, with regard to the proposed health centre and gym, there is strong policy support for the provision of such facilities within accessible town centre locations.

With regard to the proposed supported housing provision, it should be noted that Local Plan Part 2 policies H4 and H5 encourage provision of a range of residential accommodation to meet the borough's housing needs. Policy H8 confirms that a change of use from non-residential to residential will be supported providing a satisfactory living environment can be achieved; the existing use is unlikely to meet a demand for such accommodation in the foreseeable future; and the proposal is consistent with other objectives of the Local Plan.

Policy 3.8 of the London Plan reiterates that a range of housing types should be provided to take into account the different housing requirements of various groups and the National Planning Policy Framework (NPPF) confirms that borough's should ensure a mix of housing is provided which takes into account the needs of different groups in the community, including those with specialised needs.

With specific regard to housing for those with specialist needs there is general support for this within the NPPF and London Plan. At local level Local Plan Part 2 policy H10 confirms that such developments should be "conveniently located for local shops, services and public transport facilities."

In light of the type of housing to be provided and the potentially limited mobility of some residents the benefits of siting the development within a town centre location, close to local facilities and amenities, is clear and the proposal is considered to comply with the objectives of Local Plan Part 2 policy H10.

Notwithstanding the above policy support for the provision of supported housing and health facilities within the borough and within a town centre location, policy R5 of the Local Plan Part 2 resists the loss of land or buildings used for (of where the last authorised use was for) outdoor or indoor sports and leisure facilities, unless adequate, accessible, alternative facilities are available.

This is reiterated in London Plan policy 3.19 and paragraph 74 of the NPPF, which states that:

"Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss."

In this instance it should be noted that the swimming pool building was decommissioned in 2010 and demolished in 2011 following the opening of new state of the art leisure facilities at Uxbridge Lido (now known as the Hillingdon Sports and Leisure Complex) and Botwell Green Leisure Centre in Hayes. Those developments included the provision of a 25m indoor swimming pool and an olympic size indoor swimming pool respectively. Hillingdon Sports and Leisure Complex is located approximately 3.3 miles away (driving route) from the application site and Botwell Green Leisure Centre is located approximately 3.5 miles away (driving route). It is considered that the provision of those new, high quality, modern facilities, which serve the whole borough, combined with the proposed provision of a new and modern gym at the application site, are sufficient to off-set the loss of the former Yiewsley Pool, which it is understood was in need of modernisation.

The proposal is considered to comply with relevant policies relating to residential developments, health care facilities and provision/loss of sporting facilities. Accordingly, no objections are raised to the principle of the development subject to the proposals meeting site specific criteria.

#### 7.02 Density of the proposed development

The site has a Public Transport Accessibility Level (PTAL) of 2. The London Plan 2011 range for residential sites with a PTAL of 2-3, which fall within an urban area, as defined in the London Plan, is 200-450 habitable rooms per hectare (hrph) and 70-170 units per hectare. Given the size of the proposed living rooms (including the kitchenette) in each unit, at over  $20m^2$ , each would count as the equivalent of two habitable rooms in compliance with the Council's Supplementary Planning Document on Residential Layouts. As such, based on a total site area of approximately 1,275m² for the residential part of the site only, as shown on drawing no. 2012/D66/P/08, the site would have a density of 94.1 units per hectare and 282.5 hrph. This fully complies with London Plan density standards and is therefore considered to be acceptable.

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

Not applicable. The site does not fall within an Archaeological Priority Area and there are no Conservation Areas, listed buildings or Areas of Special Local Character within the vicinity.

### 7.04 Airport safeguarding

Not applicable. There is no requirement to consult the aerodrome safeguarding authorities on this application.

### 7.05 Impact on the green belt

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Not applicable. There is no green belt land within the vicinity of the site.

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

The proposed health centre building would be three-storeys high. However, due to the provision of roof plant on part of its roof it would, in effect, appear to be closer to three and a half or four storeys in height and it would have a maximum height of approximately 14m.

The building would be taller than the nearby residential properties in Otterfield Road, and more in keeping with with the height, size and scale of many of the developments along the High Street and Fairfield Road. However, despite the site's location to the rear of the main retail/commercial area of Yiewsley it nevertheless falls within the Town Centre as designated in the Local Plan and its siting, fronting the main town centre car park, which is bounded to the south by larger scale developments, means that it is seen as much in context with the more urban character of the town centre as it is with the more residential area along Otterfield Road.

Whilst it is acknowledged that the proposed building could be clearly seen from the surrounding area, particularly in views from the adjoining recreation ground, which is designated as Green Chain, and Falling Lane beyond, and from the residential properties along Otterfield Road, it is considered that it would nevertheless be seen in context with its town centre location and that it would not have such a detrimental visual impact on the character or appearance of the surrounding area, in terms of its size, scale, height or design, that refusal could be justified.

The proposed supported housing block would be two-storeys in height, although the stairwell/lift shafts would project beyond the height of the main roof. Located to the rear of the health centre building, this block would be much smaller in terms of size and scale and its height would not project beyond that of the nearby residential properties in Otterfield Road. The size, scale, height and design of this building is considered to be totally acceptable in this location.

## 7.08 Impact on neighbours

The nearest residential properties are located in Otterfield Road. Concerns have been raised from residents over loss of outlook, loss of privacy and overshadowing.

The nearest part of the proposed buildings would be located approximately 40m away from the rear elevation of the nearest residential properties. This far exceeds guidance within the Council's Supplementary Planning Document (SPD) on Residential Layouts which requires a minimum distance of 21m between facing habitable room windows on buildings of two-storeys or more. Furthermore, it exceeds guidance within the SPD which requires a minimum distance of 15m between buildings of two-storeys or more to overcome possible overdomination and to ensure that adequate daylight and sunlight is provided to adjoining properties.

Given the distance between the proposed development and the nearest residential properties it is not considered that the proposed buildings would result in such overshadowing or loss of outlook or privacy that refusal could be justified.

### 7.09 Living conditions for future occupiers

The London Plan 2011 states that a minimum of 50m2 internal floorspace should be provided for a one-bedroom, two person flat. The plans indicate that nine of the units would have a floor area of 50m2 and three would have a floor area of 56m2. Accordingly, all flats provided would meet or exceed the London Plan's minimum standards.

All windows would receive adequate daylight and the amenities of future occupiers would

not be prejudiced by the position of adjoining houses. Accordingly, it is considered that the proposed property would adequately serve the needs of future occupiers in terms of internal space.

The Council's Supplementary Planning Document on Residential Layouts states that a minimum of 20m2 usable external amenity space should be provided for one-bedroom flats. Accordingly a total of 240m2 external amenity space should be provided. Each of the ground floor units would be provided with a small private garden. Three of these would exceed 20m2 and two would fall just short with amenity areas of approximately 17m2 and 18m2. However, 191m2 of shared amenity space would also be provided on site to the east of the building. Given that sufficient amenity space is provided for three of the units, this is considered to be acceptable and would meet the standards required for the remainder of the development. Notwithstanding this, it should also be noted that small shared amenity areas of approximately 47m2 and 52m2 would also be provided to the west and north of the site. As such, the amenity space provision exceeds minimum Council standards and is considered to be acceptable.

Notably the provision of small garden areas for the west facing ground floor units creates the opportunity for landscaping and/or screening to be provided between them and the adjacent public footpath. Whilst large windows are provided, particularly to the living room areas, details of landscaping and boundary treatments would nevertheless be required by way of condition, should planning permission be granted, to ensure that careful consideration is given to the provision of appropriate screening whilst still allowing sufficient light to enter those properties.

The scheme exceeds London Plan guidelines relating to internal floor space and Council guidelines relating to external amenity space. It is considered that the proposal would adequately serve the needs of future occupiers and that it fully complies with policies BE20, BE21, BE23 and BE24 of the Local Plan which relate to residential amenity.

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

For the supported housing units two car parking spaces, including one disability standard space, would be provided on site. Parking provision for up to eight mobility vehicles would also be provided on site. No car parking spaces would be provided on site for the proposed health centre or gym, although three disability standard spaces would be provided along the access road from Otterfield Road.

20 dedicated car parking spaces would be made available for the development within the adjoining public car park. Most of these would be made available to staff only. Although some may be made available for visitors of the supported housing development, it is not anticipated that the residents themselves would be likely to drive.

It was originally proposed to provide the 20 car parking spaces within a secure area within the car park. However, it was considered that the layout shown would have resulted in a disproportionate and unnecessary number of public car parking spaces being lost. Accordingly, amended plans have been provided which omit that formal secure area. It is still proposed to provide 20 car parking spaces for the development within the public car park but instead these would be secured by way of a S106 agreement so that further negotiations can take place as to how best these will be allocated and made available (eg, through allocation of permits, marking of parking bays or by another means).

Visitors to the health centre and gym and potentially some of those to the supported housing units would be expected to use the public pay and display car park. However, a

patient drop-off/pick-up area would be provided in front of the health centre for use by those with very limited mobility.

The applicant has been unable to confirm likely staff and visitor numbers for the facility at this stage. Accordingly, the Transport Assessment has based its assumptions on similar development types taken from the TRAVL database and the number of trips generated per square metre of floorspace. It is not considered unreasonable to base the car parking and trip generation assumptions on this methodology.

The Transport Assessment confirms that for the health centre the peak time for parking would be between 09:00 and 9:30 and 16:00 and 16:30 where approxinmately 35 additional spaces would be required. For the supported housing assessments have shown that the maximum number of parking spaces required would be nine during the night time. For the gym assessments have indicated that the maximum number of spaces required would be 29 between 19:00 and 19:30 hours. Accordingly, an additional 52 spaces would be required within the public car park.

However, notwithstanding the above, as the maximum number of spaces required for each element of the development occur at different times the demand for additional spaces at any one time would in fact be less than this, so spaces would in effect be shared between the different facilities. Taking this into consideration it is anticipated that the maximum number of spaces which would be needed at the public car park at any one time would be 35.

The public car park has a total of 162 spaces. Surveys have indicated occupancy levels of the car park to be very low at 30%, 35% and 29.6%. Accordingly, it is considered that there is ample space available within the car park to absorb the additional demand from the proposed development.

With regard to trip generation the Transport Assessment confirms that the development would lead to an additional 55 trips in the AM peak and 64 during the PM peak. However, given that these would be spread out across the peak hours and across the highway network, due to accesses from both Otterfield Road and Fairfield Road, it is not considered that they would lead to any significant increase in congestion.

Notably, residents have raised particular concern over the increase in traffic the development would create along Otterfield Road. The Transport Assessment confirms that the highest increase in traffic along Otterfield Road would be during the PM peak hour when there would be an additional 41 two-way vehicle movements. However, this would be equivalent to approximately two vehicles every three minutes and, as such, is not considered to be significant enough to justify refusal.

In terms of on-street parking, it should be noted that Otterfield Surgery, which would be reprovided within the proposed facility, is currently located in Otterfield Road in close proximity to the application site and backs onto the public car park. Accordingly, there would be no additional impact on Otterfield Road in terms of traffic movements or parking from that surgery.

In terms of cycle parking the submitted documents make a clear commitment to providing this and it is indicated on the plans, although limited details are provided. The Design and Access Statement suggests that 24 cycle parking spaces would be provided. This level of provision is considered to be acceptable in the first instance, particularly given the mix of uses proposed and that peak periods for those uses are at different times of the day. Full

details of cycle parking facilities would be required by way of a condition, which would also require the cycle parking to be monitored and for additional facilities to be added should demand dictate.

## 7.11 Urban design, access and security

### - Urban Design

This issue has been partly discussed in part 7.07 of the report.

Given the awkward shape of the site, it is considered that the layout makes best use of the space available, with the larger, busier and more publicly accessible part of the development located towards the front (south) of the site, fronting the car park and town centre, and the more low-key residential element located towards the rear.

It is recognised that the application site is located towards the edge of the town centre, close to a predominantly two-storey residential area. However, given the mix of development types in the locality, including the three storey retail buildings and taller Yiewlsey Methodist Church tower at the opposite side of the car park, along Fairfield Road, and that it would nevertheless be approximately 40m from the nearest residential property, it is not considered that the scale, mass or height of the building would be unacceptable in this location.

The proposed health centre and gym would be of a functional modern design, appropriate to its use as a public building. The use of large areas of glazing to the entrance at ground floor level, provision of a suspended canopy and use of aluminium louvres above, clearly identifies the main public facade of the building and creates a focal point of the main entrance. The use of large windows, brickwork and cladding would add some variation to the elevations. Large areas of roof plant would be screened behind aluminium louvres.

Notably, the Council's Urban Design Officer has raised no objections to the proposals, subject to suggestions that some vertical brickwork detail is added to the western elevation to help add some visual interest to the large facade, and that parapets are added to the flat roof to help screen the proposed photovoltaic panels.

The plans provided indicate that a parapet would be provided to the flat roofed elements and the applicant has verbally confirmed that this is in fact the case. Details relating to materials can be dealt with by way of condition should planning permission be granted.

### - Security

The applicant's Design and Access Statement confirms that following pre-application discussions with the Metropolitan Police Crime Prevention Design Advisor, a number of security measures have been incorporated into the scheme, including securing the perimeter with 1.8m high fencing, lighting of common areas, secure cycle storage, etc. Should approval be granted a condition would be attached to ensure that the development meets the Metropolitan Police's 'Secured by Design' criteria.

#### 7.12 Disabled access

The applicant's Design and Access Statement confirms that the development would fully comply with the requirements of BS 8300:2009: +A1:2010 and Part M of the Building Regulations.

Pre-application discussions have taken place with the Council's Access Officer and the applicant has confirmed that relevant recommendations have been taken on board. Notwithstanding this, the Council's Access Officer has advised that amended plans should be provided to show that the 'changing places' facility within the health centre and the

bathrooms within the supported living units full comply with the relevant standards. It is considered that these issues could easily be resolved through some minor reconfiguration of the internal floorplans and that they could therefore be dealt with by way of condition should approval be granted.

Notably, the Access Officer has also advised that a condition should be attached to ensure that at least one of the lifts within the health centre would be available for use during a fire. A condition to this effect would be attached if planning permission is approved.

## 7.13 Provision of affordable & special needs housing

All units proposed would be dedicated to supported living for those with learning difficulties. The legal agreement would ensure no change of use away from affordable housing could happen in the future.

## 7.14 Trees, landscaping and Ecology

The site has been cleared and there are no trees or landscape features of merit present. The development will be of a fairly high density, which reflects its town centre location, and therefore there is relatively limited scope for significant planting in and around the site. Nevertheless, it is considered that there may be scope to enhance planting to provide additional screening along some of the boundaries and the provision of soft landscaped amenity areas and green roofs will help to soften the visual impact of the development.

Notably, the Council's Trees/Landscape Officer has raised no objections subject to conditions requiring the submission of a detailed landscaping plan. It has been noted however, that there is limited space between the existing footpath along the edge of the recreation ground and the ground and first floor windows of the proposed development. It is considered that with careful consideration given to boundary treatment along this boundary sufficient screening could be provided whilst ensuring enough light is still received by the west facing rooms.

## 7.15 Sustainable waste management

The plans indicate that refuse storage facilities for the supported housing will be provided adjacent to the building's south west elevation. It is unclear where refuse facilities for the proposed gym and health centre would be provided. Accordingly, full details of the refuse facilities would be required by way of condition should approval be granted.

## 7.16 Renewable energy / Sustainability

Policy 5.2 of the London Plan (July 2011) requires development proposals to make the fullest contribution possible to reducing carbon emissions. Major development schemes must be accompanied by an energy assessment to demonstrate how a 40% target reduction in carbon dioxide emissions will be achieved, where feasible.

In accordance with this policy the applicant has submitted an Energy Statement, a BREEAM 2011 Pre-Assessment Report and a Code for Sustainable Homes Pre-Assessment Report to demonstrate how the London Plan objectives will be met.

The reports conclude that the development will achieve a a BREEAM rating of 'Excellent' and that the residential element will achieve Level 4 of the Code for Sustainable Homes.

Furthermore, in addition to energy efficient building measures such as ensuring the building is well insulated, use of under floor heating, energy efficient lighting, etc, photovoltaic panels would be provided on the roofs of the buildings to provide a portion of the site's energy needs through the use of renewable energy. Notably, green roofs would also be provided on parts of the buildings, which would help to improve their energy

efficiency.

Notwithstanding the above proposed measures, only a 28% reduction in carbon dioxide emissions above Part L of the Building Regulations would be provided. As such the applicant is proposing to offset the requirement to provide a 40% carbon reduction through providing reductions in CO2 emissions off site at other Council owned buildings or facilities. The Council's Sustainability Officer has raised no objections to this approach subject to conditions and the requirement that the off site energy contribution is secured via a S106 agreement.

## 7.17 Flooding or Drainage Issues

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

London Plan policy 5.13 states that development proposals should use sustainable urban drainage systems (SUDS) unless there are good reasons for not doing so. In accordance with this requirements a Sustainable Drainage System would be provided. The Council's Flood Water Management Officer has confirmed that the scheme meets national standards for design as surface water is restricted to reduce the run off from the site and, therefore no objections are raised subject to a condition, which seeks further information on the detailed design.

## 7.18 Noise or Air Quality Issues

Noise:

It is not considered that the residential element of the scheme would give rise to unreasonable levels of noise.

The general opening hours for the health centre are between 8am and 6pm on weekdays only and this is considered to be totally acceptable in this location. Given its town centre location, it is not considered that it would give rise to such an increase in activity or traffic movements over the previous use of the site that this would give rise to any unacceptable levels of noise and disturbance during these reasonable hours. Notably no objections have been raised by officers in the Council's Environmental Protection Unit in this regard.

With regard to the proposed gym, the applicant has advised that this would be open between 6am and 10pm on weekdays and 7am to 6pm on weekends and bank/public holidays. Whilst it is acknowledged that the facility would open long hours, given its location within the town centre this is considered be acceptable. Furthermore, it should be noted that the gym, which previosuly operated from the premises before it was demolished, opened during these hours. As such, it is considered that it would be unreasonable to further restrict its hours. Notably, should noise from the gym become a nuisance in the future this could be dealt with through Environmental Health related legislation in any case.

It is not considered that the proposed development would give rise to significant noise levels which would be of such detriment to residential amenity that refusal could be justified. No objections have been raised by officers in the Council's Environmental Protection Unit subject to suitable conditions.

#### Air Quality:

The site falls within an Air Quality Management Area. Nevertheless, it is not considered that the proposed development would lead to such an increase in traffic to the site that it would have any significant impact on local air quality. Notably, officers in the Council's Environmental Protection Unit have raised no objections in this regard subject to

conditions.

#### 7.19 Comments on Public Consultations

Points (i) to (iv) raise concerns over consultation. Part 6 of the report confirms a wide consultation was carried out. The level of consultation exceeds statutory guidelines. A 21 day consultation must be undertaken as soon as an application is registered and cannot be delayed for holiday periods. The plans can be viewed at the Civic Centre and discussed with a duty officer throughout the week. Appointments are encouraged to reduce waiting times and to ensure a member of staff is available to assist if required. Hard copies of the plans can be made available for viewing at the Civic Centre on request for major applications.

Point (v) suggests that some of the documents would not download. Officers have been unable to identify any problems with any of the online documents. Notably, this issue was only raised once.

Point (vi) raises concerns over the lack of consultation and community engagement prior to submission. Any pre-application consultation carried out by the applicant is voluntary and outside the Local Planning Authority's control.

Points (vii) to (x) suggest the application forms have been incorrectly filled in, omit information, use obscure terminology and have not been signed. Sufficient information was provided to enable validation of the application. Additional information, essential to the determination of the scheme, is sought throughout the application process. The Council has no control over the terminology used in the forms, which are used nationally. Signed Cabinet Member authorisation has been provided which is regarded to be equivalent to the signing of the application forms.

Point (xii) suggests the description should give specific mention to the proposed cafe. The description seeks to provide a clear and concise summary of the development proposals, not to list every detail of the application. The cafe is clearly shown on the plans and would be ancillary to the gym. Accordingly, the description is considered to be adequate.

Point (xiv) suggests that there are covenants on the land which restrict development. This is a legal matter rather than a material planning consideration.

Points (xv), (xviii), (xix), (xxi), (xxii), (xxiv), (xxv) and (xxxviii) raise concerns over parking, traffic and congestion. These have been addressed in the report.

Point (xvi) suggests that the need for refuse vehicles to reverse over a pedestrian crossing is dangerous. A condition requiring submission of a delivery and service plan would be attached to ensure that the risk to pedestrian safety is minimised. It is not considered that refusal could be justified on these grounds.

Point (xvii) suggests the Transport Assessment wrongly refers to the location of the nearest Underground and train stations. This is not sufficient reason to make the application invalid or to justify refusal. Officers are aware of the location of the nearest public transport links.

Point (xxvi) suggests that the parking provision fails to comply with Building Regulations. Separate Building Regulations approval will be needed should planning permission be granted.

Points (xxvii), (xxviii) and (xxix) raise concerns over impact on residential amenity and points (xxxix) and (xliii) raise concerns over the visual impact of the proposed development. These issues are addressed in the report.

Point (xxx) questions what supported housing is and who it's for and points (xxxi) to (xxxvi) and (lii) question the principle of the development. These issues are addressed in the report.

Point (xxxvii) suggests that residents have not been informed of a change of use application for the site. As the current application seeks the redevelopment of the site no separate change of use application is required.

Point (xl) suggests the proposal is an overdevelopment of the site. The development complies with London Plan density guidelines.

Point (xli) raises concerns over the opening of gates across a public footpath. Full details of boundary treatment would be required by way of condition should approval be granted. Refusal cannot be justified on these grounds.

Point (xlii) suggests access to the existing lower footpath would be blocked and that the provision of steps between the upper and lower footpaths would be pointless. The plans indicate that the footpath would remain open to the public. No steps are shown on the plans.

Point (xliv) suggests that the proposal fails to comply with disabled design requirements. This issue is addressed in the report.

Point (xlv) suggests insufficient amenity space would be provided and that the green roofs should not be counted towards this. The amenity space proposed complies with current guidelines. The green roofs are proposed to meet sustainability criteria and would not be used to provide amenity space.

Point (xlvi) states that the plans are of a poor architectural quality and poor quality materials will be used. The plans are of sufficient quality to determine the scheme. A condition would be attached, should approval be granted, requiring further details relating to materials.

Point (xlvii) raises concern over the impact of the development on boundary walls. An informative relating to the Party Wall Act would be attached should approval be granted.

Point (xlviii) raises concerns over the impact of the development on property values. This is not a material planning consideration.

Points (xlix) and (li) raises concerns over noise, disturbance and pollution during and after construction. Environmental health legislation must be complied with during construction. Conditions would be attached to minimise the impact of the development on residential amenity once occupied.

Point (I) raises concerns over the impact of the development on off-site trees. The Council's Trees/Landscape Officer has raised no objections in this regard.

Point (liii) raises concerns over subsidence. This is a Building Control and not a planning matter.

Point (liv) suggests that if approved compensation should be paid to nearby properties. This is not a material planning consideration and refusal cannot be justified on these grounds.

Point (Iv) raises concern over the increased pressure the development could have on local services. The proposed development would be likely to ease pressure on some local services. Relevant planning obligations would be sought, in accordance with the Council's Supplementary Planning Document, to help ease pressure, associated with the development, on other local services.

Point (Ivi) questions what 'associated accommodation' and 'ancillary development' means. The plans and supporting documents give full details of the proposals.

Point (Ivii) states that some of the documents incorrectly refer to the PCT (Primary Care Trust), which has now been replaced by the CCG. This is noted. Refusal cannot be justified on these grounds.

The comments raised by the Yiewsley and West Drayton Town Centre Action Group have been addressed in the report and above.

The comments raised in the second round of consultation all relate to highway issues which have been addressed in the report.

## 7.20 Planning obligations

Policy R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that the Local Planning Authority will, where appropriate, seek to supplement the provision of recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and educational facilities through planning obligations in conjunction with other development proposals.

In this instance planning obligations relating to construction training, employment, air quality and libraries are required in addition to highways works, energy and project management and monitoring.

Whilst the health centre and supported housing units are exempt, the proposed gym represents chargeable development under the Mayor's Community Infrastructure Levy. At this time the Community Infrastructure Levy is estimated to be £29,505.

### 7.21 Expediency of enforcement action

Not applicable.

## 7.22 Other Issues

Contamination:

No information has been submitted with regard to land contamination, which it is considered could be present. Accordingly, ground investigation information is required. Officer's in the Council's Environmental Protection Unit have advised that no objections are raised on grounds of contamination subject to conditions requiring investigation and details of remediation measures if required.

## 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.

### 10. CONCLUSION

No objections are raised to the principle of the development in this location.

The development complies with relevant guidelines relating to residential density, internal and external living space and it is considered that it would provide a satisfactory living environment for future occupiers.

The size, scale, height and design of all elements of the proposed development is considered to be acceptable and, furthermore, it would not result in such a detrimental impact on the amenity of the occupants of the nearest residential properties that refusal could be justified.

Sufficient parking facilities would be provided and it is not considered that the development would lead to such a significant increase in parking demand or trip generation that refusal could be justified.

The development is considered to comply with relevant national, London Plan and Local Plan policies and, accordingly, approval is recommended.

#### 11. Reference Documents

The Hillingdon Local Plan: Part 1- Strategic Policies (8th November 2012) Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)

London Plan 2011

National Planning Policy Framework (NPPF)

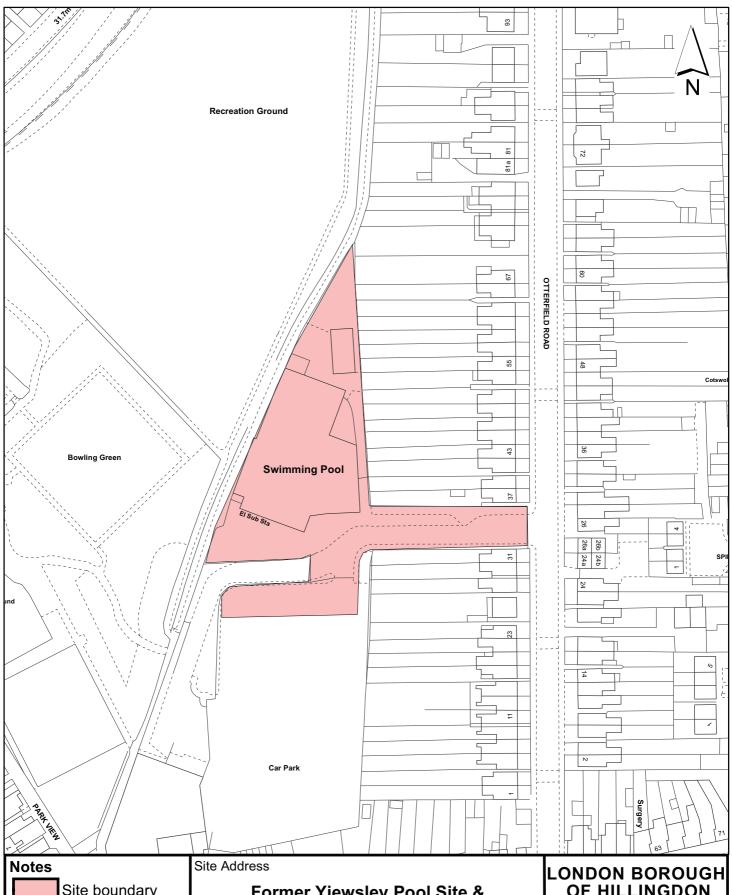
Council's Supplementary Planning Guidance - Community Safety by Design

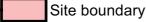
Council's Supplementary Planning Guidance - Land Contamination

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Council's Supplementary Planning Document - Air Quality Council's Supplementary Planning Document - Noise Council's Supplementary Planning Document - Planning Obligations Hillingdon Supplementary Planning Document: Accessible Hillingdon Council's Supplementary Planning Document: Residential Layouts

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## Former Yiewsley Pool Site & Part of Fairfield Car Park **Otterfield Road Yiewsley**

Planning Application Ref:

**Planning Committee** 

18344/APP/2013/3564

Major Application

Scale

1:1,250

Date

March 2014

## LONDON BOROUGH OF HILLINGDON **Residents Services**

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



# Agenda Item 15

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

Address PIELD HEATH HOUSE R C SCHOOL PIELD HEATH ROAD HILLINGDON

**Development:** Construction of cycle track

**LBH Ref Nos**: 5383/APP/2014/350

**Drawing Nos:** E/AO/2597/P/01 (Site Location Plan)

E/AO/2597/P02 Rev.A (General Arrangement) E/AO/2597/P/03 (Topographical Survey)

Design and Access Statement prepared by London Borough of Hillingdon

dated 30/01/14

Extended Phase 1 Habitat Survey prepared by SES dated January 2014 Transport Statement prepared by London Borough of Hillingdon dated

29/01/14

Report on the Impact on Trees prepared by John Cormar's Arboricultural

Company Ltd dated 30/01/14

Date Plans Received: 03/02/2014 Date(s) of Amendment(s): 03/02/2014

Date Application Valid: 03/02/2014

#### 1. SUMMARY

This application seeks full planning permission for the construction of a cycle track at Pield Heath House Roman Catholic (RC) School in Hillingdon.

The track would be used by school pupils with Special Educational Needs (SEN) to assist them in learning to ride a bike and learning to use specialised mobility equipment in a safe and secure environment. The track would also be used to teach those pupils skills to travel independently by various modes of transport, including walking. Pield Heath House RC School would make the facility available, through a controlled booking system, to other SEN and mainstream schools in the borough who wished to use it.

No objections are raised to the principle of the development in this location and it is not considered that the facility would have any significant detrimental impact on the openness of the Green Belt or on the character or appearance of the surrounding area.

The proposal is considered to comply with relevant London Plan and Local Plan policies and, accordingly, approval is recommended.

#### 2. RECOMMENDATION

## APPROVAL subject to the following:

## 1 SP01 Council Application Standard Paragraph

(This authority is given by the issuing of this notice under Regulation 3 of the Town and Country Planning General Regulations 1992 and shall enure only for the benefit of the land).

#### 2 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.

## 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 E/AO/2597/P/01, E/AO/2597/P02 Rev.A & E/AO/2597/P/03, 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 COM5 General compliance with supporting documentation

The development hereby permitted shall be carried out in accordance with the recommendations of the specified supporting plans and/or documents:

Extended Phase 1 Habitat Survey prepapted by SES dated January 2014

Transport Statement prepared by London Borough of Hillingdon dated 29/01/14

Report on the Impact on Trees prepared by John Cromar's Arboricultural Company Ltd dated 30/01/14

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

#### **REASON**

To ensure that the development complies with the objectives of policy EM7 of the Hillingdon Local Plan: Part One Strategic Policies, policies BE38, OE1, AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (July 2011).

## 5 COM9 Landscaping (car parking & refuse/cycle storage)

Within one month of the date of this consent a landscape scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

- 1. Details of Soft Landscaping
- 1.a Planting plans (at not less than a scale of 1:100),
- 1.b Written specification of planting and cultivation works to be undertaken,
- 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
- 2. Details of Hard Landscaping
- 2.a Refuse Storage
- 2.b Cycle Storage
- 2.c Means of enclosure/boundary treatments
- 2.d Hard Surfacing Materials
- 2.e External Lighting
- 2.f Other structures (such as play equipment and furniture)
- 3. Details of Landscape Maintenance
- 3.a Landscape Maintenance Schedule for a minimum period of 5 years.
- 3.b Proposals for the replacement of any tree, shrub, or area of surfing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

#### 4. Schedule for Implementation

#### 5. Other

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

5.b Proposed finishing levels or contours

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

#### **REASON**

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

## 6 NONSC Ecology

Prior to the commencement of development, a detailed plan showing the extent of potential reptile habitat should be submitted to the Local Planning Authority. The plan must also show an appropriate zone for the relocation of reptiles should this be necessary. On submission and written agreement of the plan, no works can take place within the potential reptile habitat area or the relocation zone. Works can only take place outside of these areas subject to a suitable method statement being submitted and approved to ensure construction works will not impact on reptiles.

No work can commence within the potential reptile habitat and relocation zone until a full reptile survey has been completed by a qualified professional, at the right time of year and in accordance with best practice. On completion of the survey, all reports and findings, together with a mitigation and enhancement strategy for the protection of reptiles and other flora and fauna, including bat and bird boxes and the location of log piles shall be submitted to and approved in writing by the Local Planning Authority. All works must proceed in accordance with the submitted material.

#### **REASON**

To ensure the development contributes to ecological enhancement in accordance with Policy EM7 of the Hillingdon Local Plan: Part One Strategic Policies and Policy 7.28 of the London Plan.

## **INFORMATIVES**

## 1 I52 Compulsory Informative (1)

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

## 2 I53 Compulsory Informative (2)

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

OL1 Green Belt - acceptable open land uses and restrictions on new

	development
OL2	Green Belt -landscaping improvements
OL5	Development proposals adjacent to the Green Belt
BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the
	area.
BE38	Retention of topographical and landscape features and provision of
	new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties
	and the local area
AM2	Development proposals - assessment of traffic generation, impact
	on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.

## 3 I1 Building to Approved Drawing

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

## The Construction (Design and Management) Regulations 1994

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

#### 5 Notification to Building Contractors

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

#### 6 Installation of Plant and Machinery

The Council's Commercial Premises Section and Building Control Services should be consulted regarding any of the following:-

The installation of a boiler with a rating of 55,000 - 1½ million Btu/hr and/or the construction of a chimney serving a furnace with a minimum rating of 1½ million Btu/hr; The siting of any external machinery (eg air conditioning);

The installation of additional plant/machinery or replacement of existing machinery. Contact:- Commercial Premises Section, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250190). Building Control Services, 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

#### 7 I15 Control of Environmental Nuisance from Construction Work

Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you

should ensure that the following are complied with:-

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

- B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.
- C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance' The Control of dust and emissions from construction and demolition.
- D. No bonfires that create dark smoke or nuisance to local residents.

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

## 8 I34 Building Regulations 'Access to and use of buildings'

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

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

- · The Building Regulations 2000 Approved Document Part M 'Access to and use of buildings', or with
- $\cdot$  BS 8300:2001 Design of buildings and their approaches to meet the needs of disabled people Code of practice. AMD 15617 2005, AMD 15982 2005.

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

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

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

- · The Disability Discrimination Act 1995. Available to download from www.opsi.gov.uk
- · Disability Rights Commission (DRC) Access statements. Achieving an inclusive environment by ensuring continuity throughout the planning, design and management of building and spaces, 2004. Available to download from www.drc-gb.org.

- · Code of practice. Rights of access. Goods, facilities, services and premises. Disability discrimination act 1995, 2002. ISBN 0 11702 860 6. Available to download from www.drc-gb.org.
- · Creating an inclusive environment, 2003 & 2004 What it means to you. A guide for service providers, 2003. Available to download from www.drc-gb.org.

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

9

Japanese Knotweed is listed under Schedule 9 of the Wildlife and Countryside Act 1981 (as amended) and designated as an invasive non-native species by the Environment Agency. It is a structurally damaging plant able to penetrate a range of hard man-made surfaces and structures. All Japanese Knotweed identified on site should be accurately plotted on plan and the contaminated areas sealed off. No site clearance or development should be undertaken until Japanese Knotweed remediation works have been completed, and disposed of, by a specialist licensed contractor, in accordance with Environment Agency guidelines.

10

To ensure that there is no adverse impact on the local highway network the school is encouraged to avoid bookings for the cycle track which would result in travel during peak school start and finish times.

#### 3. CONSIDERATIONS

### 3.1 Site and Locality

The application site comprises an approximately 0.9 hectare broadly rectangular shaped plot located to the rear of Pield Heath House Roman Catholic Primary School's main buildings and to the west of their existing playing fields. It currently comprises an area of scrubland.

The site is bounded to the north by allotment gardens; to the east by a garden area belonging to the school, beyond which is their playing fields; to the south by the school buildings; and to the west by a garden centre and privately owned open land.

Vehicular access to the site is via a shared access way, off Pield Heath Road, to the west of the school.

The entire application site and all adjoining land falls within the Green Belt as designated in the Hillingdon Local Plan. Pield Heath Road is designated as a Local Distributor Road. The school convent building fronting Pield Heath Road is locally listed.

### 3.2 Proposed Scheme

This application seeks full planning permission for the construction of a cycle track at Pield Heath House RC School.

The proposed facility would be used by the school to teach its pupils, all of whom it is understood have Special Educational Needs (SEN), how to ride a bike and road safety

issues related to use of different modes of transport, including walking. The track would be made available to other SEN and mainstream schools during the school day through a controlled booking system and it is understood that in the long-term it would also be made available to other groups at weekends.

The cycle track would include kerbs, road markings and areas of tactile paving to assist in the teaching of road safety and structures, including a bus stop, signage and benches, would also be provided.

Shallow swales would be provided within the site to catch surface water.

#### 3.3 **Relevant Planning History**

## **Comment on Relevant Planning History**

The site has an extensive planning history associated with its use as a school and convent but there is none directly relevant to this proposal.

#### 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

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

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

#### Part 1 Policies:

PT1.BE1	(2012) Built Environment
PT1.CI1	(2012) Community Infrastructure Provision
PT1.CI2	(2012) Leisure and Recreation
PT1.EM2	(2012) Green Belt, Metropolitan Open Land and Green Chains
PT1.EM5	(2012) Sport and Leisure
PT1.EM7	(2012) Biodiversity and Geological Conservation

Part 2 Policies:		
OL1	Green Belt - acceptable open land uses and restrictions on new development	
OL2	Green Belt -landscaping improvements	
OL5	Development proposals adjacent to the Green Belt	
BE13	New development must harmonise with the existing street scene.	
BE19	New development must improve or complement the character of the area.	
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.	
OE1	Protection of the character and amenities of surrounding properties and the local area	
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity	

## AM7 Consideration of traffic generated by proposed developments.

### 5. Advertisement and Site Notice

5.1 Advertisement Expiry Date: 27th February 2014

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

### 6. Consultations

#### **External Consultees**

Consultation letters were sent to eight local owner/occupiers and the St.Laurence (Cowley) Residents' Association. Site notices were also posted. To date, no responses have been received.

#### **Internal Consultees**

#### CONSERVATION/URBAN DESIGN OFFICER

The works are to the rear of the Locally Listed Convent building and are not considered to have any impact on setting of this building, or any other nearby historic assets.

## FLOOD WATER MANAGEMENT SPECIALIST

No objections.

The proposed site plan contains details of the proposed drainage to control surface water on the site. This is a sustainable drainage proposal with water draining straight off the cycle track and directly into a slightly dished area, where it will be held.

### **ENVIRONMENTAL PROTECTION UNIT**

No objection.

#### HIGHWAY ENGINEER

It is noted that the above proposals will also be used for road safety and independent travel training, including learning how to use public transport. As this will require large buses to visit the site, their frequency should be confirmed.

In addition, it is noted that the track will be made available for use by other schools and groups, such as Cubs and Brownie's. Therefore, confirmation is needed that outside schools and clubs will arrive by coach or by mini bus.

Finally, the maximum number of users (cycling and travel training) at the track at any one time should be confirmed.

### TREES/LANDSCAPING OFFICER

The site is occupied by tall ruderal and semi-improved grassland to the rear of the primary school, to the north of Pield Heath Road. Situated on the west side of the school grounds, the land is currently unused by the school and as such is unmaintained.

The plot of land lies to the north of a service yard / car park which is accessible via a side road which is shared with the adjacent Pield Heath (horticultural) Nursery. There is a mixed native hedge (off-site) which lines the boundary fence. On the east side of the plot the land rises slightly and there is a line of Lime trees which creates a strong landscape feature on a north-south axis. To the north of this plot there are allotments beyond which is the campus of Brunel University.

While the Limes create a significant landscape feature within the site, they are not protected by TPO or Conservation Area designation. The school and surrounding area lie within designated Green Belt.

This application has been subject to pre-application discussions, regarding trees and the landscape.

### Proposal:

The proposal is to construct a cycle track.

#### Landscape Considerations:

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

Saved policies OL1-OL5 seek to protect the visual amenity of the Green Belt, expect comprehensive landscape improvements and prevent conspicuous development which might harm the visual amenity of the Green Belt by reason of siting, materials or design.

- · The application is supported by a Tree Report, to BS5837:2012, by John Cromar. The report assesses the condition and value of 22No. individual trees, on the east boundary and centre of the site, and the mixed hedge on the west boundary.
- · There are no grade 'A' (good), or 'B' (moderate) trees on the site. All are graded 'C2' which acknowledges that, while the trees may not be the best specimens individually, they have collective value within the landscape.
- · The report concludes (clause 05.13) that the proposed construction will not adversely affect trees with any significant amenity value on site, subject to adherence to the tree protection recommendations, specified in section 6.0.
- $\cdot$  Additionally, the report recommends the re-pollarding of T1-T13 and T15 and T16 (Limes) and the removal of T14 (Lime) and T18-T22 (Willows) in the interests of health and safety. While this work is not essential to facilitate the development, the specified work will improve the health and vitality of the trees and is recommended to limit the risk posed by the anticipated increase in human activity close to the trees.
- $\cdot$  The design team and school have been alerted to the presence of two outbreaks of Japanese Knotweed on the site. The Tree Report notes (clause 05.06) that no stump grinding should be carried, in order to minimise the possible spread of the Knotweed.
- $\cdot$  An Extended Phase 1 Habitat Survey, by SES summarises its conclusions in section 6.0. At 6.2 it notes the need for a specialist contractor to prepare a management plan to remove the Japanese Knotweed.
- The Design & Access Statement describes the landscape objectives in section 6.0 and notes the intention to retain much of the existing vegetation as part of the scheme. Swales are proposed within the centre of the grassland to assist with surface water attenuation and natural drainage.
- · This proposal is not considered to have any adverse impact on trees or other landscape features of merit.
- · If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and appearance of the area.

#### Recommendations:

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

#### SUSTAINABILITY OFFICER

The ecology reports revealed that the site could support reptiles, including protected species. As a consequence a full reptile survey should support a decision. However, given the timings of the decision and the associated funding, it is not possible to undertake surveys to support a decision. Surveys can be conditioned in exceptional circumstances which given the funding implications, this

is considered to be. Given the amount of retained vegetation and suitable surrounding habitat, the loss of reptile habitat on the site is unlikely to result in negative impacts to the species. However, a clear mitigation and enhancement plan is required as well as a full survey.

The following condition is recommended:

#### Condition

Prior to the commencement of development, a detailed plan showing the extent of potential reptile habitat should be submitted to the Local Planning Authority. The plan must also show an appropriate zone for the relocation of reptiles should this be necessary. On submission and written agreement of the plan, no works can take place within the potential reptile habitat area or the relocation zone. Works can only take place outside of these areas subject to a suitable method statement being submitted and approved to ensure construction works will not impact on reptiles.

No work can commence within the potential reptile habitat and relocation zone until a full reptile survey has been completed by a qualified professional, at the right time of year and in accordance with best practice. On completion of the survey, all reports and findings, together with a mitigation and enhancement strategy for the protection of reptiles and other flora and fauna, including bat and bird boxes and the location of log piles shall be submitted to and approved in writing by the Local Planning Authority. All works must proceed in accordance with the submitted material.

#### Reason

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

#### 7. MAIN PLANNING ISSUES

#### 7.01 The principle of the development

The site falls within the Green Belt as designated in the Hillingdon Local Plan. Policy OL1 of the Local Plan Part 2 states that:

"Within the Green Belt, as defined on the proposals map, the following predominantly open land uses will be acceptable:

- (i) Agriculture, horticulture, forestry and nature conservation;
- (ii) Open air recreational facilities;
- (iii) cemeteries

The Local Planning Authority will not grant planning permission for new buildings or for changes of use of existing land and buildings, other than for purposes essential for and associated with the uses specified at (i), (ii) and (iii) above. The number and scale of buildings permitted will be kept to a minimum in order to protect the visual amenities of the Green Belt."

London Plan policy 7.16 confirms that the strongest protection should be given to London's Green Belt in accordance with national guidance. Paragraph 89 of the National Planning Policy Framework (NPPF) confirms that "the provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries" can be regarded as appropriate development in the Green Belt "as long as it preserves the openness of the Green Belt."

Whilst the educational value of the cycle track appears to be the key driver for its delivery, it would nevertheless encourage people to be active and healthy through encouraging cycling and would, arguably, be as much a benefit to sport and recreation as it would for education. It is therefore considered to be an acceptable Green Belt use. Furthermore, it would not impact on the openness of the Green Belt in this location and would enhance the visual amenities of this currently unmanaged part of the school's grounds.

The site has no other designations. The proposals are considered to comply with relevant local, regional and national planning policy relating to development within the Green Belt. Accordingly, no objections are raised to the principle of the development subject to the proposal meeting site specific criteria.

# 7.02 Density of the proposed development

Not applicable to this type of development.

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

The site does not fall within an Archaeological Priority Area and there are no Conservation Areas or Areas of Special Local Character within the vicinity.

One of the existing school buildings, fronting Pield Heath Road, is locally listed. However, the proposal would have no impact on its setting due to screening provided by other buildings on site. Notably, the Council's Conservation/Urban Design Officer has confirmed that no objections are raised in this respect.

#### 7.04 Airport safeguarding

Not applicable. There is no requirement to consult the aerodrome safeguarding authorities on this application.

#### 7.05 Impact on the green belt

The application site currently comprises an area of unkempt grassland and vegetation located to the rear of the school. It is not considered that the proposed cycle track would have any significant detrimental impact on the openness of the green belt in this location and better management of the area concerned and landscaping improvements would enhance the visual amenities of the school site and surrounding area.

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

Very limited views, if any, would be available from outside the application site. The impact of the development on the green belt is discussed above and considered to be acceptable. Accordingly, it is not considered that the proposal would have any significant detrimental impact on the visual amenities of the school site or surrounding area.

#### 7.08 Impact on neighbours

The nearest residential properties are located over 130m away to the south, on the opposite side of Pield Heath Road and, as such, given this distance, it is not considered that the proposed development would have any detrimental impact on residential amenity.

It is not considered that the proposal would have any significant detrimental impact on the adjoining commercial premises.

### 7.09 Living conditions for future occupiers

Not applicable to this type of application.

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

A Transport Statement has been submitted in support of the application. This confirms that the majority of school's existing 67 pupils travel to school by bus or car share and it is noted that some have term time accommodation on site. The school employs 63 full time and four part time staff and, whilst the majority of staff travel by car, a not insignificant number travel by more sustainable modes of transport. The school has 50 staff parking spaces, 10 visitor parking spaces and 5 disability standard spaces and, as such, has ample existing parking on site.

The primary use of the facility would be by Pield Heath House RC School pupils and there would therefore be no increase in vehicular trips to/from the site associated with this use. However, it is understood that the facility would also be made available to six other SEN schools in the borough, and in the longer term potentially to other schools. There is also

an aspiration to make it available to other groups, such as cubs and brownies, at weekends.

The Transport Statement confirms that Pield Heath House School would take on the responsibility of booking the cycle track out for use by other schools and that bookings and use of the cycle track by other schools would be during school time only, in the first instance. Groups of children would be bussed to the site to use the facilities.

There is space within the school's existing grounds or in the car park close to the proposed cycle track (although it is acknowledged that this is in private ownership) for a minibus to load and unload pupils and for the minibus to park whilst pupils are using the facility. A turning head is provided on the school's site to enable a bus to pull up the the gates and turn around.

There would be a store of bikes at the school for use so bikes would not require transportation to the site with pupils. The store of bikes would include some adults bikes if required by adults accompanying pupils.

The school has advised that if the facility was made available for use by groups at weekends, a booking system would be put in place and managed by them. Notably, the school has won awards for its work towards promoting sustainable travel and would be encouraging any people using the facility to use such modes of transport.

The school's car park would be made available for any groups using the facility at weekends and weekend use would only be allowed if use during a school weekday was not possible.

Notably the Council's Highway Engineer has questioned the number of pupils likely to be using the facility at any one time, the frequency in which the facility would be used and how pupils from other schools would travel to the site.

The Transport Statement confirms that pupils would be bussed from other schools. The applicant has been unable to confirm precise details relating to likely pupil numbers and frequency of use as, at this stage, they are unclear as to how popular the facility will be with other organisations. However, it is considered unlikely that the track would be used by more than one group at any one time or that class sizes would be relatively small.

Given the relatively low pupil numbers at the school (67) and that most travel to school by bus or car share, in addition to the fact that some board at the school during term time, congestion associated with school start and finish times is likely to be relatively low. Most staff tend to arrive and depart outside key pupil arrival and departure times and, as such, will have limited impact on congestion at peak school start and finish times. Nevertheless, it is recommended that an informative is attached to encourage use of the site by outside organisations outside peak school drop-off and pick-up times to ensure there is no adverse impact on the local highway network.

The Transport Statement also confirms that a bus would be parked within the school site, along the access way to the cycle track, on occasion, to be used as a realistic learning aid for pupils when learning how to cross the road and travel independently. The plans show that a turning area is provided for the bus to enable it to depart the site in forward gear. There is ample space along the access road from Pield Heath Road for two HGVs to pass and so this should create no conflict of interest with the adjoining garden centre. Bus movements associated with this use are likely to be limited and, as such, no objections

are raised to this.

It is not considered that the proposal would lead to a significant increase in traffic to/from the site during peak times which would have an adverse impact on the local highway network. There is sufficient capacity within the school's existing site to cater for buses and vehicles bringing children from other organisations for use by weekend users. Accordingly, it is not considered that any reasons for refusal could be justified on highway grounds.

# 7.11 Urban design, access and security

#### - Urban Design

The layout, size, siting and design of the proposed cycle track is considered to be acceptable in this location and would have no significant detrimental impact on the visual amenities of the school site or surrounding area.

#### - Security

Given the nature of the proposed development and the fact that the existing premises will already be operating its own security measures a secure by design condition is not considered to be necessary in this case.

#### 7.12 Disabled access

The applicant's Design and Access Statement confirms that level access will be provided to the site. Given the nature of the facility there are not considered to be any other disabled access issues.

# 7.13 Provision of affordable & special needs housing

Not applicable.

# 7.14 Trees, landscaping and Ecology

#### -Trees/Landscaping

There are no protected trees on site. However, just off-site there is a mixed native hedge which lines the boundary fence and on the east side of the plot there is a line of Lime trees which creates a strong landscape feature.

The proposed construction will not adversely affect trees with any significant amenity value on site and much of the existing vegetation would be retained as part of the scheme. The proposal is not considered to have any adverse impact on trees or other landscape features of merit. Notably, the Council's Trees/Landscape Officer has raised no objections subject to a landscaping condition and an informative regarding the presence of Japanese Knotweed at the site.

#### Ecology

The applicant has submitted an Extended Phase 1 Habitat Survey in support of the application. The survey concludes that the habitats on site have the potential to be of value to reptiles, which are a protected species. Accordingly, it recommends that further investigations are undertaken to determine the presence or absence of such species.

The survey also notes the presence of Japanese Knotweed at the site and advises that this should be eradicated. Furthermore, it recommends that site clearance is undertaken outside of the bird nesting season and that lighting on site is kept to a minimum so as to minimise disturbance to any species, including bats, which may be present in surrounding tree lines or hedgerows.

The Council's Sustainability Officer has raised no objections subject to a condition requiring that further surveys are undertaken in accordance with the recommendations in

the submitted Habitat Survey.

#### 7.15 Sustainable waste management

It is not considered that the proposed facility would give rise to any significant increase in waste and, as such, it is assumed that the school's existing facilities will be used.

### 7.16 Renewable energy / Sustainability

Not applicable to this type of development.

# 7.17 Flooding or Drainage Issues

The site does not fall within a flood zone. Swales are proposed within the centre of the grassland to assist with surface water attenuation and natural drainage. The Council's Flood Water Management Specialist has raised no objections to this approach.

#### 7.18 Noise or Air Quality Issues

It is not considered that the proposed development would give rise to any significant increase in noise or pollution, over and above the existing use of the site as a school. Notably, no objections have been raised on these grounds by officers in the Council's Environmental Protection Unit.

#### 7.19 Comments on Public Consultations

None received at the time of writing this report.

#### 7.20 Planning obligations

Not applicable to this type of development.

#### 7.21 Expediency of enforcement action

None.

#### 7.22 Other Issues

None.

# 8. Observations of the Borough Solicitor

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

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

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

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

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other

opinion, national or social origin, association with a national minority, property, birth or other status'.

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

Not applicable.

#### 10. CONCLUSION

No objections are raised to the principle of the development in this location and it is not considered that the proposal would have any detrimental impact on the openness of the Green Belt or on the visual amenities of the school site or surrounding area. Furthermore, the development would have no detrimental impact on residential amenity and it is not considered that it would give rise to such a significant increase in traffic to/from the site that refusal could be justified.

The proposal is considered to comply with relevant national, London Plan and Local Plan policies and, accordingly, approval is recommended.

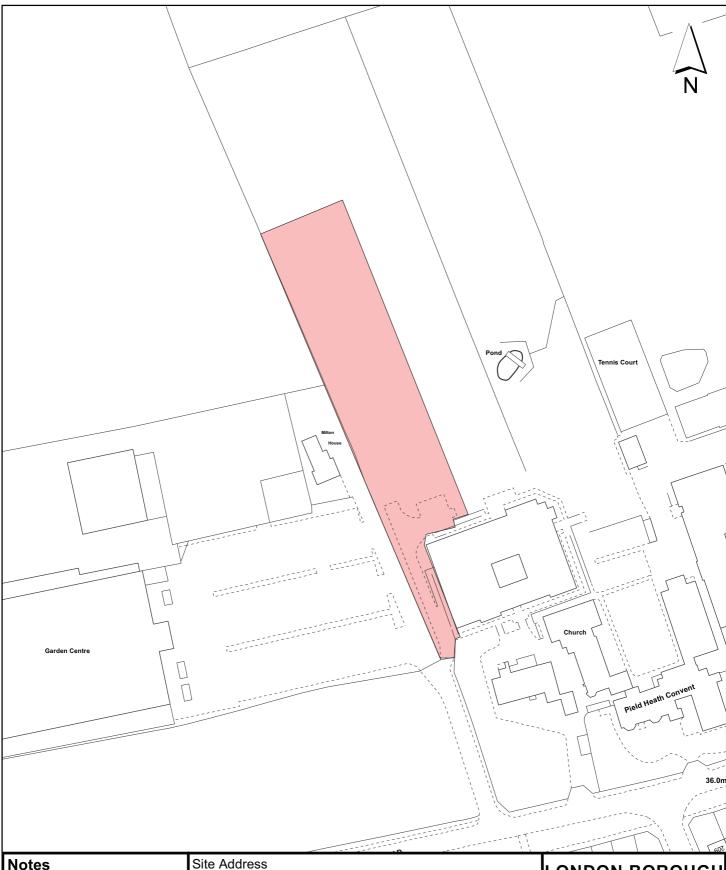
#### 11. Reference Documents

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

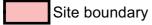
London Plan (July 2011)

National Planning Policy Framework

Contact Officer: Johanna Hart Telephone No: 01895 250230



#### **Notes**



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# Pield Heath House R C School **Pield Heath Road** Hillingdon

Planning Application Ref:

5383/APP/2014/350

Scale

1:1,250

**Planning Committee** 

Major Application

Date March 2014

# LONDON BOROUGH OF HILLINGDON **Residents Services**

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



# Plans for Major Applications Planning Committee 06 Marth 2014





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

Address LAND EAST OF THE FORMER EMI SITE BLYTH ROAD HAYES

**Development:** Demolition of warehouse extension to Apollo House and erection of a part 4,

part 5, part 6 and part 7 storey building comprising 132 residential units, cafe (Class A3), community room (Class D2), 5 x workshop units (Class B1, B8 or

A2 uses), and associated car parking and landscaping.

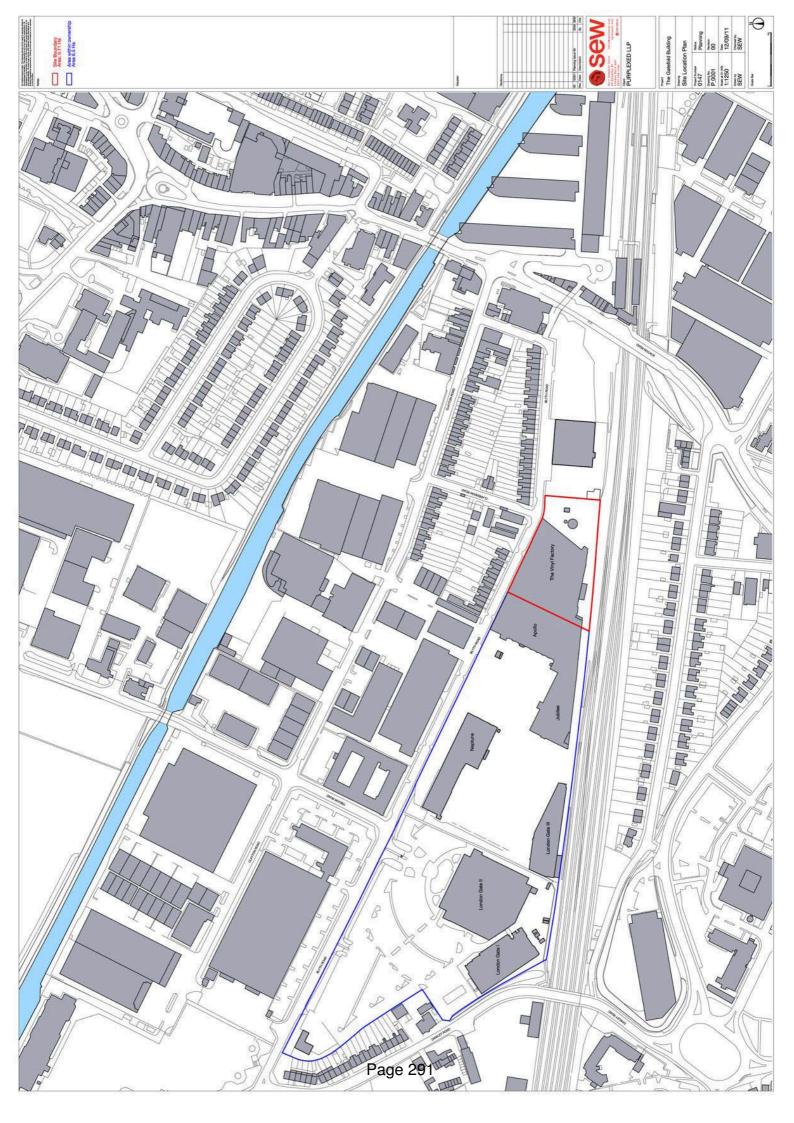
**LBH Ref Nos:** 51588/APP/2011/2253

Date Application Valid: 20/09/2011

Date Plans Received: 13/09/2011 Date(s) of Amendment(s): 23/11/2011

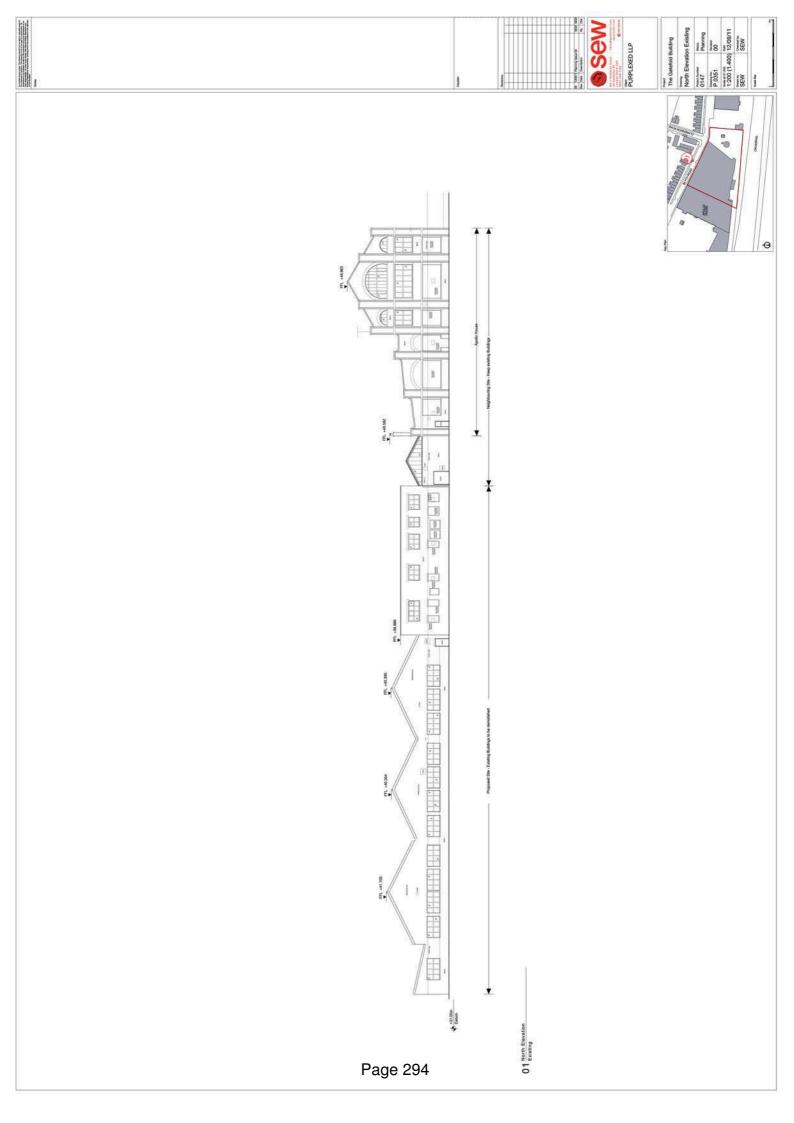
28/11/2011

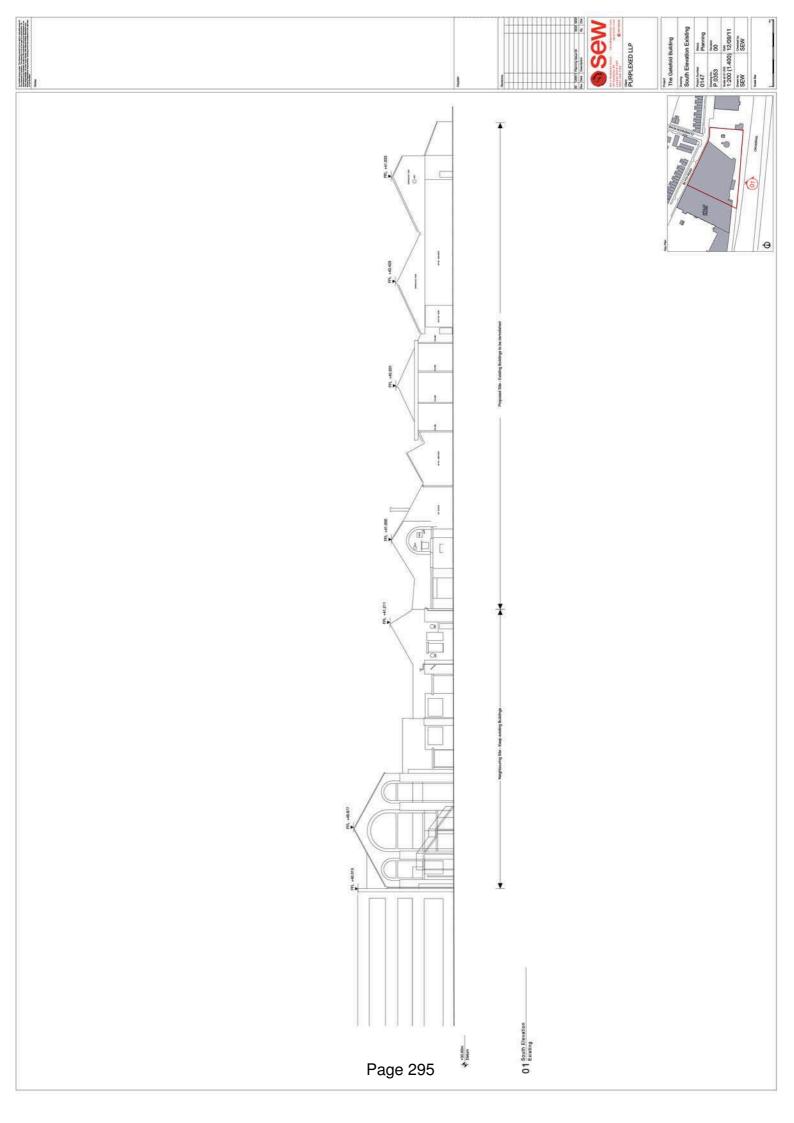
09/11/2011 20/09/2011 07/02/2012

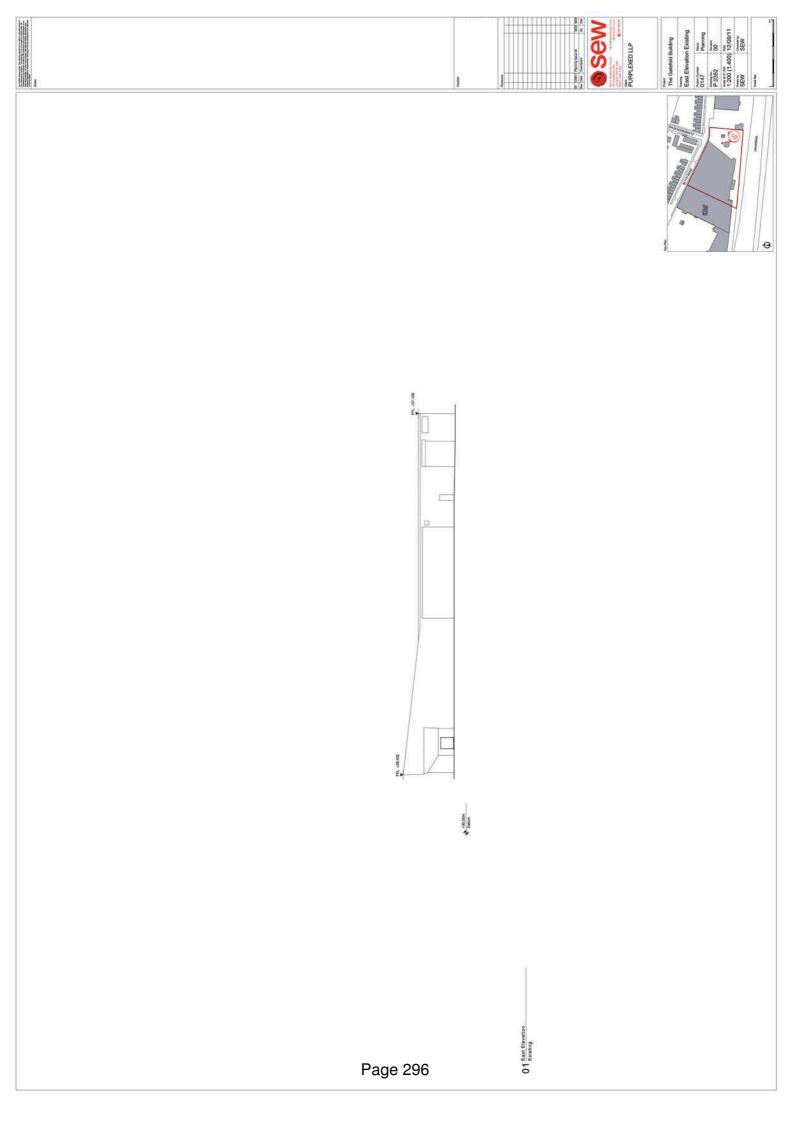


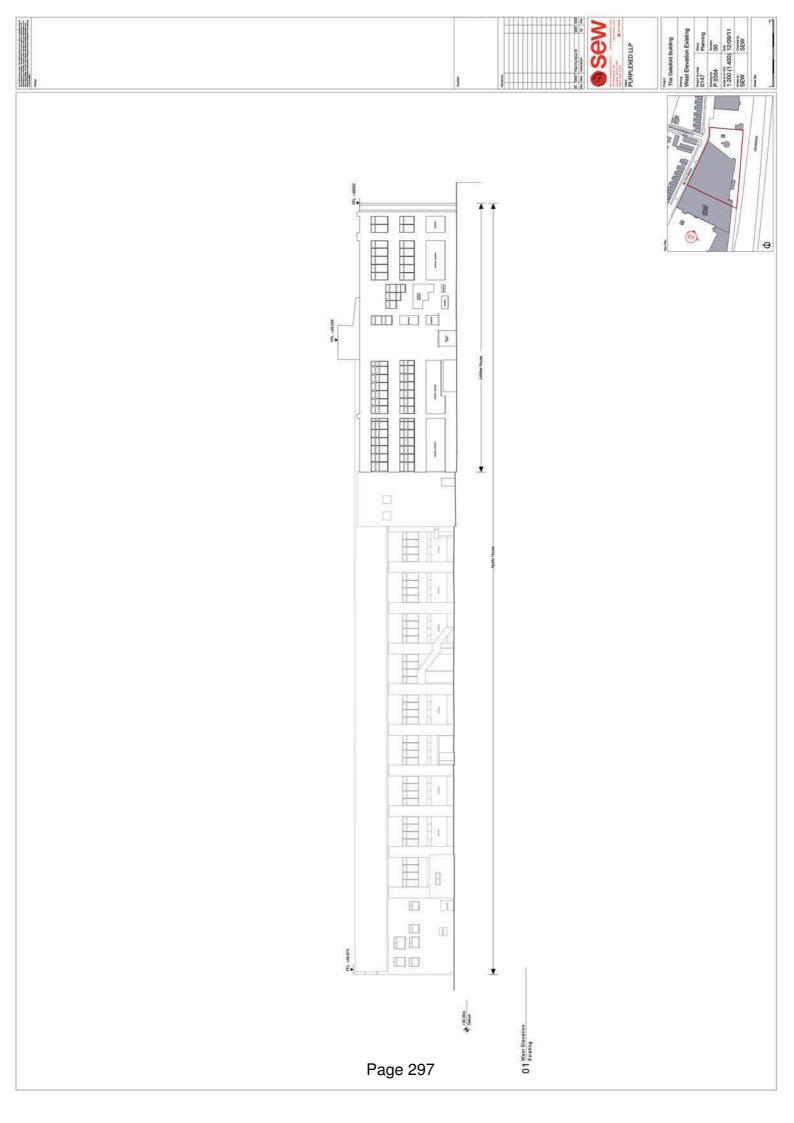


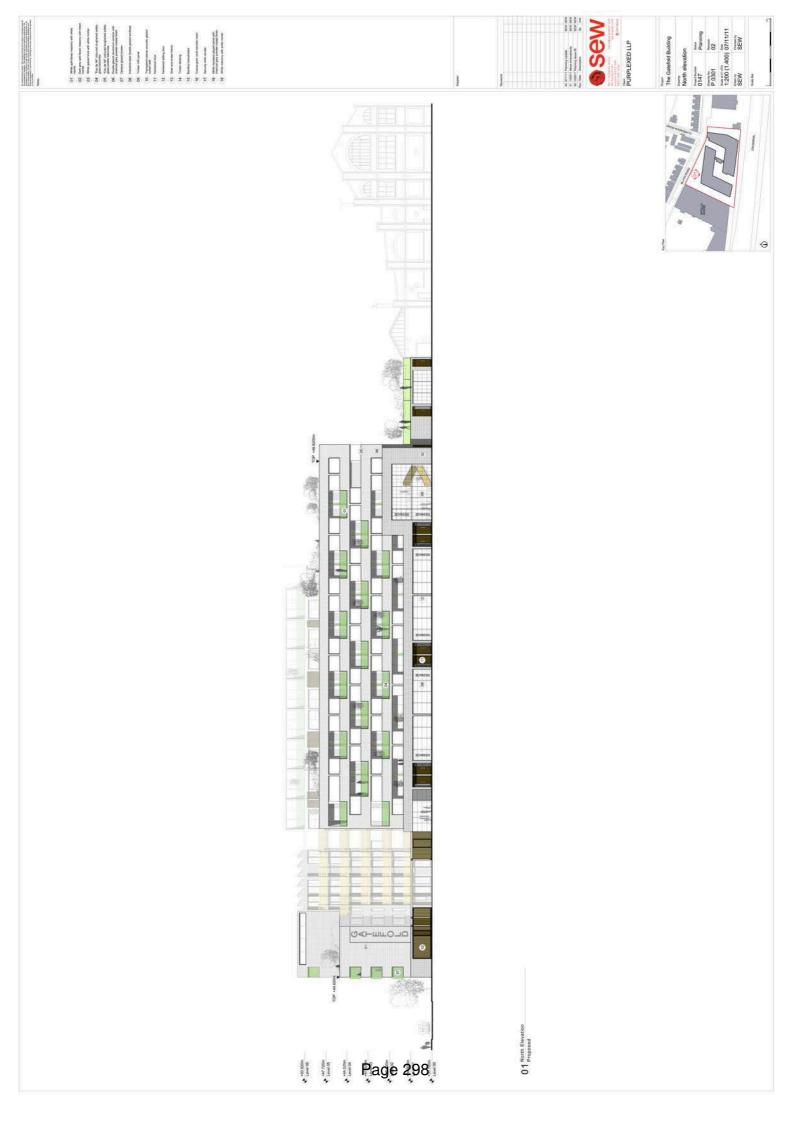




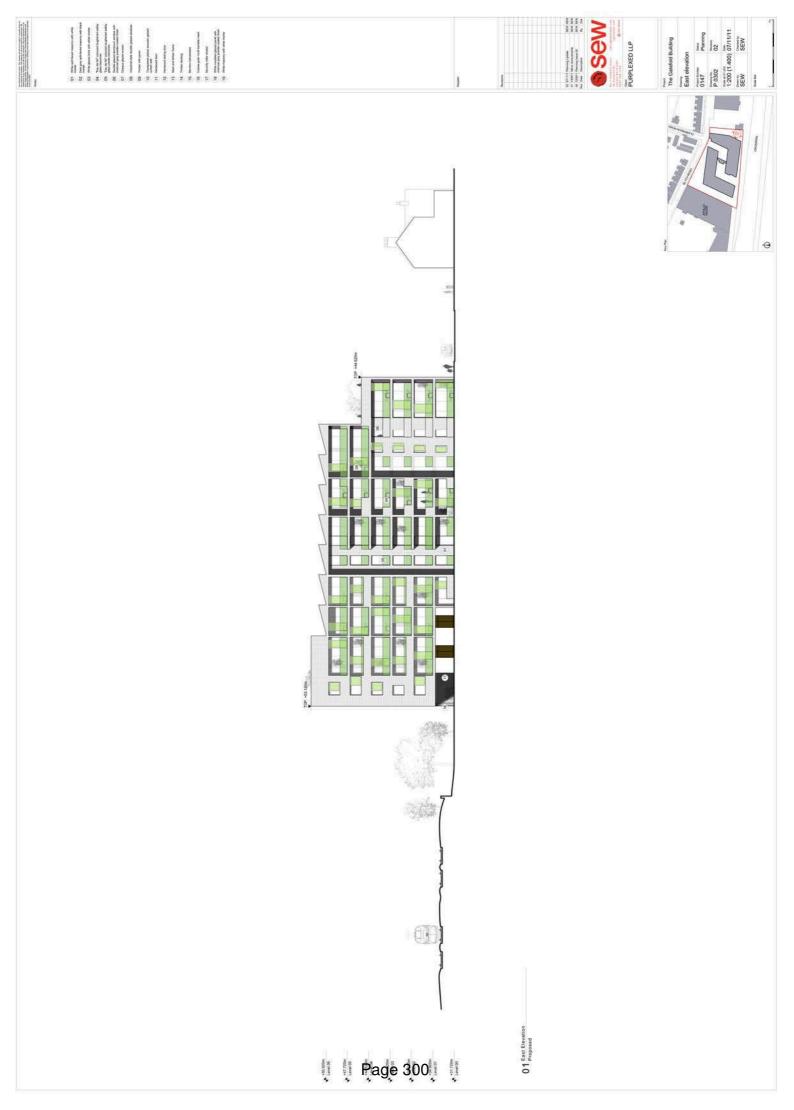


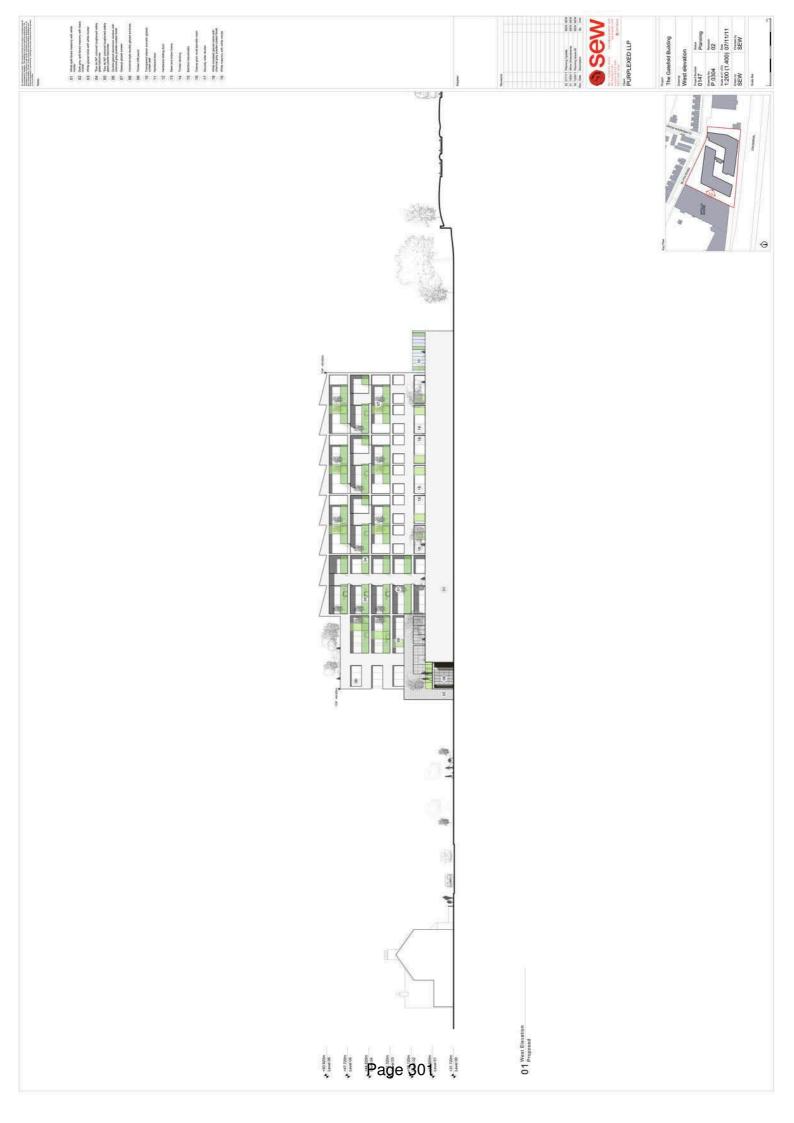


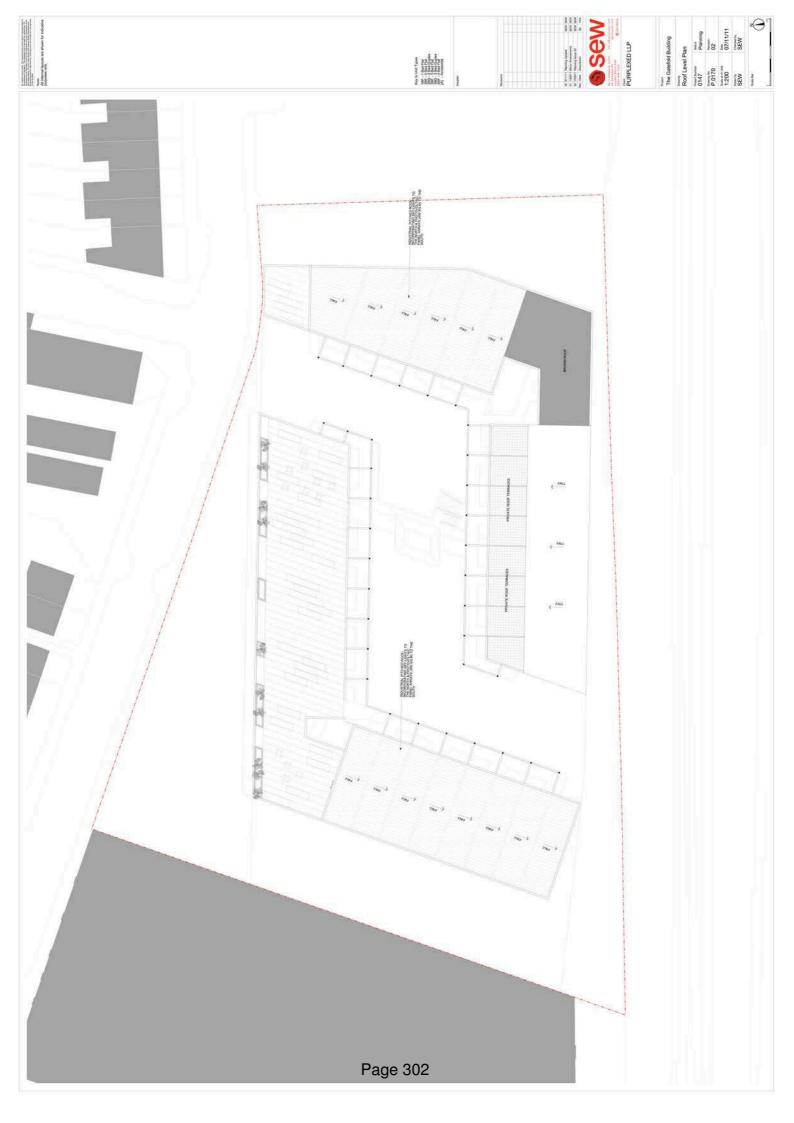


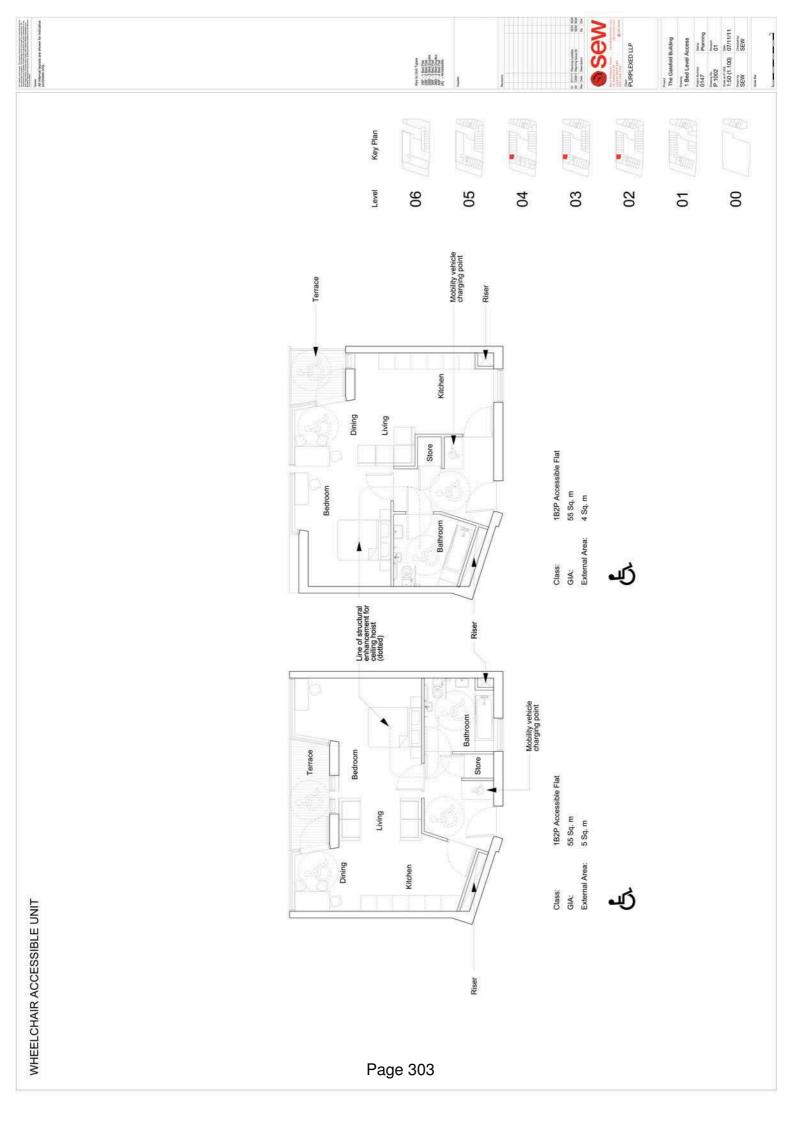


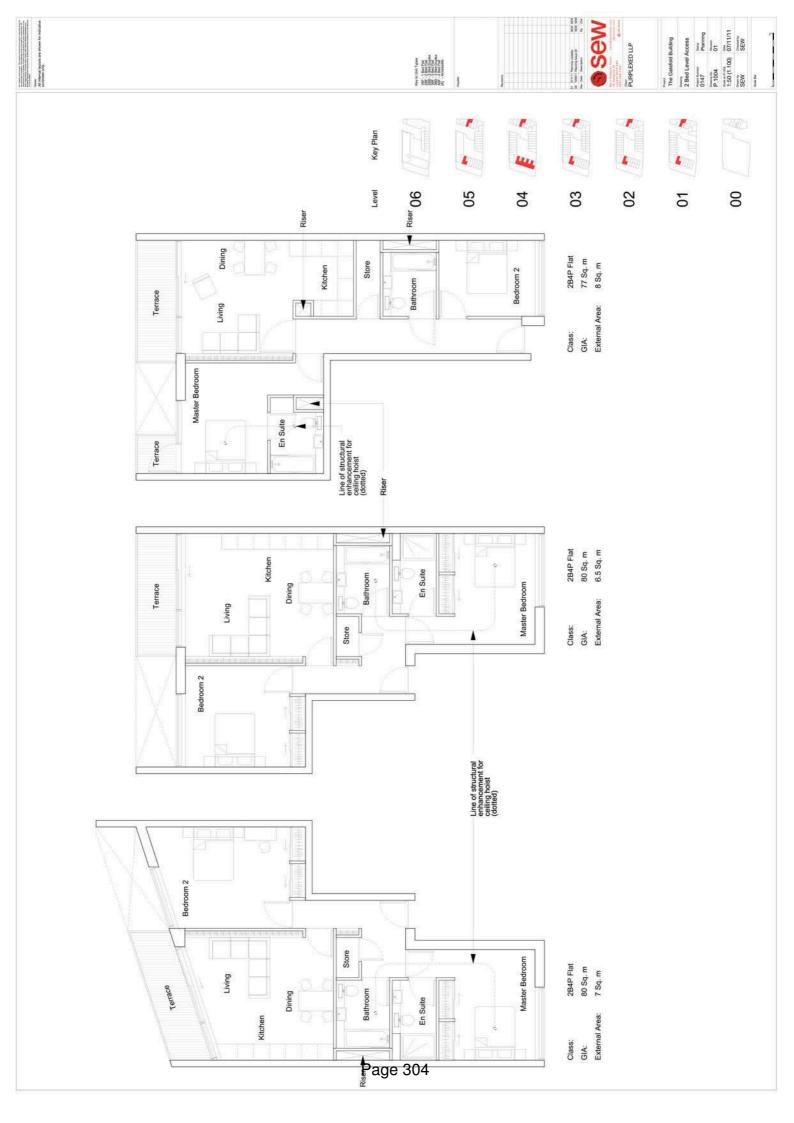


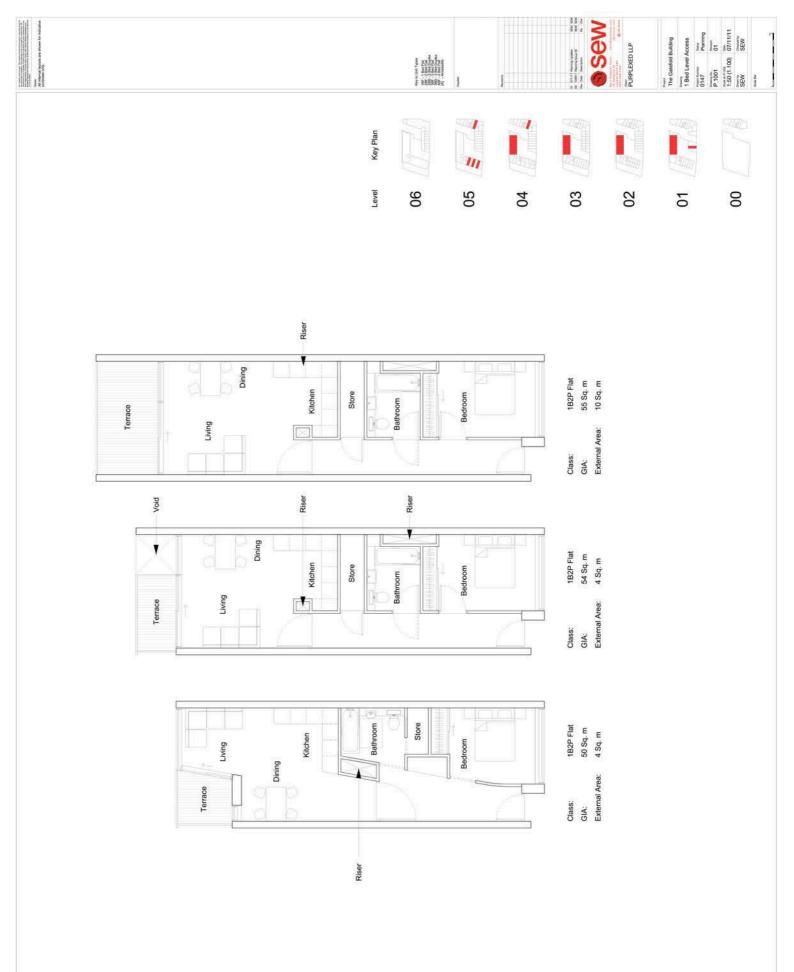


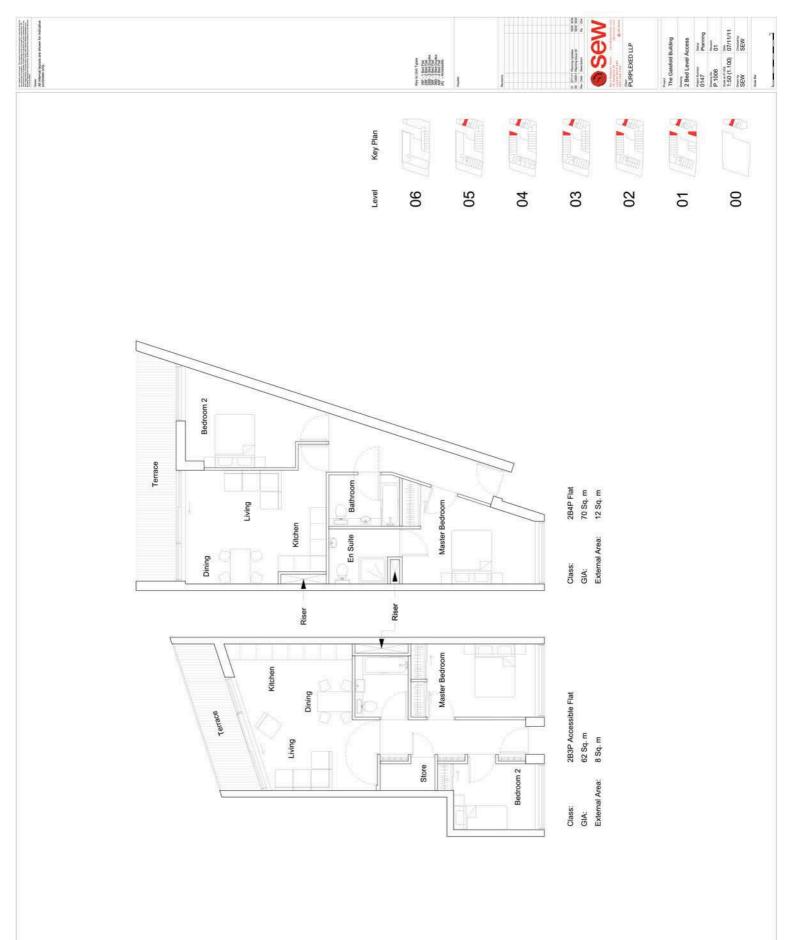


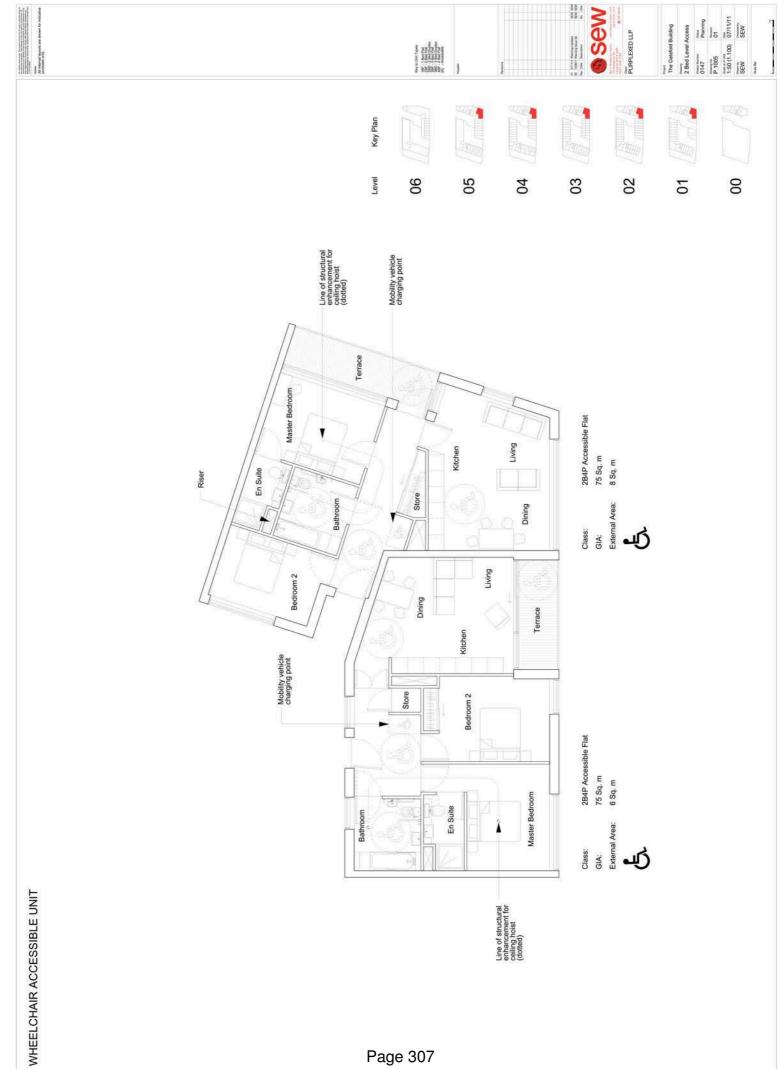




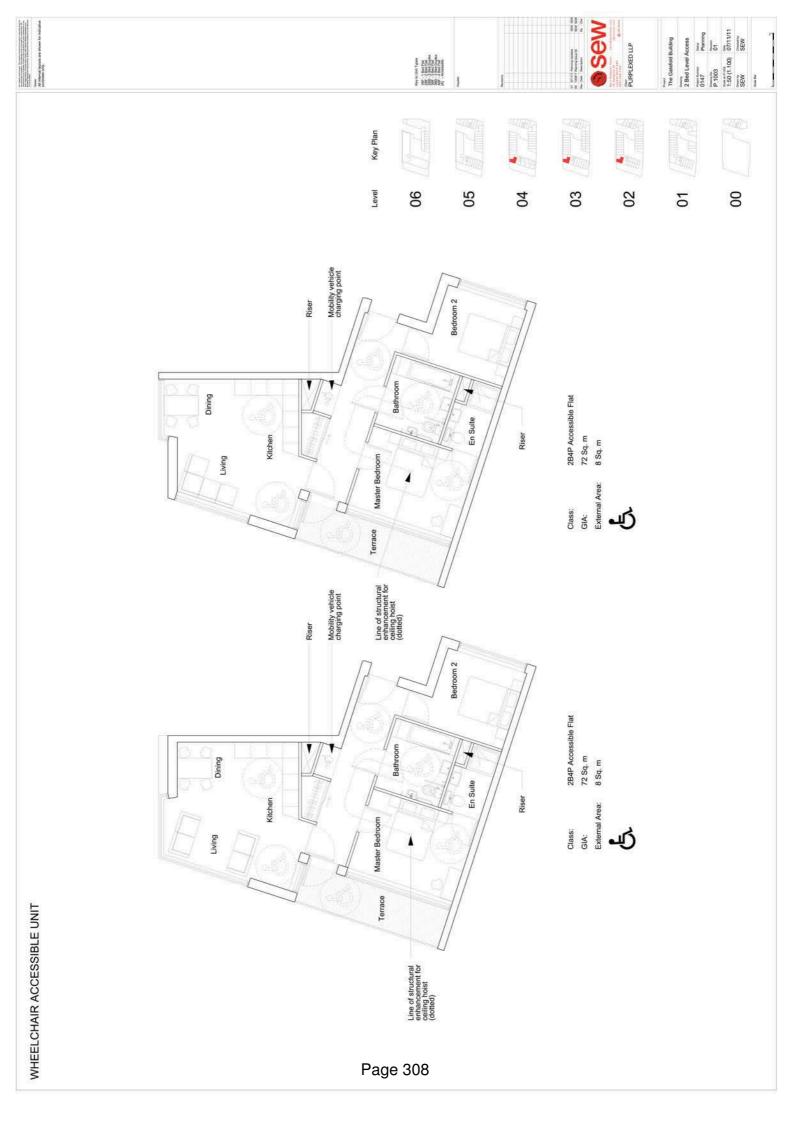


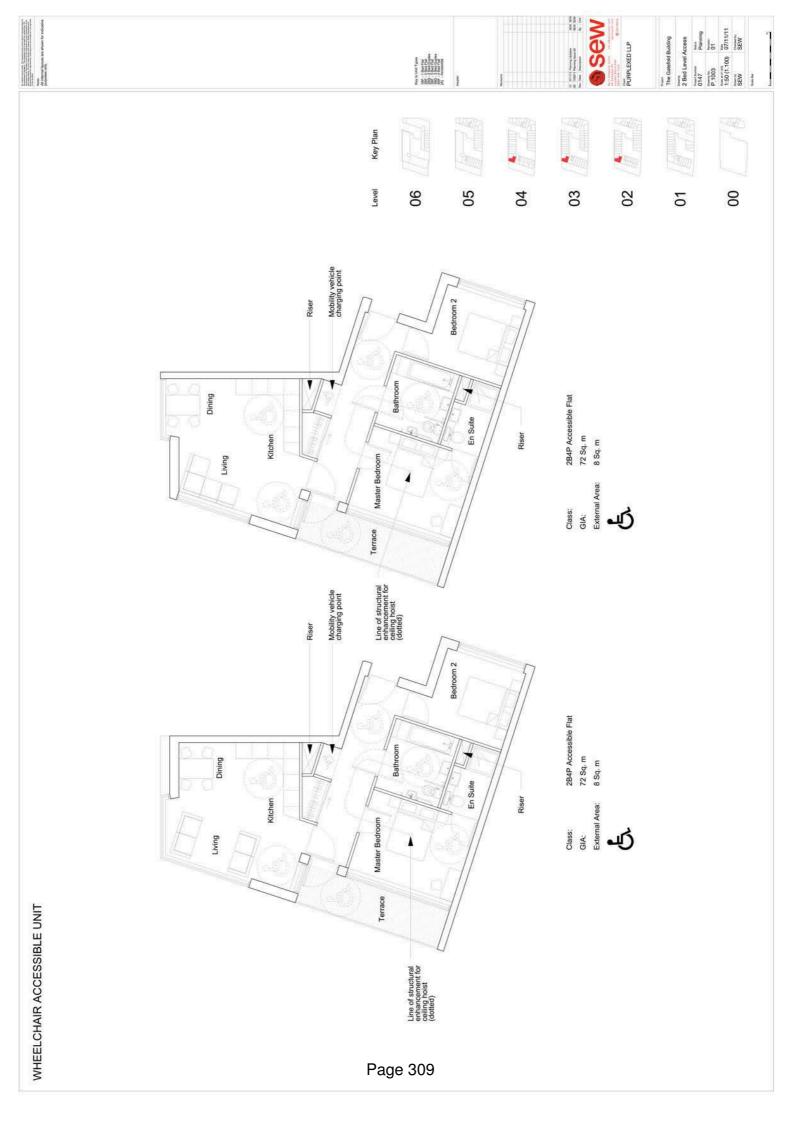




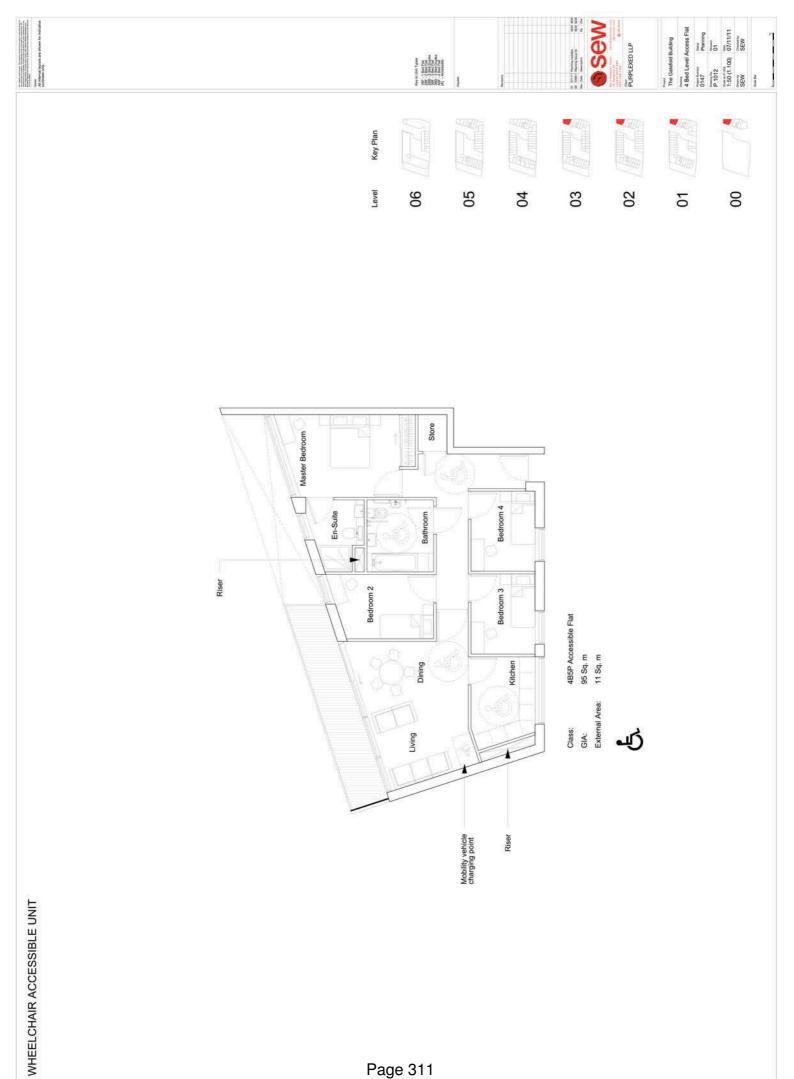


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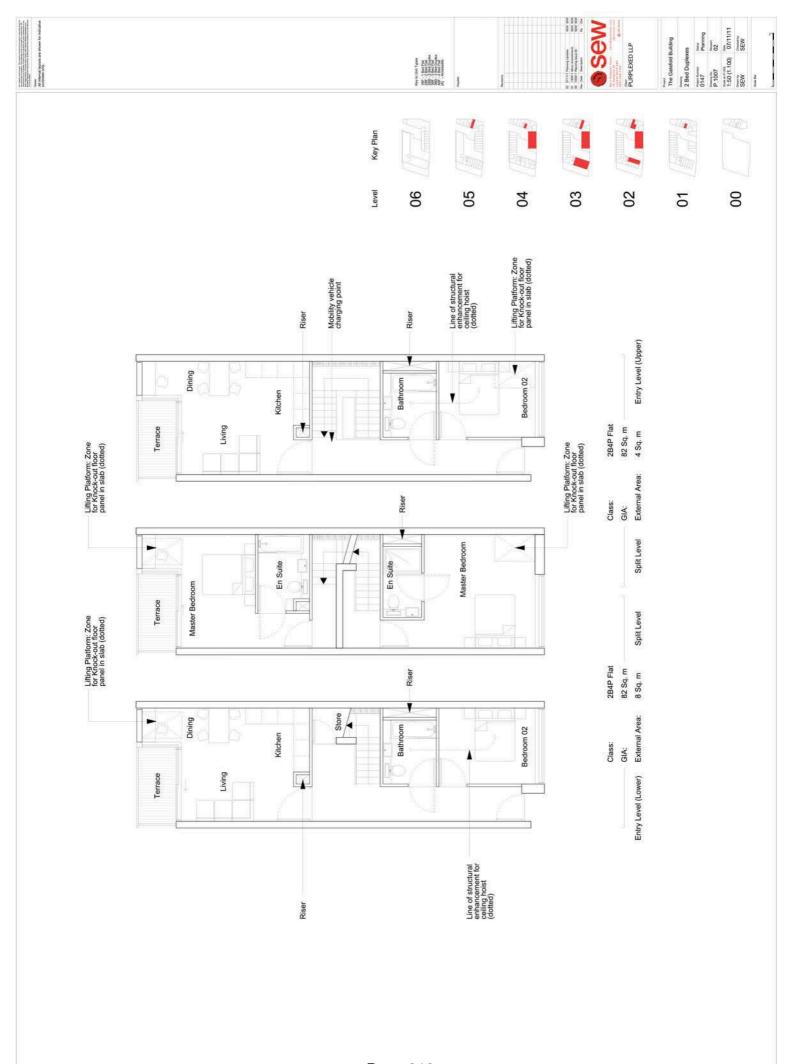




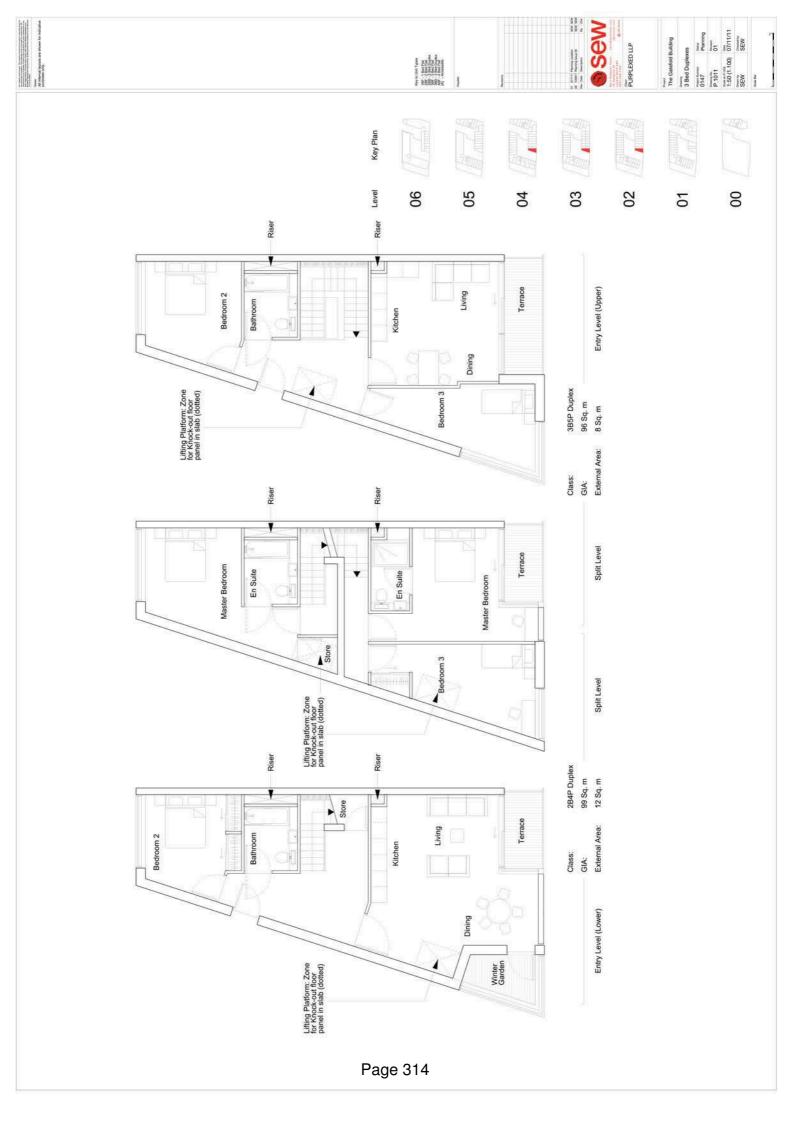


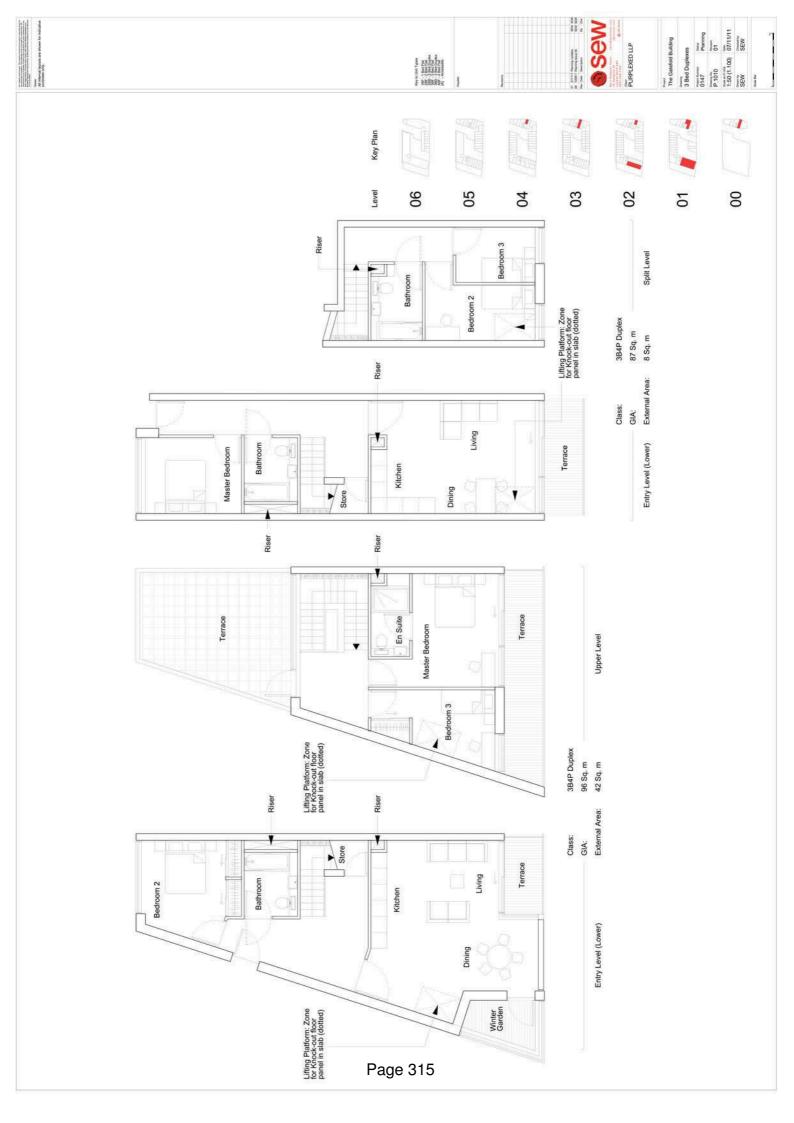


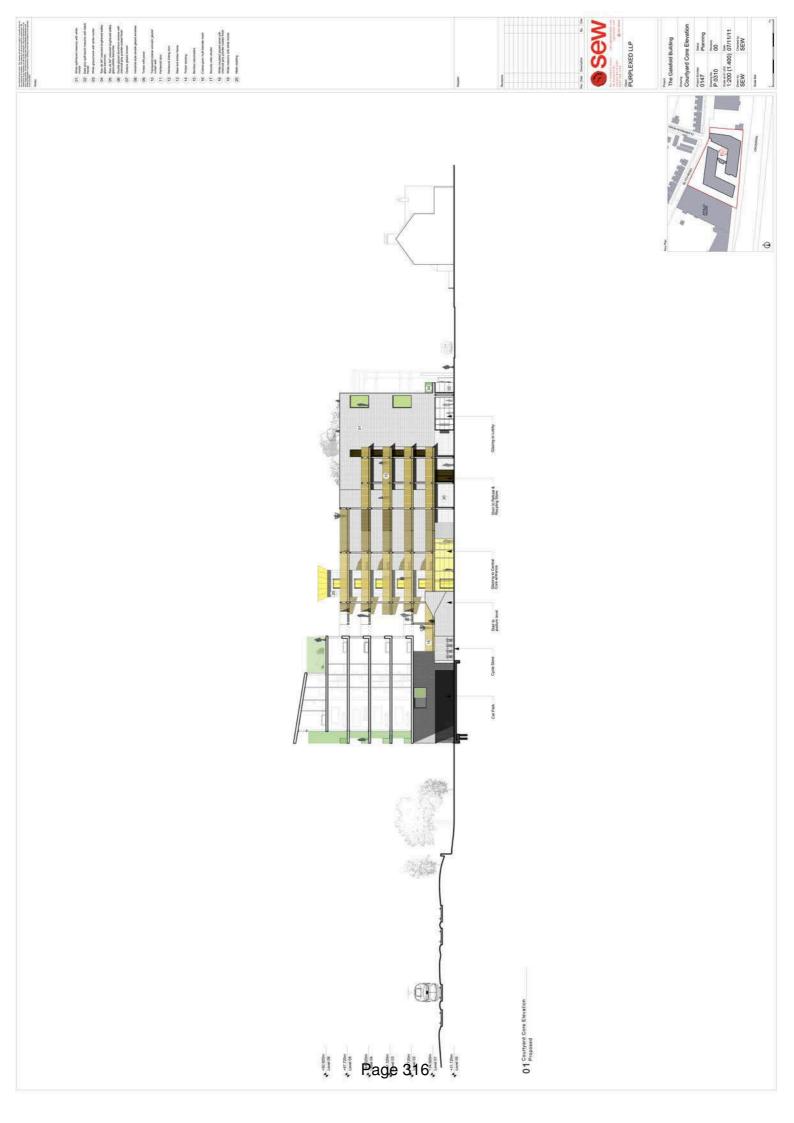
Page 312



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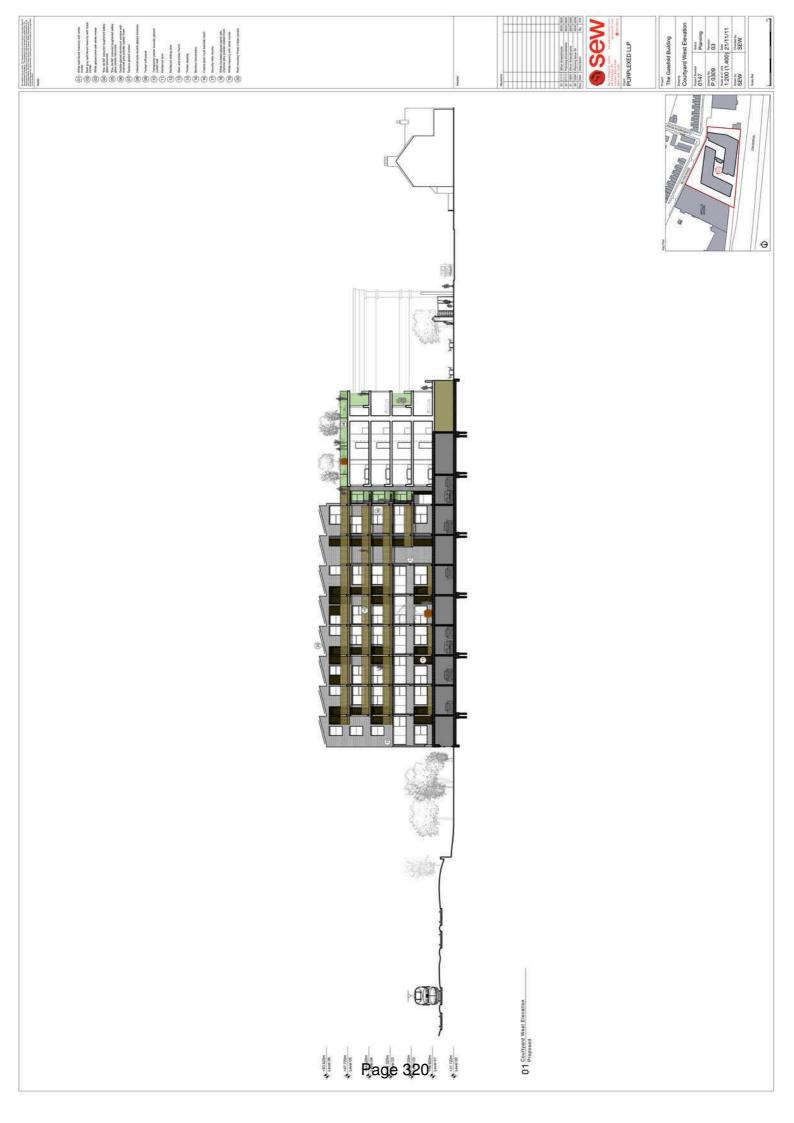


Section of the sectio

01 Courtyard North Elevation

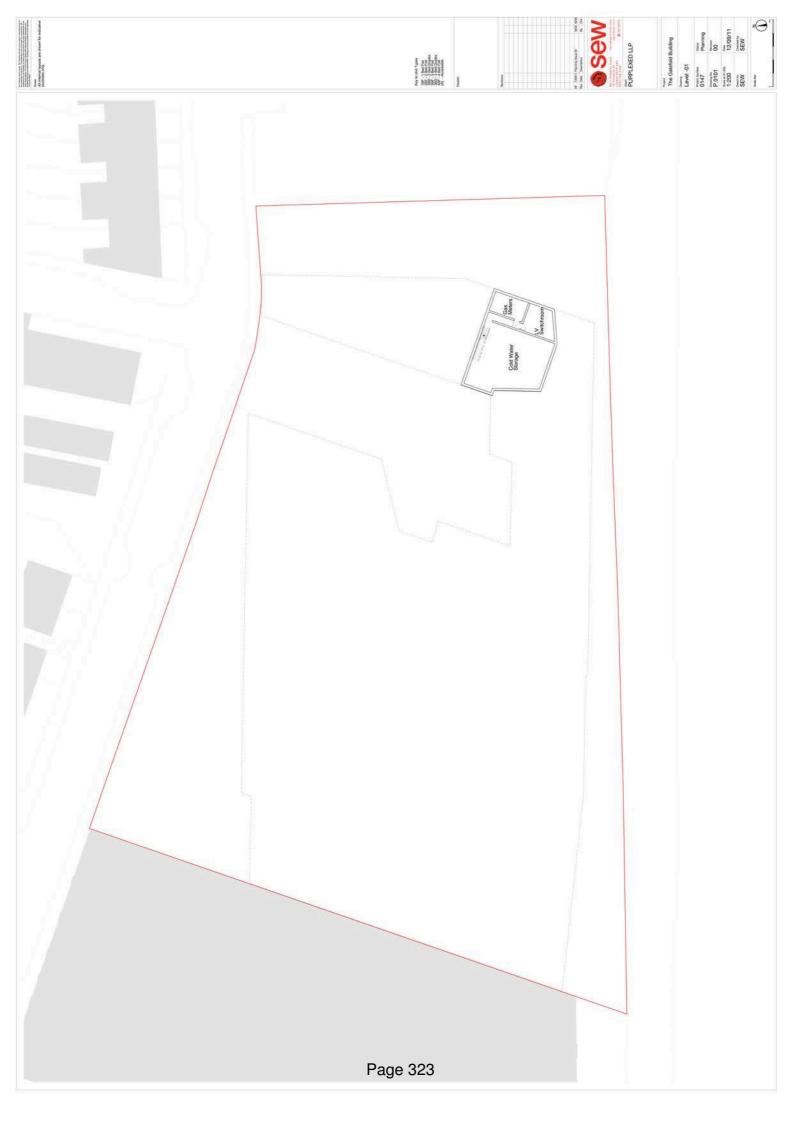


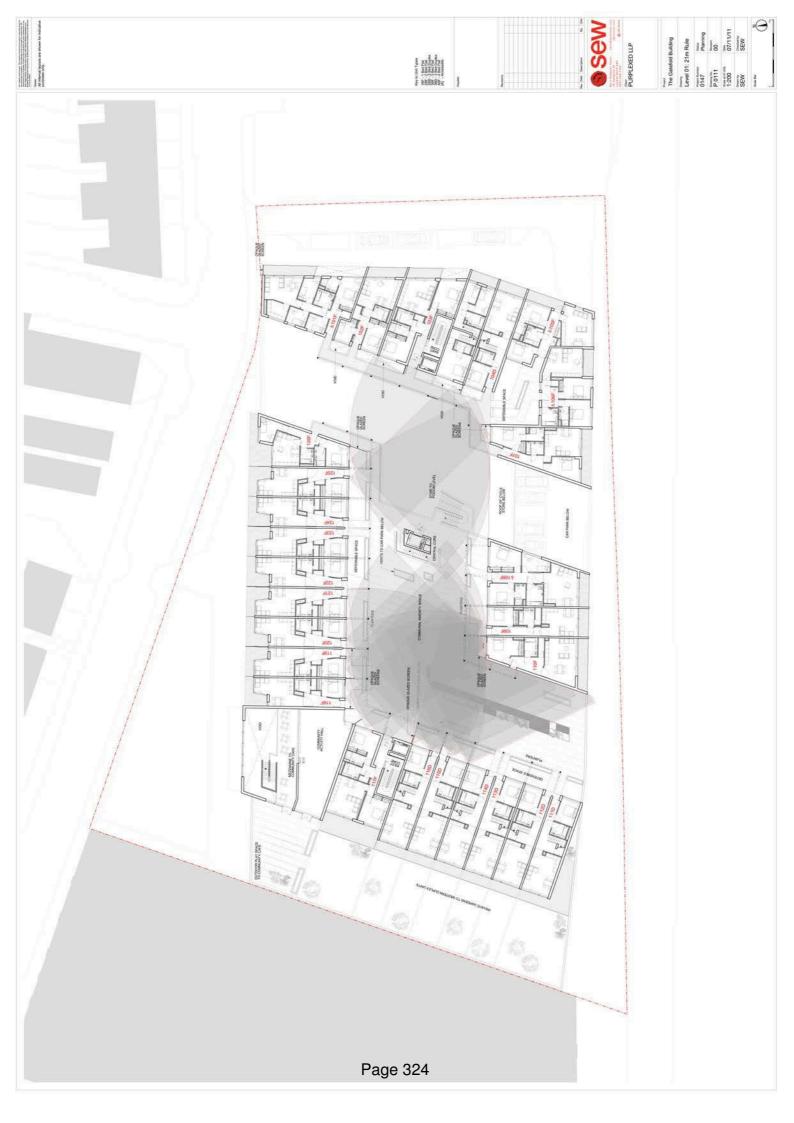




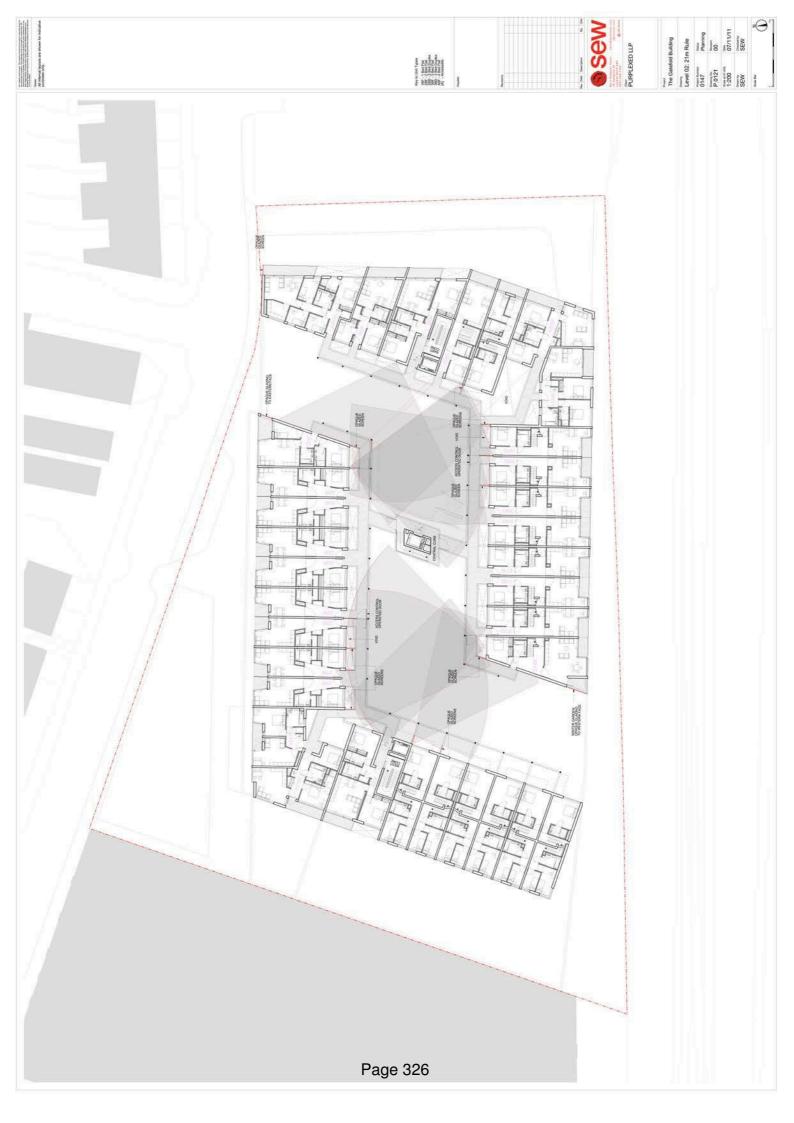




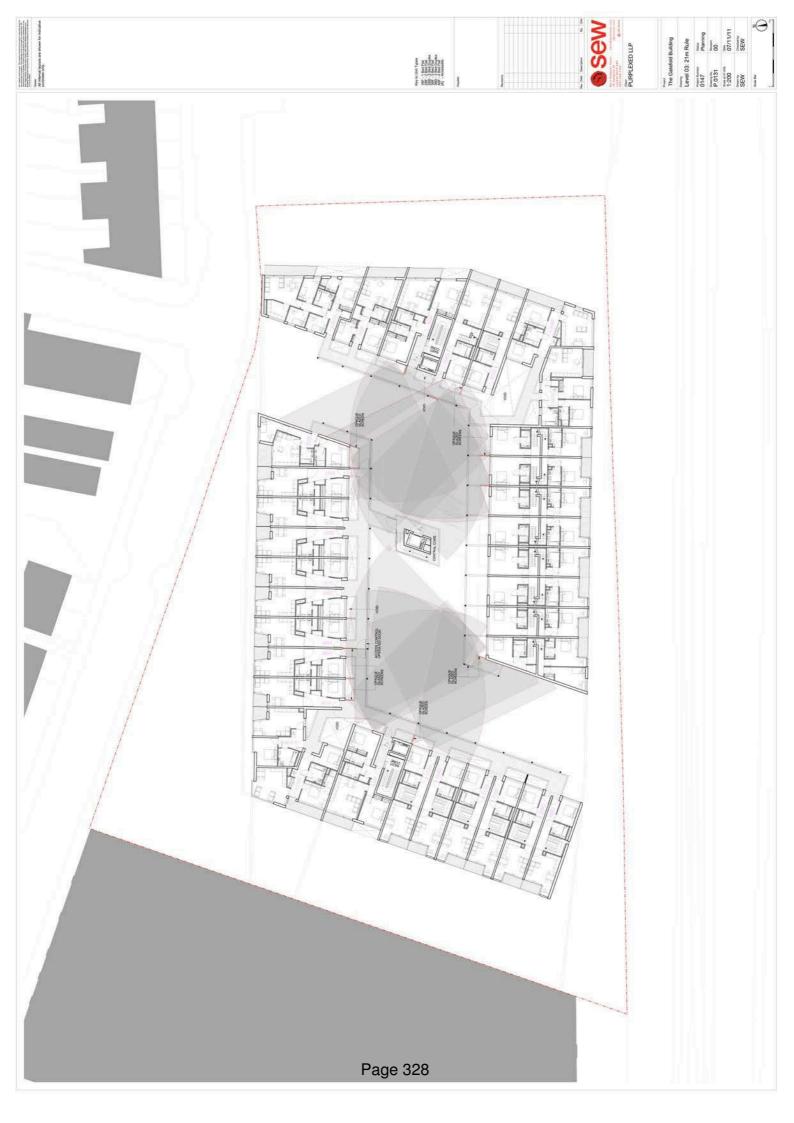




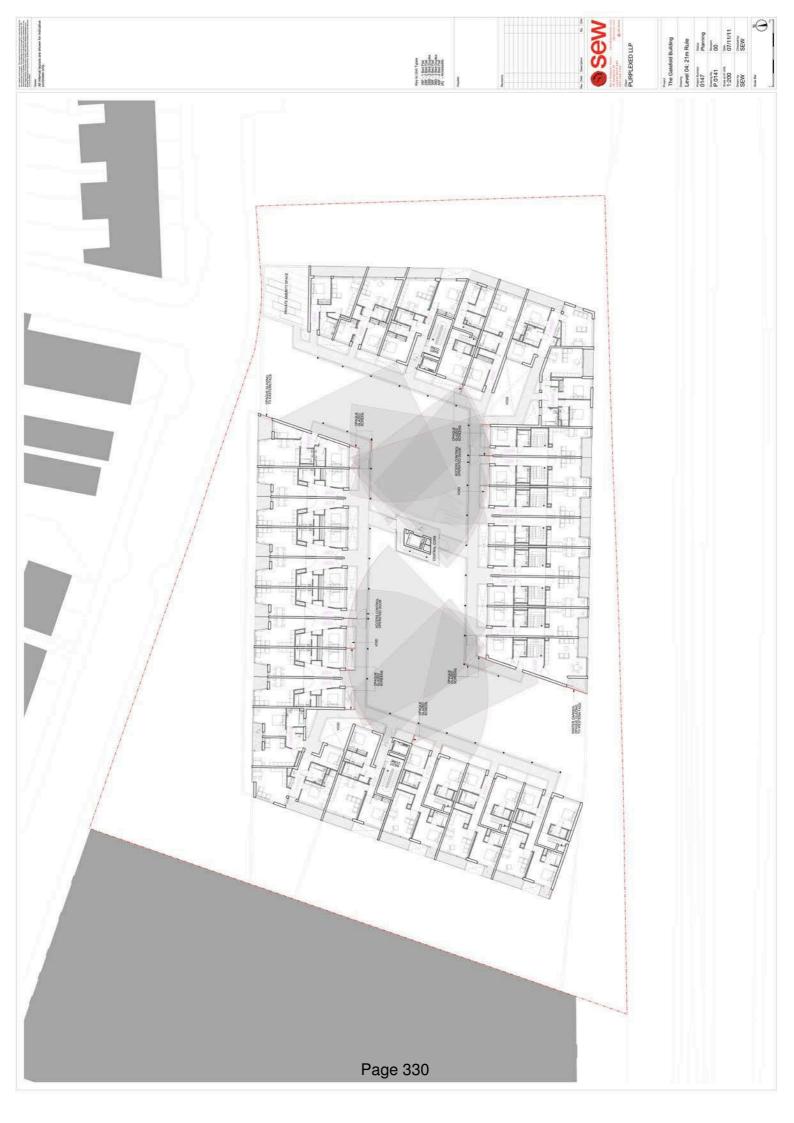






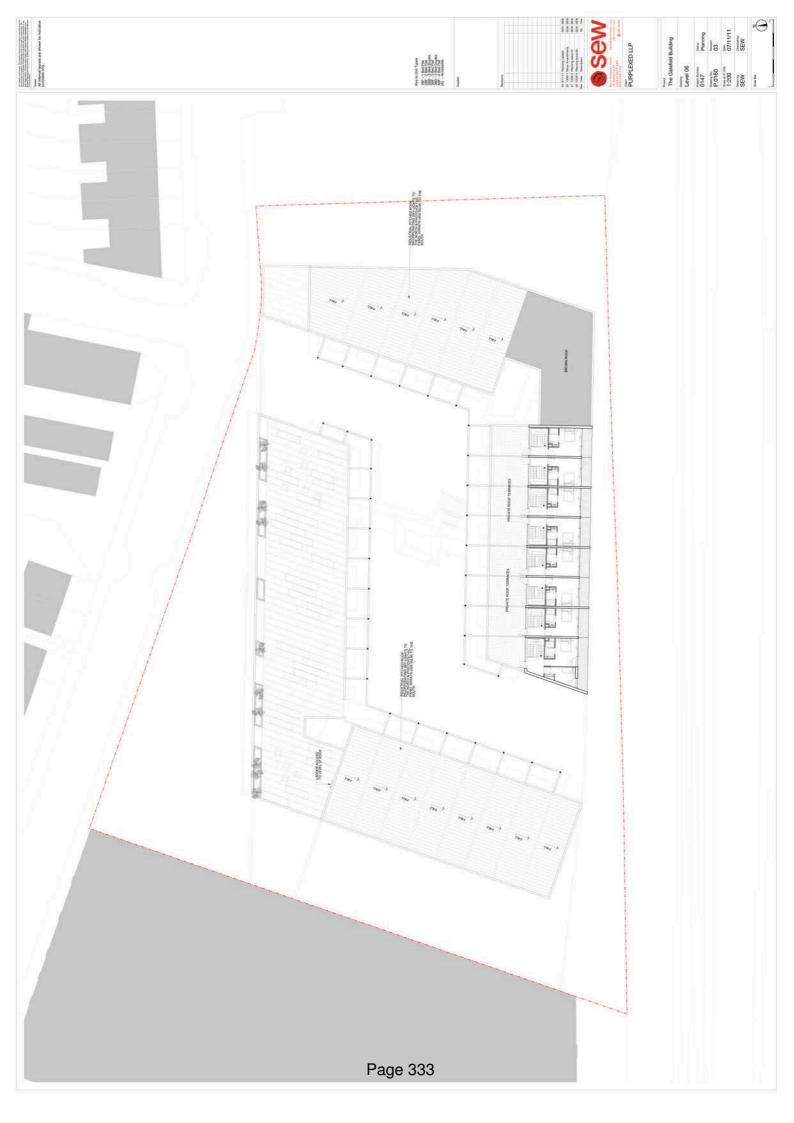


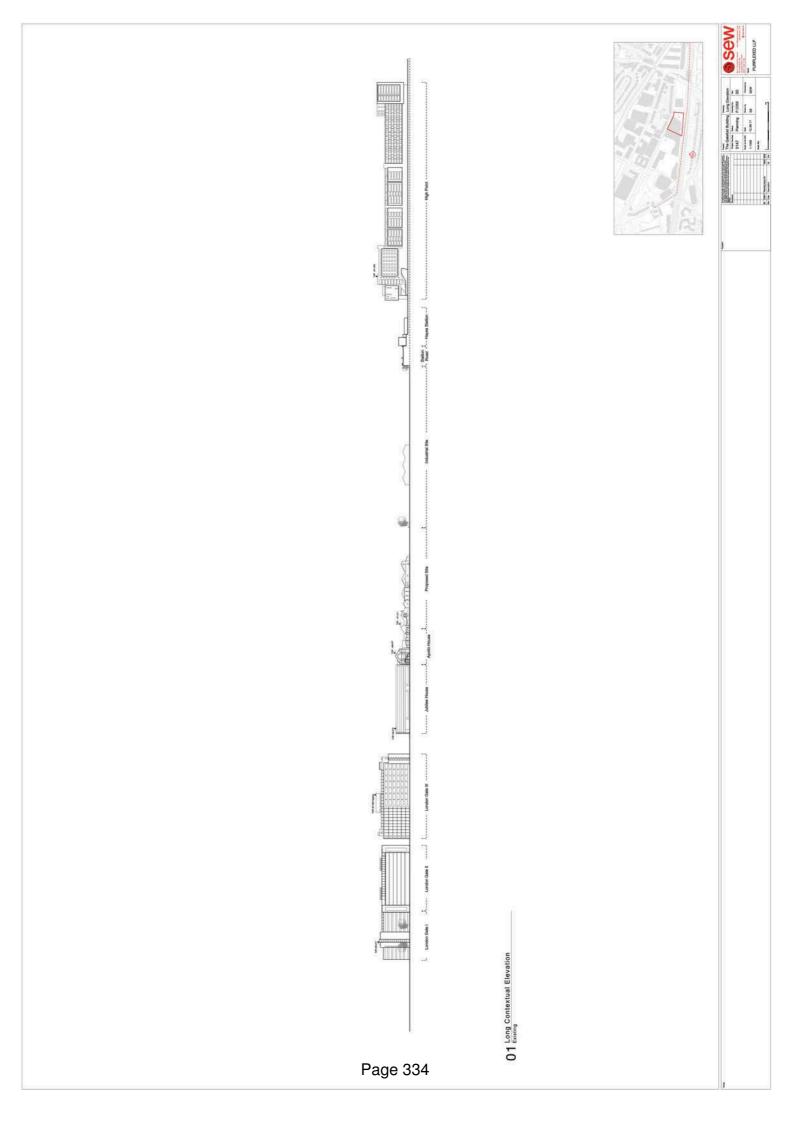


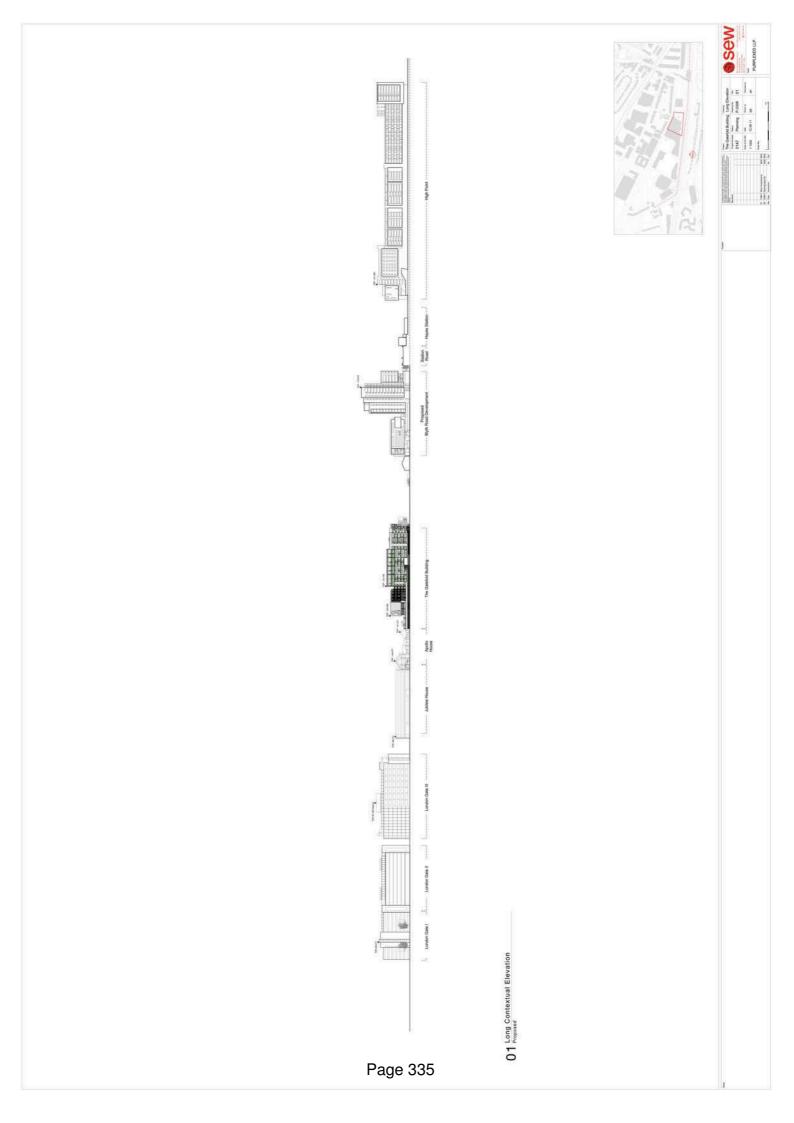




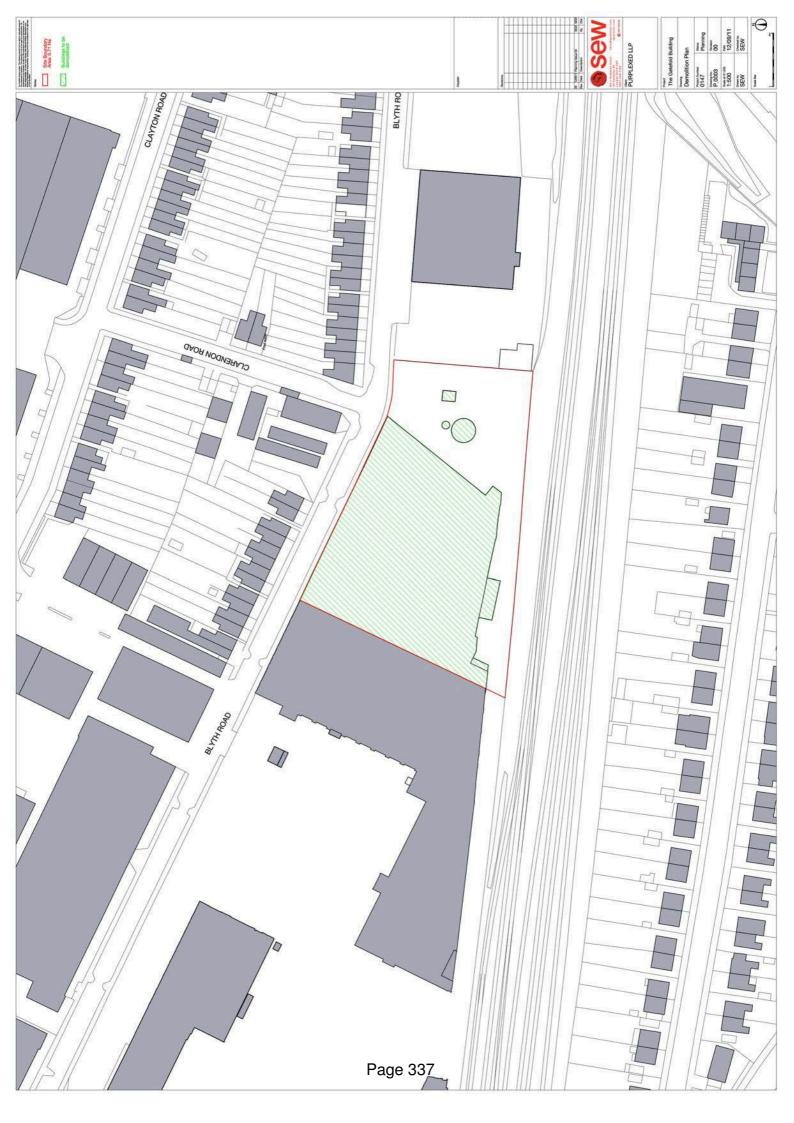




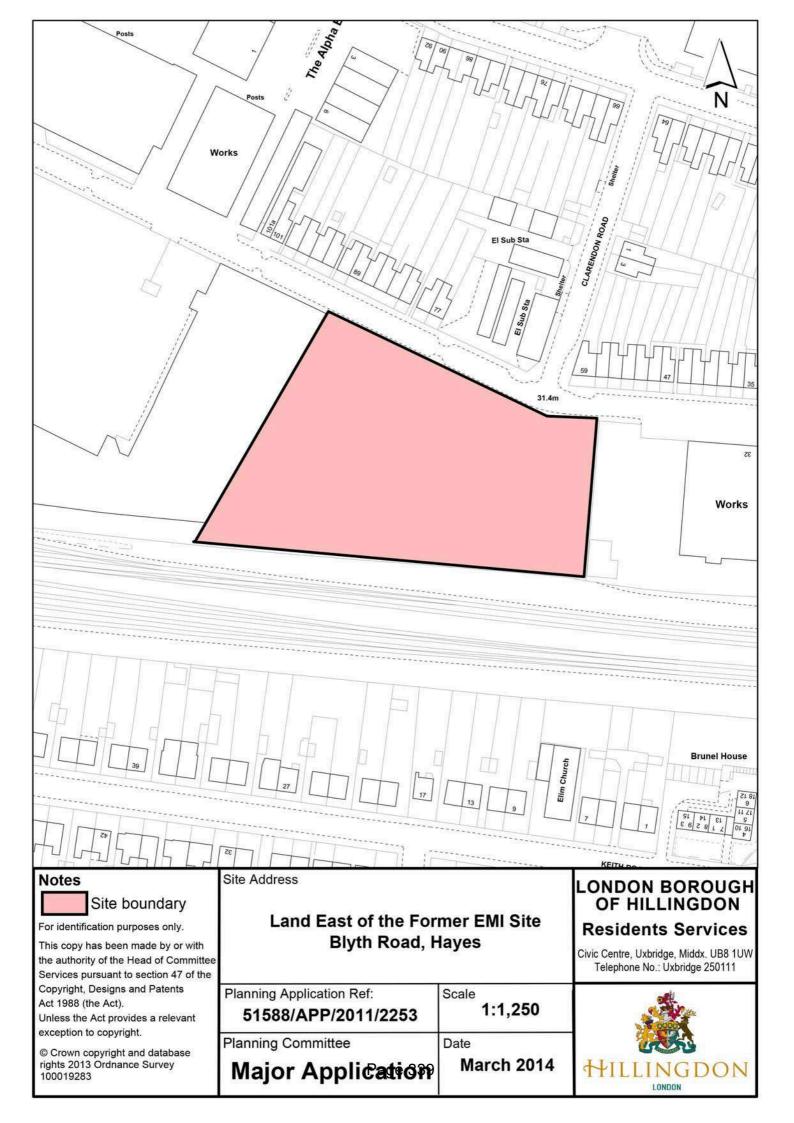












#### Report of the Head of Planning, Sport and Green Spaces

Address THE OLD VINYL FACTORY SITE BLYTH ROAD HAYES

**Development:** Variation of Condition 4 (Phasing) of planning permission

59872/APP/2012/1838 dated 19/04/2013, to allow variations to phasing of approved development to allow the Boilerhouse and the Material Store to comforward as Phases 1 and 2, and to allow the Veneer Store and/or Record Stac

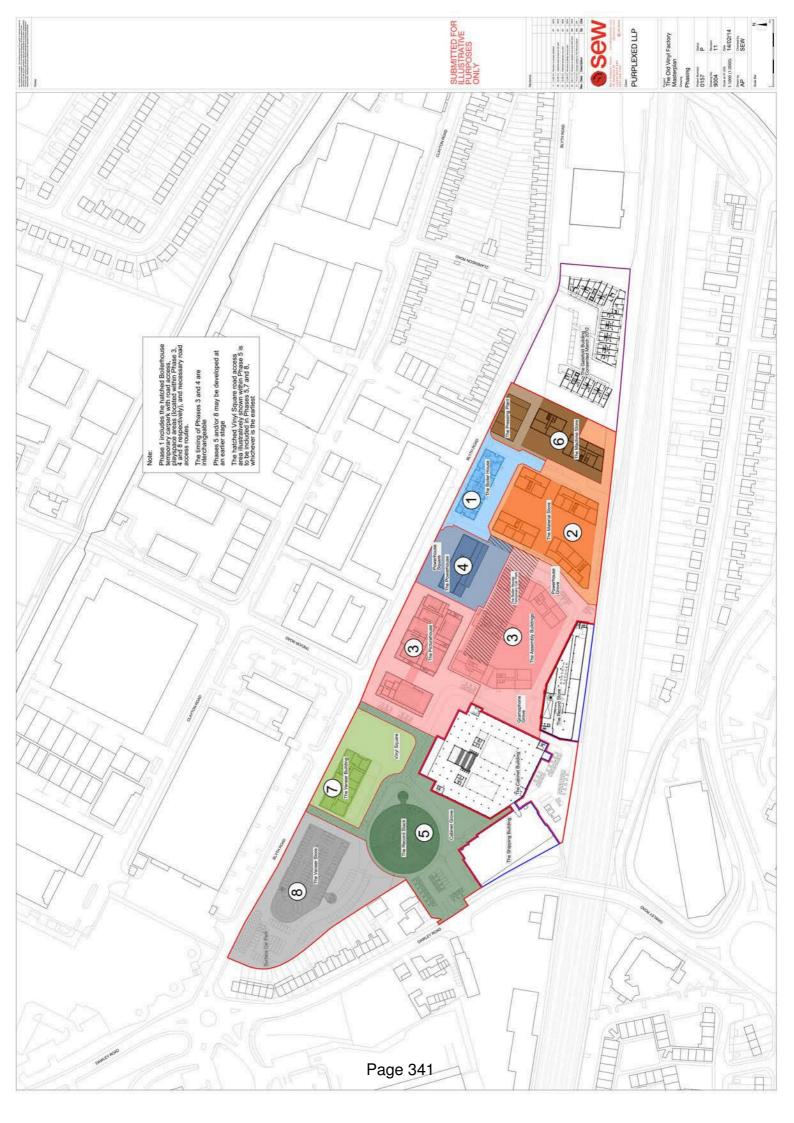
carparks to come forward earlier than in the approved phasing.

**LBH Ref Nos:** 59872/APP/2013/3775

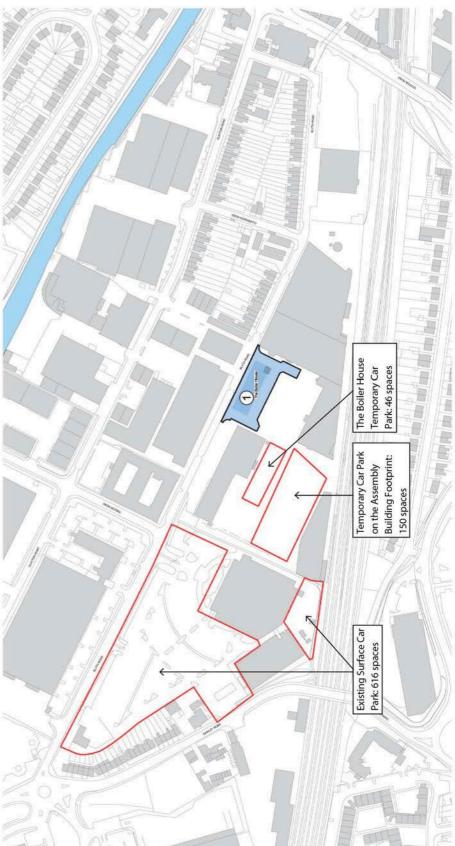
**Date Plans Received:** 18/12/2013 **Date(s) of Amendment(s):** 14/02/2014

**Date Application Valid:** 19/12/2013 17/02/2014

19/12/2013



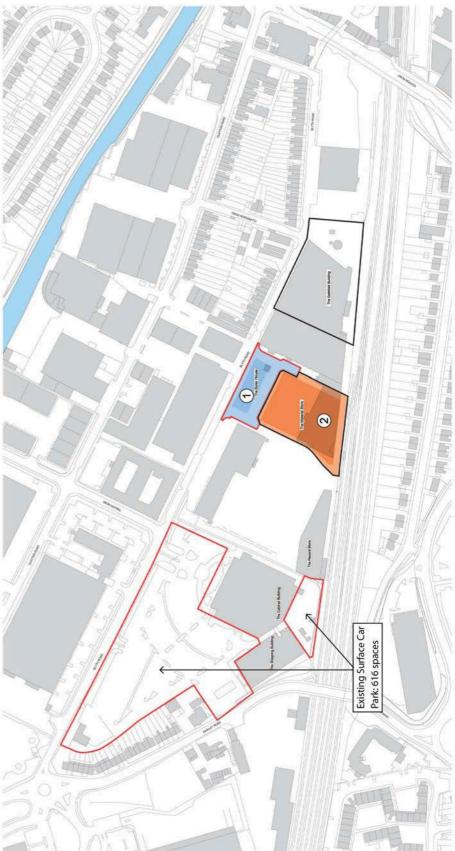
THE OLD VINYL FACTORY PARKING AND PHASING	PROPOSED PHASING PHASE 1	1 5	FEBRUARY 2014 Alan Baxter
THE 01	PROPOS PHASE 1	1615/14	FEBRU/



Existing Provision  Existing Surface Car Park  The Boiler House Temporary Car Park  Temporary Car Park on the Assembly  Building footprint  Total  812		
g Surface Car Park iller House Temporary Car Park arary Car Park on the Assembly ng footprint	king Provision	
oiler House Temporary Car Park strary Car Park on the Assembly ng footprint	ting Surface Car Park	616
orary Car Park on the Assembly ng footprint	Boiler House Temporary Car Park	46
ng footprint	nporary Car Park on the Assembly	021
	Iding footprint	000
	lal	812

Parking Requirement	
Shipping Building	300
The Boiler House	46
Total	346

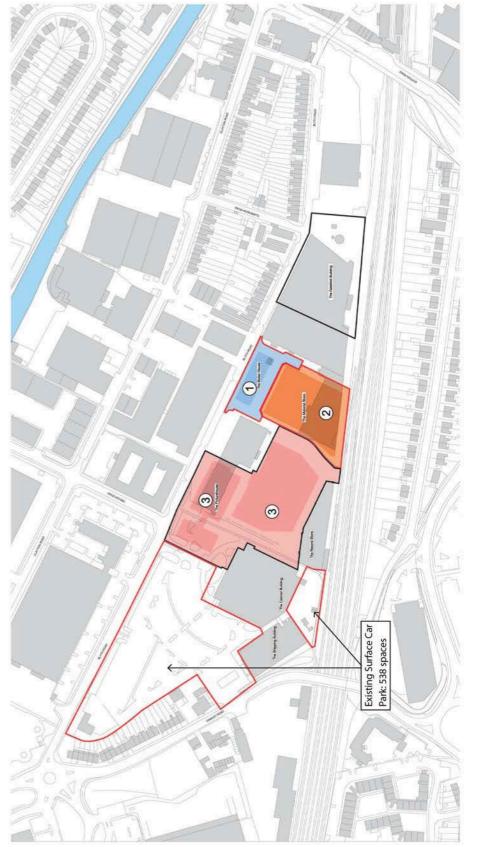
THE OLD VINYL FACTORY PARKING AND PHASING	PROPOSED PHASING PHASE 2	100	RY 2014 Alan Baxter
THE OL	PROPOSI PHASE 2	1615/14	FEBRUARY 2014



Parking Provision	
Existing Surface Car Park	616
The Material Store	153
Total	769

Parking Requirement	
Shipping Building	300
The Boiler House	46
The Material Store	122
Total	468

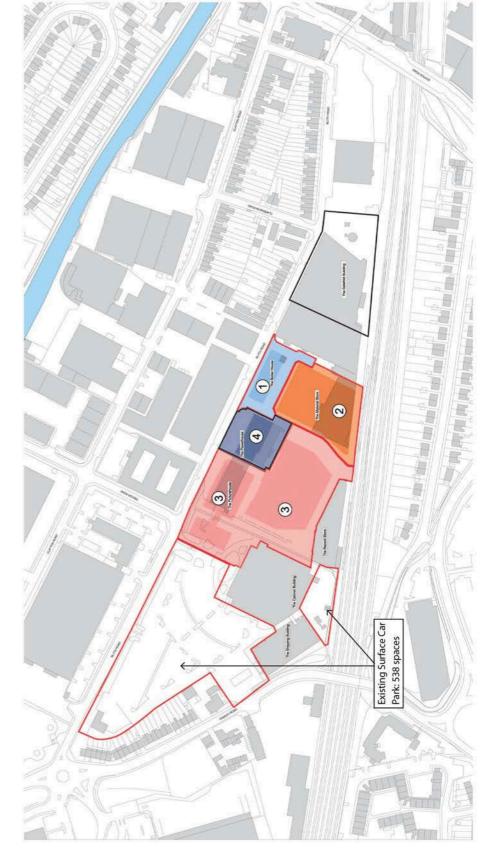
THE OLD VINYL FACTORY PARKING AND PHASING	PROPOSED PHASING PHASE 3	5	2014 AlanBaxter
THE OLD VI	PROPOSI PHASE 3	1615/14	FEBRUARY 2014



Parking Provision	
Existing Surface Car Park	538
The Material Store	153
The Assembly Building	188
Total	879

Parking Requirement	
Shipping Building and Record Store	000
(15,000 sqm at 1 space per 50 sqm)	200
The Boiler House	42
The Material Store	122
The Picture House	258
The Assembly Building	118
Total	840

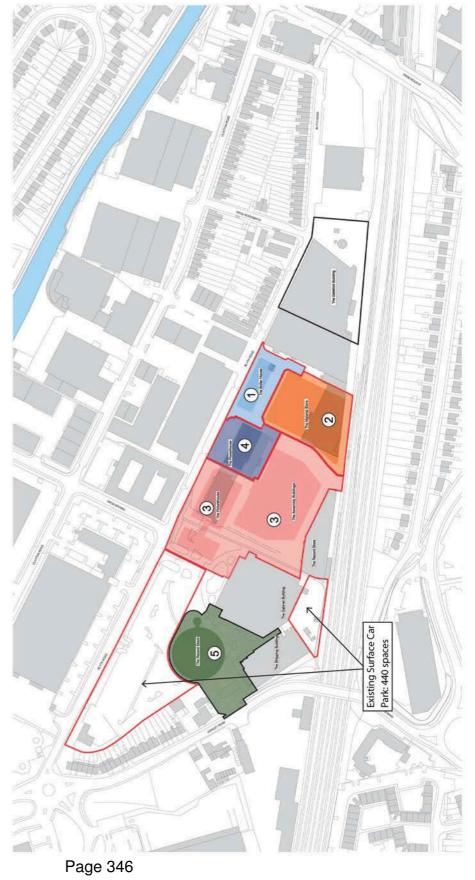
- FACTORY PHASING	PHASING	10	AlanBaxter
THE OLD VINYL FACTORY PARKING AND PHASING	PROPOSED PHASING PHASE 4	1615/14	FEBRUARY 2014



Parking Provision	
Existing Surface Car Park	538
The Material Store	153
The Assembly Building	188
Total	879

Parking Requirement	
Shipping Building and Record Store	000
(15,000 sqm at 1 space per 50 sqm)	300
The Boiler House	42
The Material Store	122
The Picture House	258
The Assembly Building	188
The Power House	8
Total	848

THE OLD VINYL FACTORY PARKING AND PHASING	PROPOSED PHASING PHASE 5	1615/14	FEBRUARY 2014 Alan Baxter
H A	R H	161	FEB

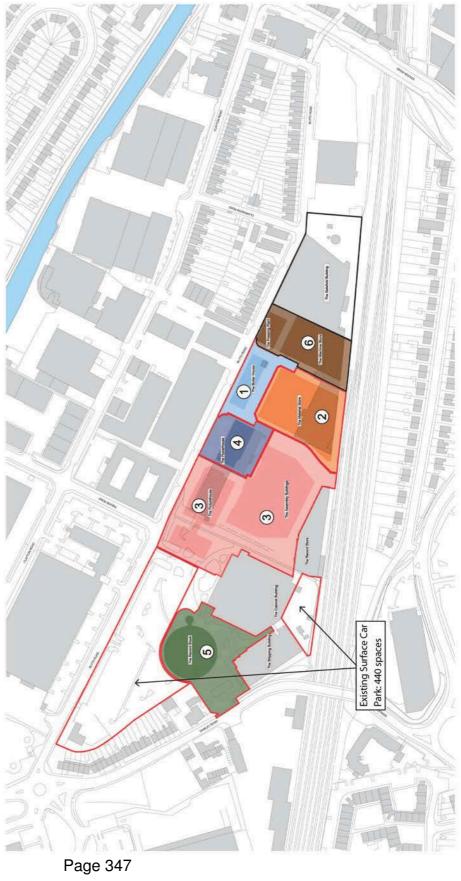


Parking Provision	
Existing Surface Car Park	440
The Material Store	153
The Assembly Building	188
On Street	10
Record Stack MSCP	425
Total	1216

Parking Requirement	
Shipping Building and Record	007
Store(20,000 sqm at 1 space per 50 sqm)	400
The Boiler House	42
The Material Store	122
The Picture House	258
The Assembly Building	188
The Power House	80
Total	870



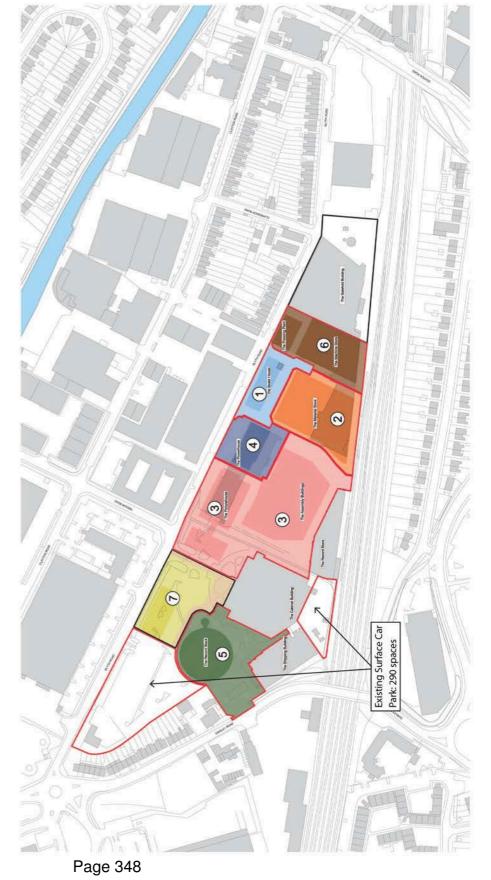
#4   54	PARKING AND PHASING PROPOSED PHASING PHASE 6 1615/14	FEBRUARY 2014 Alan Baxter
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Parking Provision	
Existing Surface Car Park	440
The Assembly Building	188
The Material Store	153
The Machine Store	41
The Record Stack MSCP	425
On Street	20
Total	1267

Parking Requirement	
Shipping Building and Record Store	005
(20,000 sqm at 1 space per 50 sqm)	400
The Boiler House	42
The Material Store	122
The Picture House	258
The Assembly Building	118
The Power House	80
The Machine Store	46
Total	994

YL FACTORY D PHASING	PROPOSED PHASING PHASE 7	5	4 AlanBaxter
THE OLD VINYL FACTORY PARKING AND PHASING	PROPOSEI PHASE 7	1615/14	FEBRUARY 2014



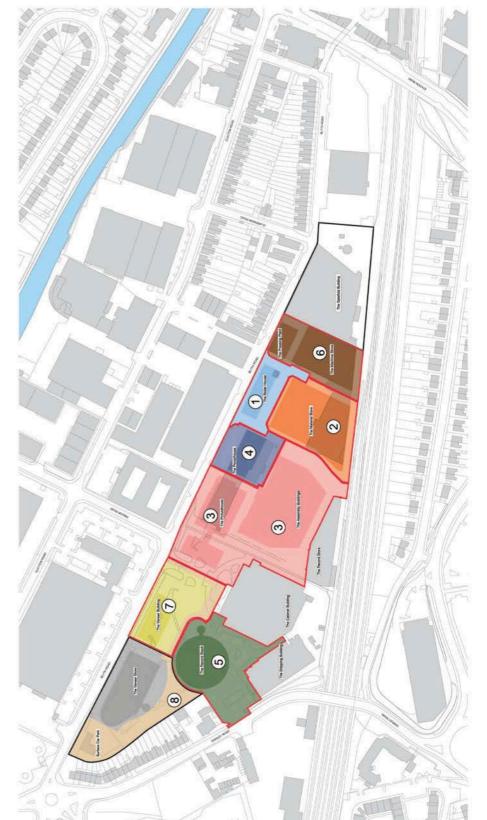
	290	153	41	188	425	30	1127
Parking Provision	Existing Surface Car Park	The Material Store	The Machine Store	The Assembly Building	The Record Stack MSCP	On Street	Total

Parking Requirement	
Shipping Building and Record Store	700
(20,000 sqm at 1 space per 50 sqm)	2
The Boiler House	42
The Material Store	122
The Picture House	258
The Power House	8
The Machine Store	46
The Assembly Building	118
The Veneer Building	74
Total	1068



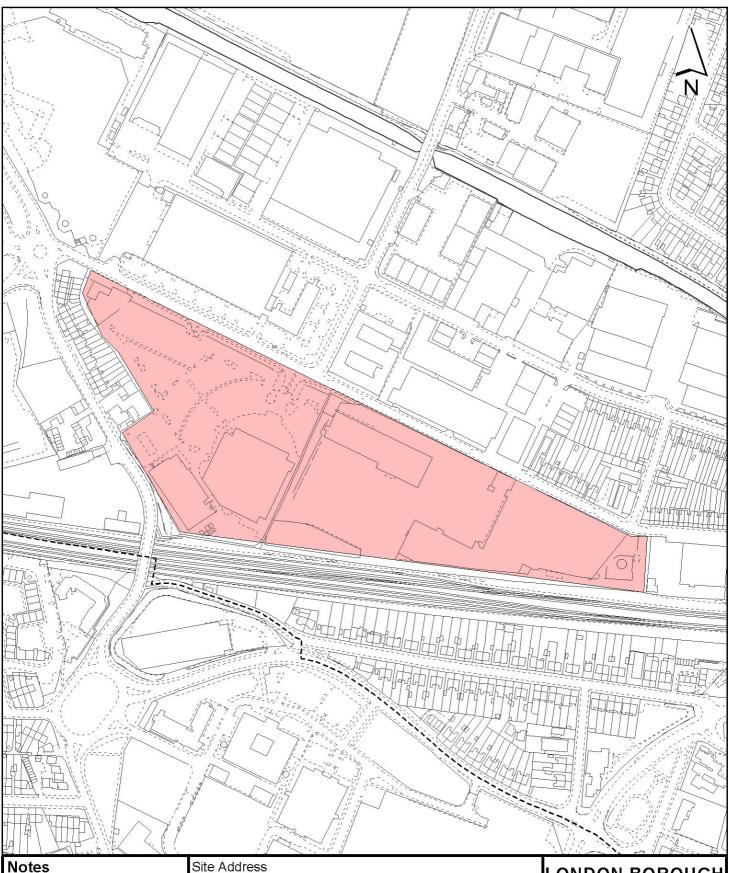
THE OLD VINYL FACTORY
PARKING AND PHASING
PHASE 8

1615/14
FEBRUARY 2014
Alan Baxter

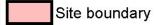


Parking Provision	
The Material Store	153
The Machine Store	41
The Assembly Building	188
The Record Stack MSCP	425
The Veneer Store MSCP	009
The Veneer Store Surface Car Park	65
On Street	89
Total	1540

Parking Requirement	
Shipping Building and Record Store	400
(20,000 sqm at 1 space per 50 sqm)	400
The Cabinet Building (23,900 sq m at 1	
space per 45 sq m)	7/4
The Boiler House	42
The Material Store	122
The Picture House	258
The Power House	8
The Machine Store	46
The Assembly Building	118
The Veneer Building	74
Total	1540



#### **Notes**



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# The Old Vinyl Factory Site **Blyth Road** Hayes

Planning Application Ref:

59872/APP/2013/3775

Planning Committee

Major Application

Scale

1:3,500

Date

March 2014

## LONDON BOROUGH OF HILLINGDON **Residents Services**

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



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

Address PRONTO INDUSTRIAL ESTATE AND 585 - 591 UXBRIDGE ROAD HAYES

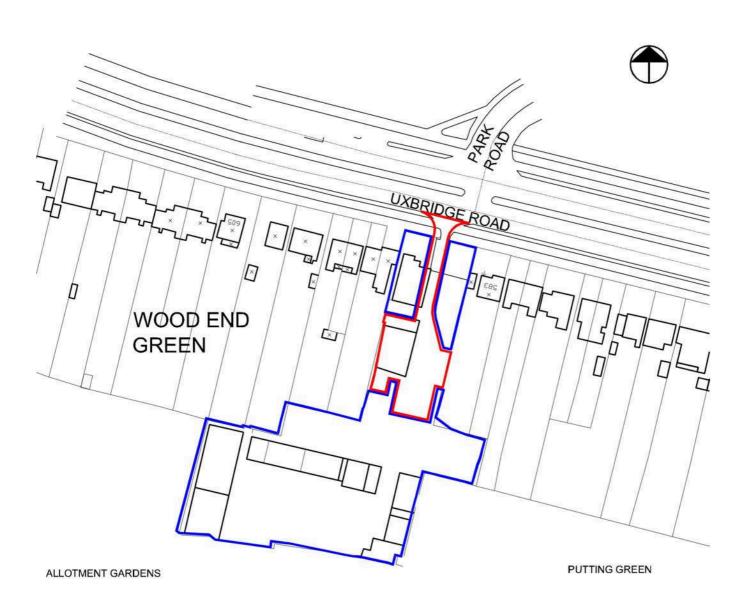
**Development:** Part 2 Part 3 storey building to be used for light industrial (Use Class B1(c))

purposes. (revises design of Block B approved in 4404/APP/2011/2079).

**LBH Ref Nos**: 4404/APP/2013/1650

Date Plans Received: 18/06/2013 Date(s) of Amendment(s):

Date Application Valid: 18/06/2013



### Subject to:

Planning and Highways

Any easements, covenants and contractual agreements restricting, limiting or preventing potential development of the site to be brought to the immediate attention of jsa architects.

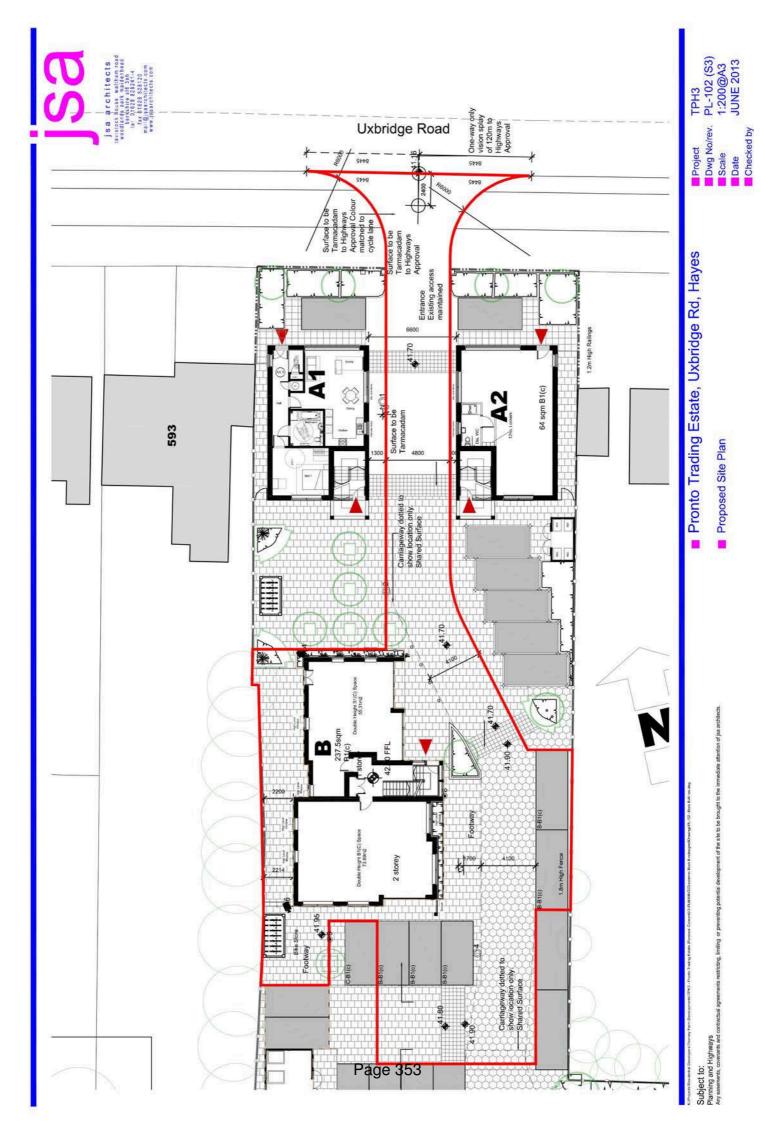
Pronto Trading Estate, Uxbridge Rd, Hayes

Location Plan

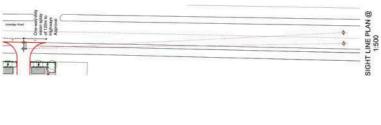
Project Scale Page 352

TPH3 Dwg No/rev. PL-100 (S3) 1:1250@A4 **JUNE 2013** 

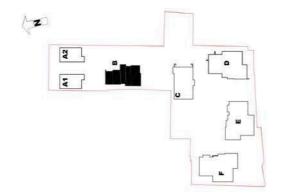


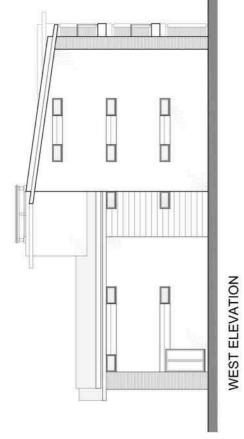


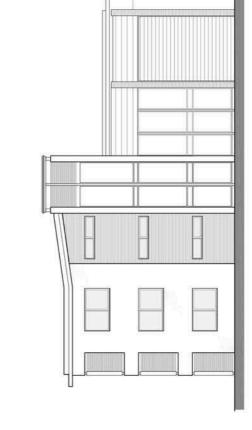
■ Pronto Trading Estate, Uxbridge Rd, Hayes
■ Proposed Site in Context





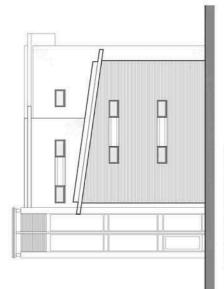




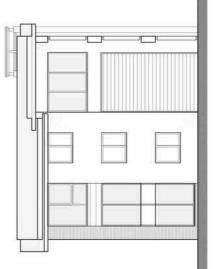




SOUTH ELEVATION





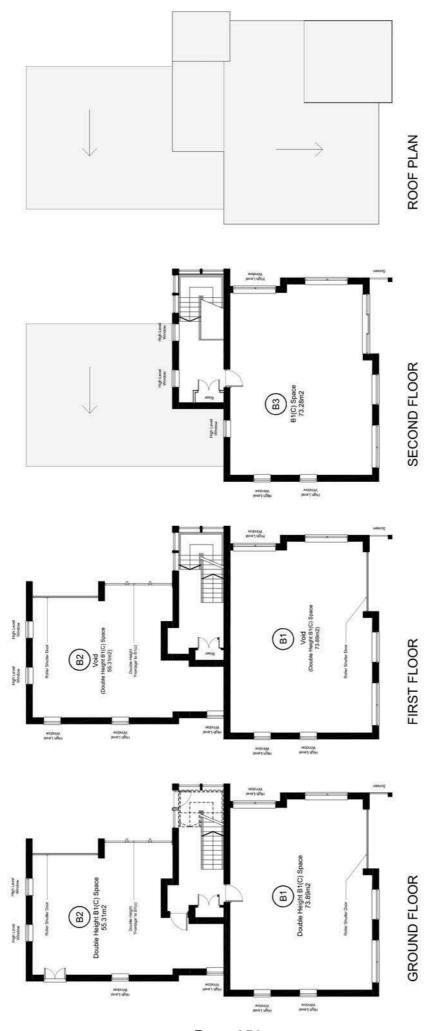


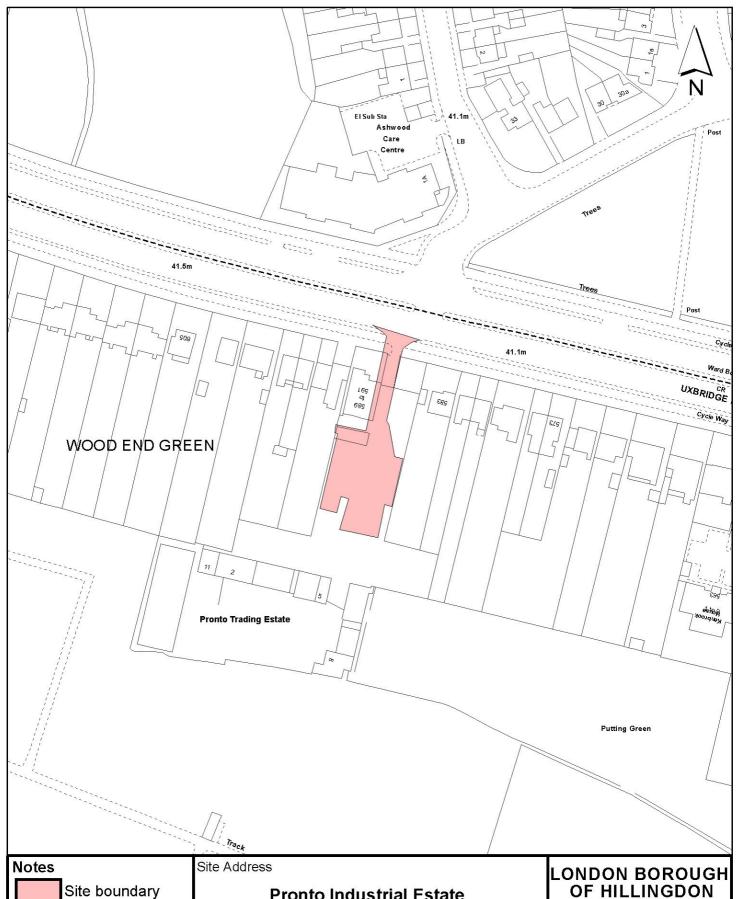
Page 355

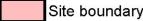
Pronto Trading Estate, Uxbridge Rd, Hayes

Block B, Elevations









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**Pronto Industrial Estate** and 585 - 591 Uxbridge Road Hayes

Planning Application Ref:

4404/APP/2013/1650

Scale

1:1,250

Planning Committee

Major Application

Date

March 2014

# **Residents Services**

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



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

Address BRUNEL UNIVERSITY KINGSTON LANE HILLINGDON

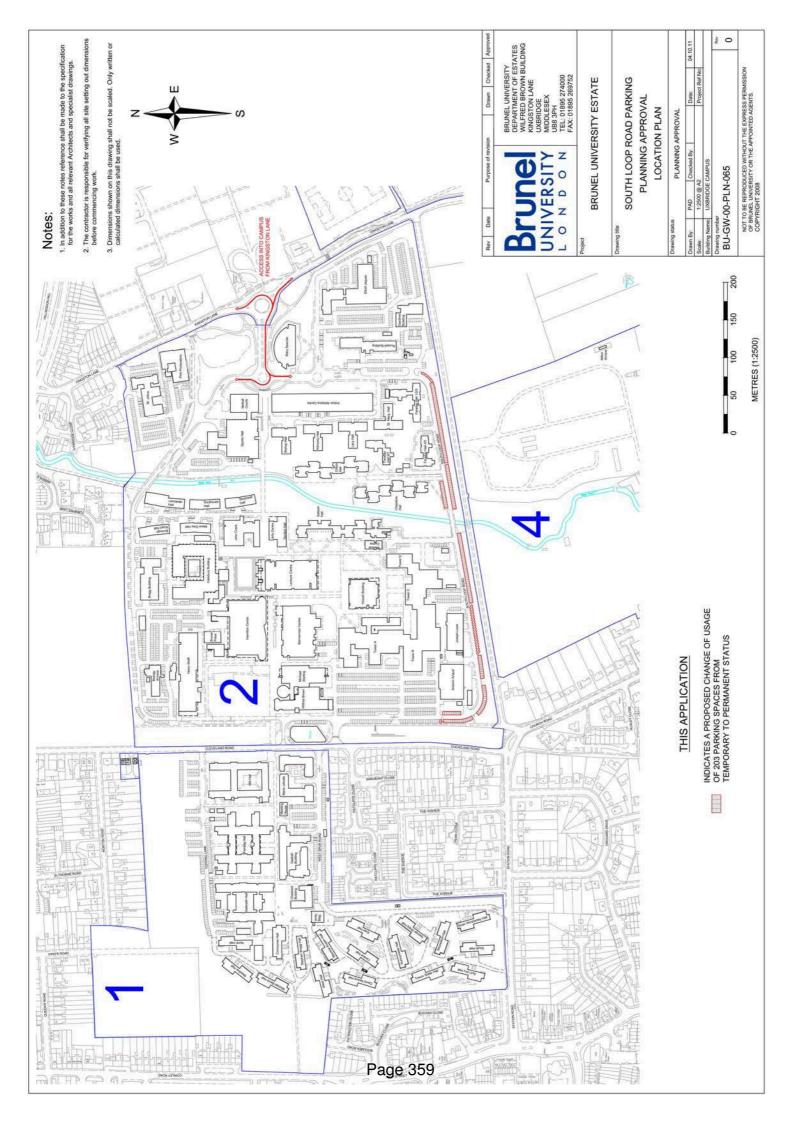
**Development:** Retention of 203 car parking spaces which were formerly permitted under a

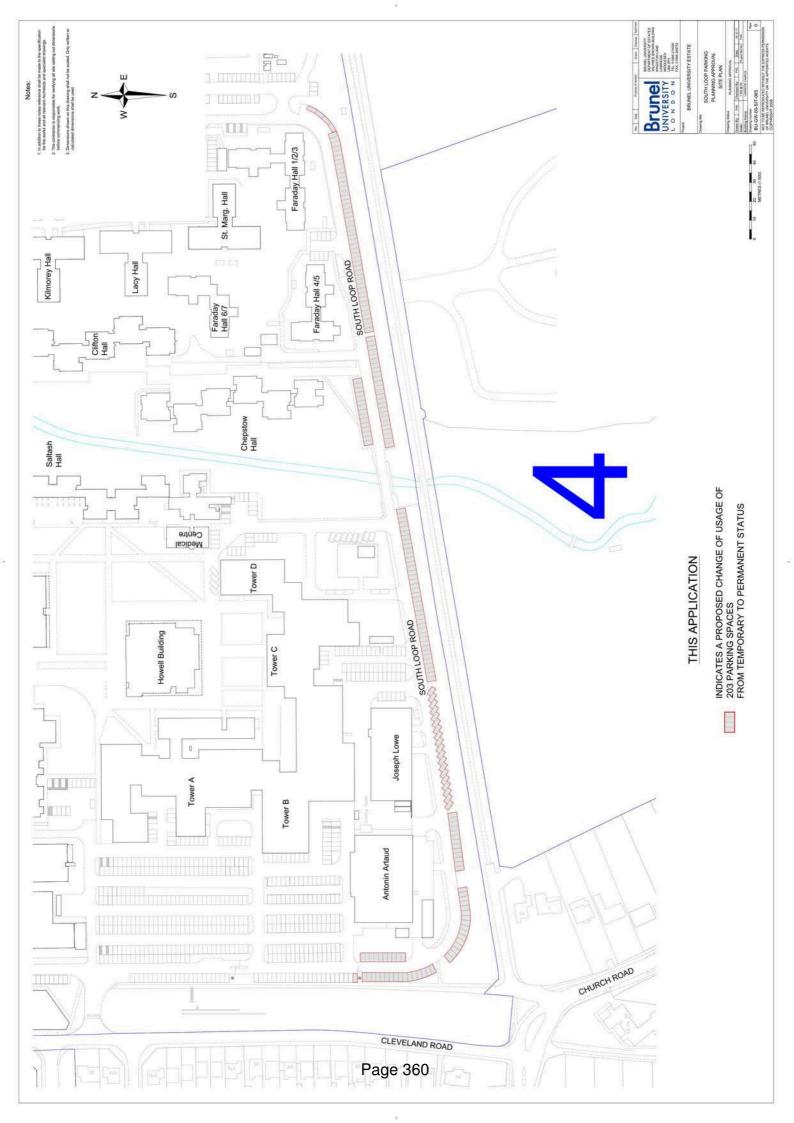
temporary planning permission.

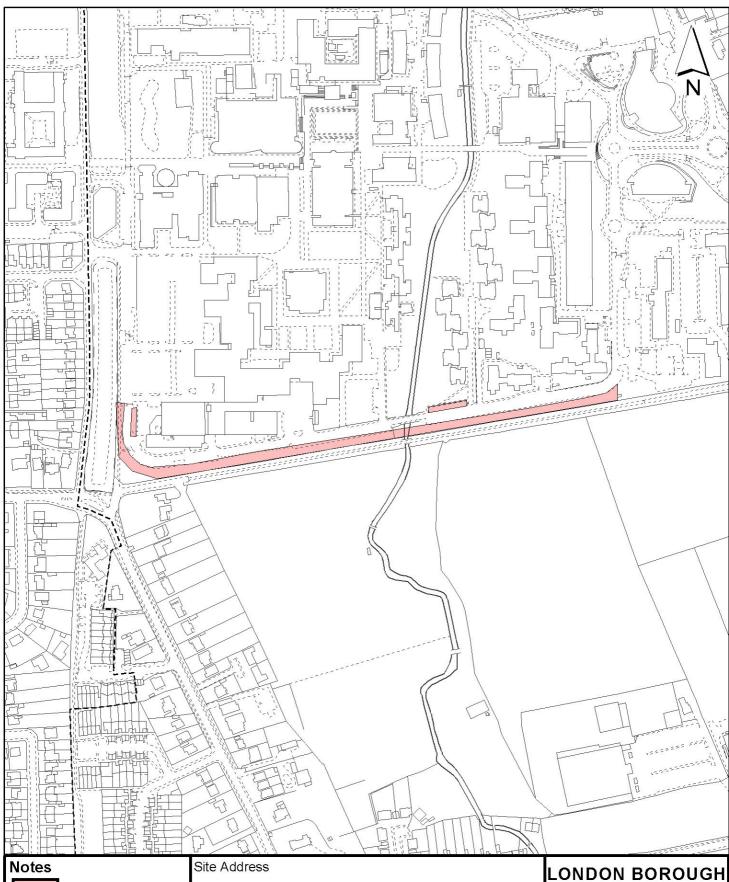
**LBH Ref Nos:** 532/APP/2014/28

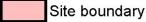
Date Plans Received: 16/03/2012 Date(s) of Amendment(s):

Date Application Valid: 16/12/2013









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## Brunel University Kingston Lane Hillingdon

Planning Application Ref:

532/APP/2014/28

Scale

1:3,500

Planning Committee

Major Application

Date

March 2014

## LONDON BOROUGH OF HILLINGDON

Residents Services
Civic Centre, Uxbridge, Middx. UB8 1UW

Telephone No.: Uxbridge 250111



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

Address INITIAL HOUSE 150 FIELD END ROAD EASTCOTE PINNER

**Development:** 

Application made under S73 of the Town and Country Planning Act for minor material amendment to condition 2 of the Secretary of State's appeal decision APP/R5510/A/12/2183271 dated 8th January 2012 (LBH ref: 25760/APP/2012/2410) which was for Erection of a part four, part three and part two storey building with basement parking, comprising 11 one-bedroom, 27 two-bedroom and 4 three-bedroom residential flats and a retail unit on the ground floor fronting Field End Road (involving demolition of the existing

building).

The application seeks to amend condition 2 and seeks the following:

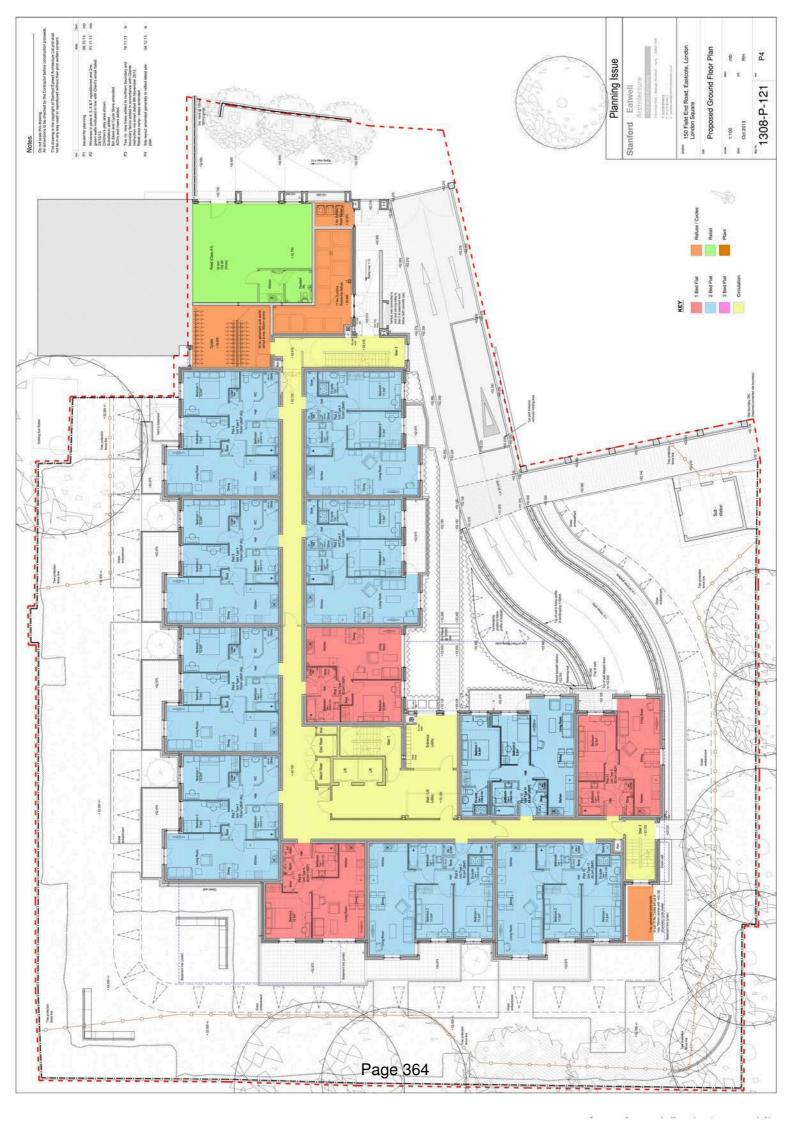
- 1) Addition of 3 units all contained within the approved building envelope (Proposal to provide 45 units);
- 2) Alterations to the mix of accommodation proposed to comprise 14 x 1 bed, 30 x 2 bed and 1 x 3 bed;
- 3) Changes to the internal layout;
- 4) Changes to the basement design (45 spaces) and vehicular entrance ramp to the basement parking; and
- 5) External alterations to the appearance of the building.

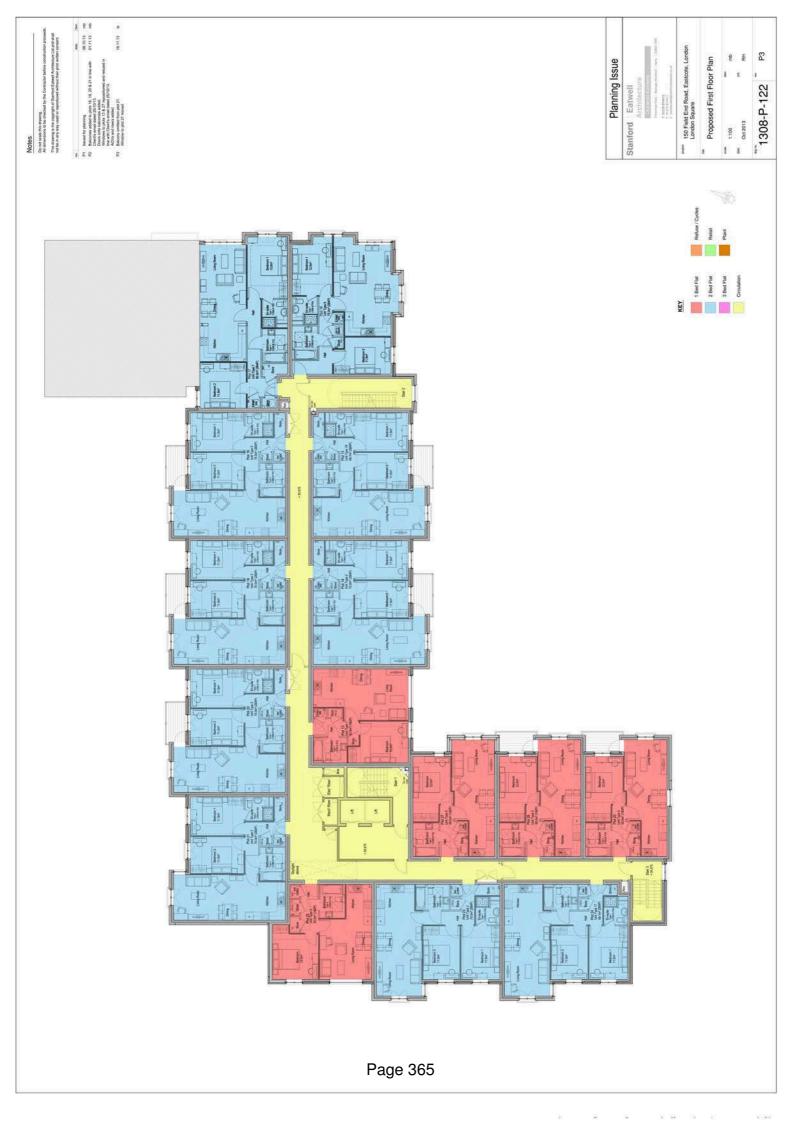
**LBH Ref Nos:** 25760/APP/2013/3632

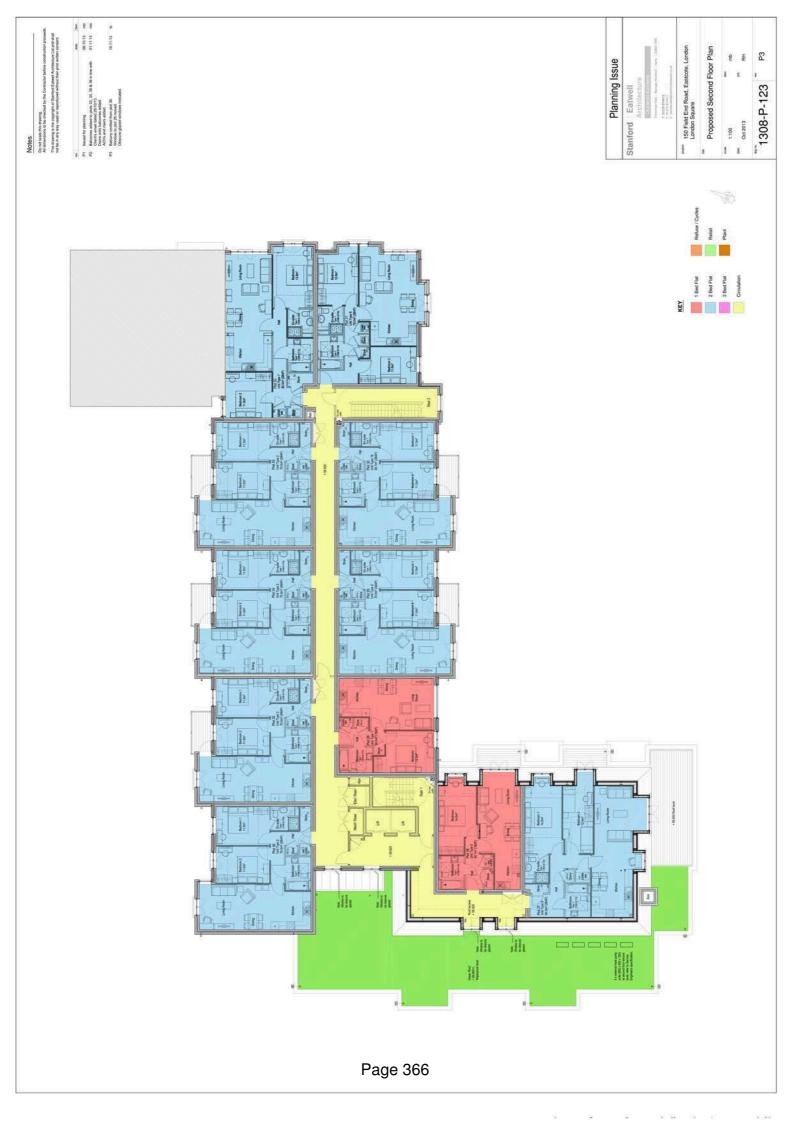
Date Plans Received: 05/12/2013 Date(s) of Amendment(s):

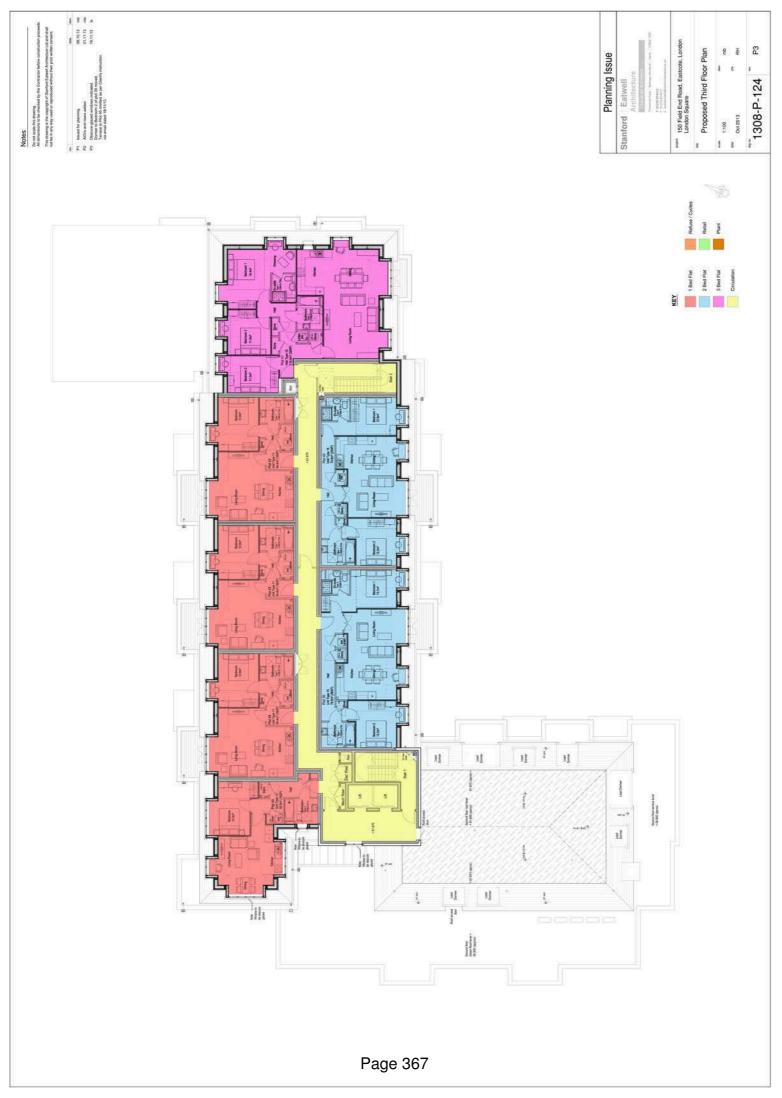
**Date Application Valid:** 19/12/2013





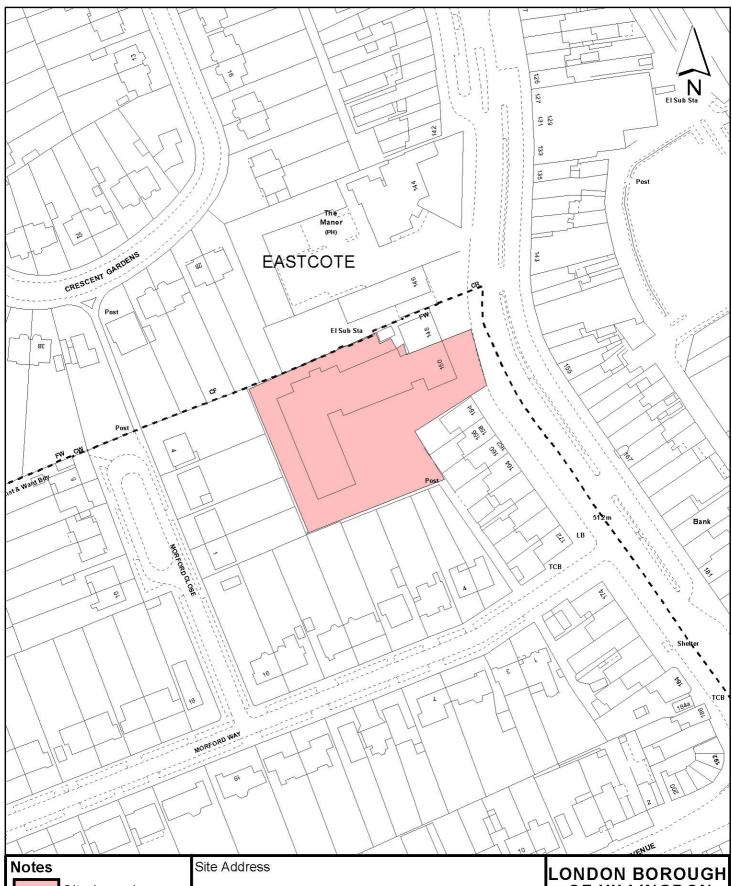


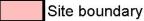












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### Initial House 150 Field End Road Eastcote Pinner

Planning Application Ref:

25760/APP/2013/3632

Planning Committee

Major Application

Scale

1:1,250

Date

March 2014

# ONDON BOROUGH OF HILLINGDON Residents Services

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



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

Address SITE OF BUILDING 717 LOCATED BETWEEN SHEFFIELD WAY AND

SOUTHERN PERIMETER ROAD HEATHROW AIRPORT (DUE EAST OF

TERMINAL 4)

**Development:** Demolition of existing warehouse buildings and erection of 602 bedroom 8-

storey hotel with associated car parking (Outline application including details c

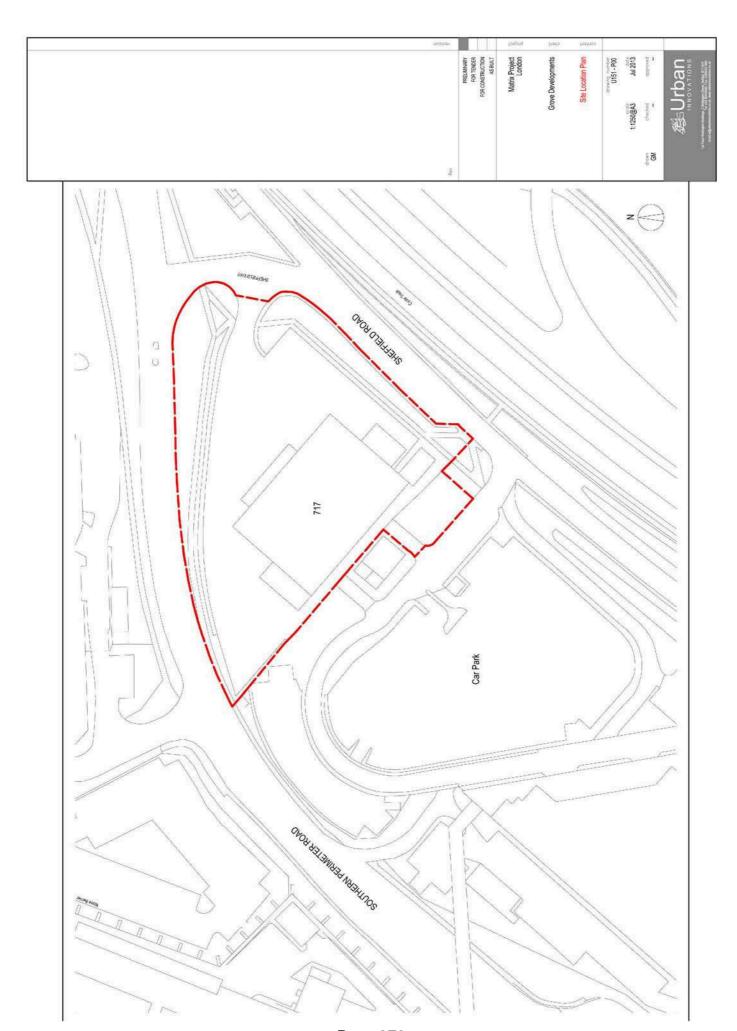
18/09/2013

access, appearance, layout and scale - landscaping reserved).

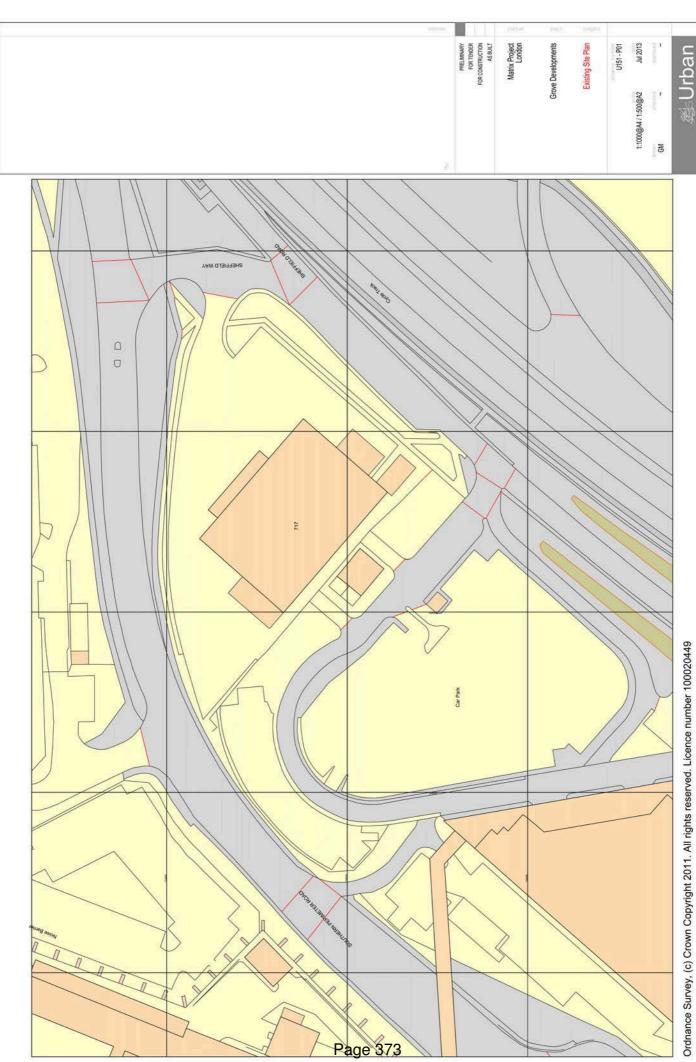
**LBH Ref Nos**: 50657/APP/2013/2214

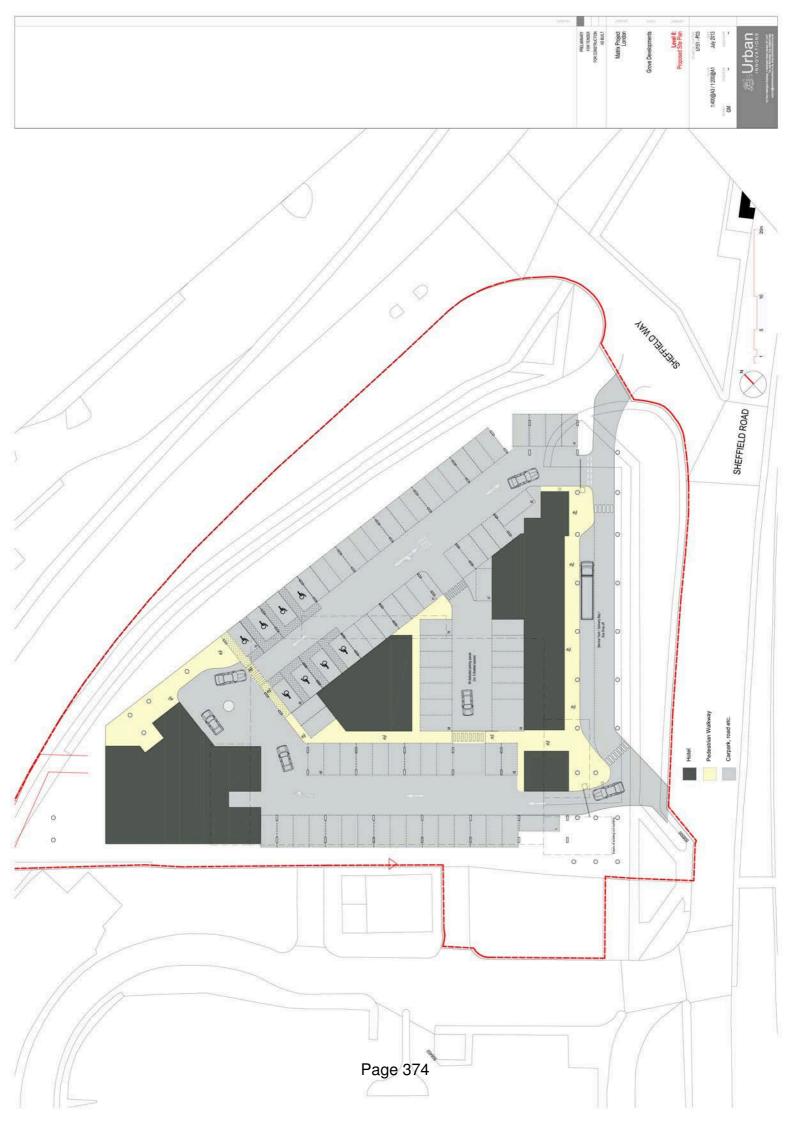
Date Plans Received: 02/08/2013 Date(s) of Amendment(s): 15/01/2014

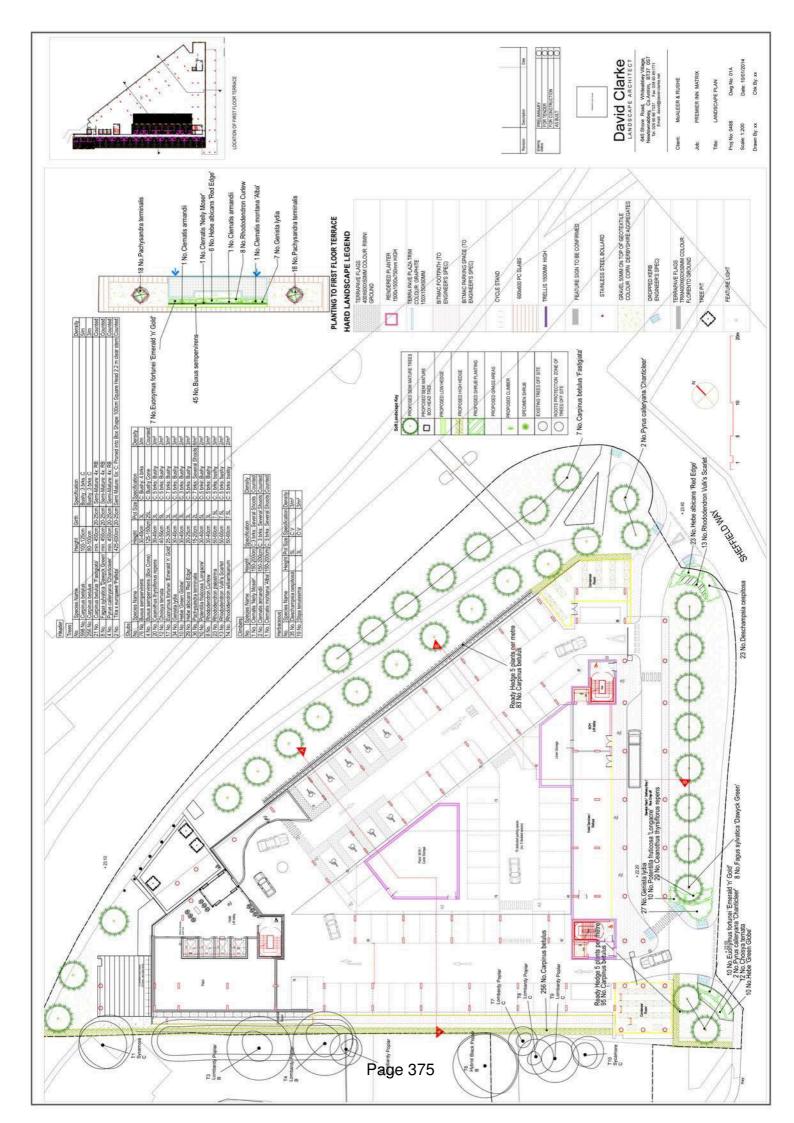
**Date Application Valid:** 18/09/2013

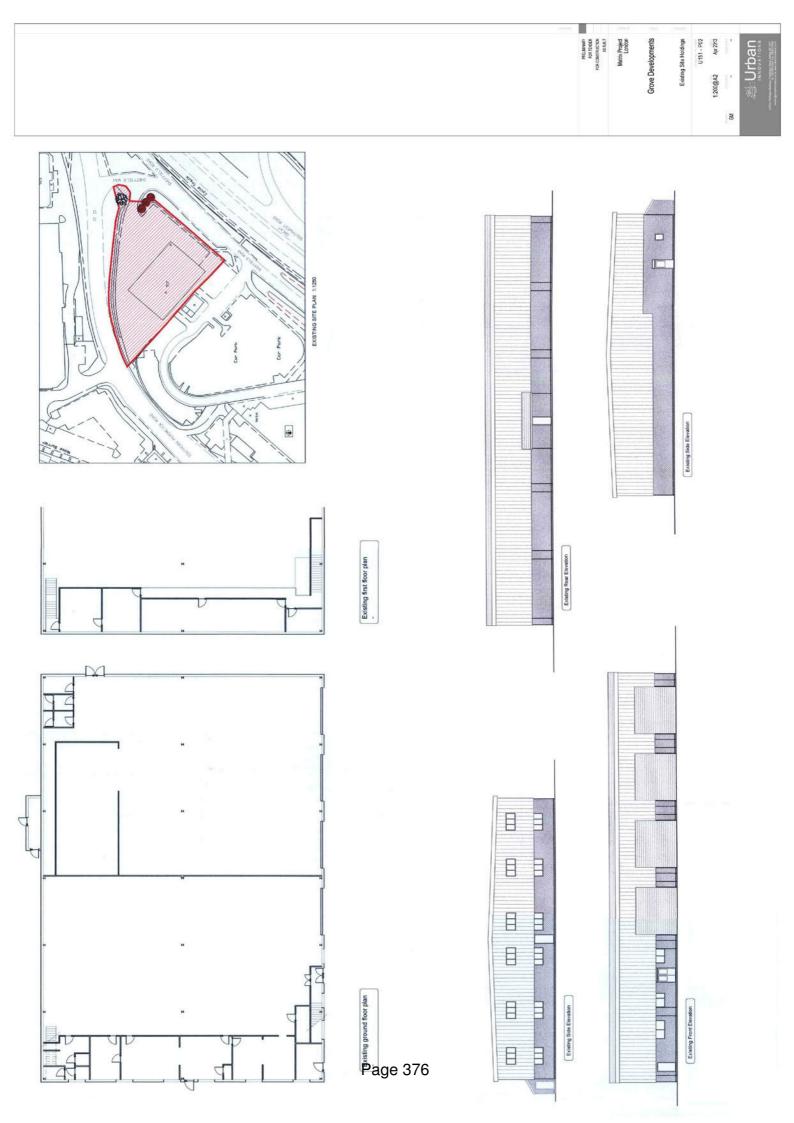


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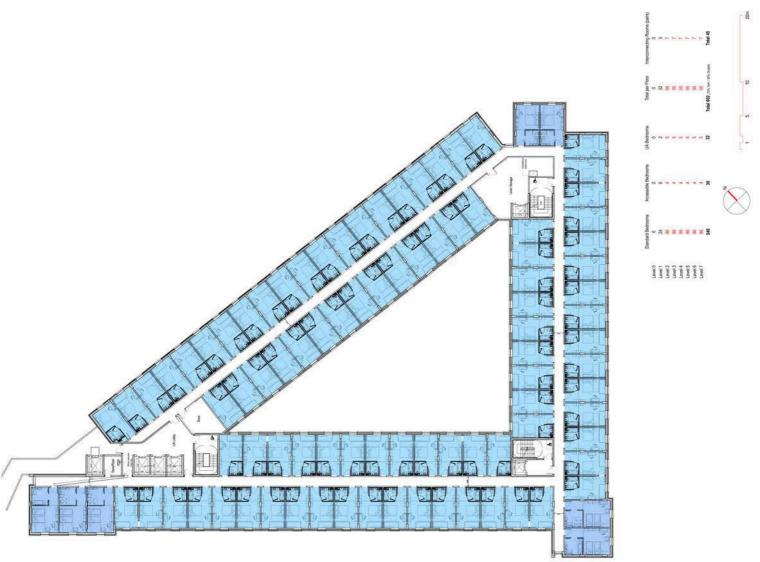


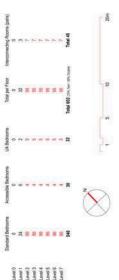




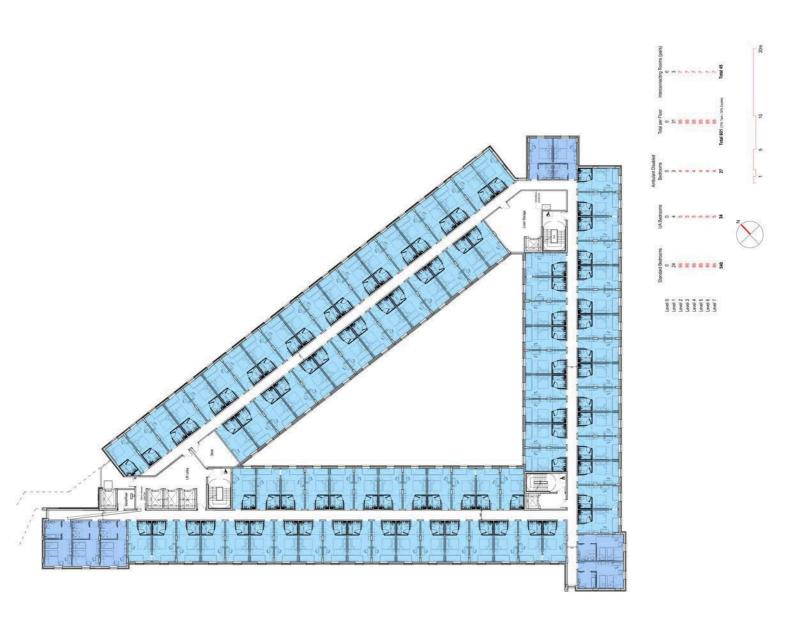




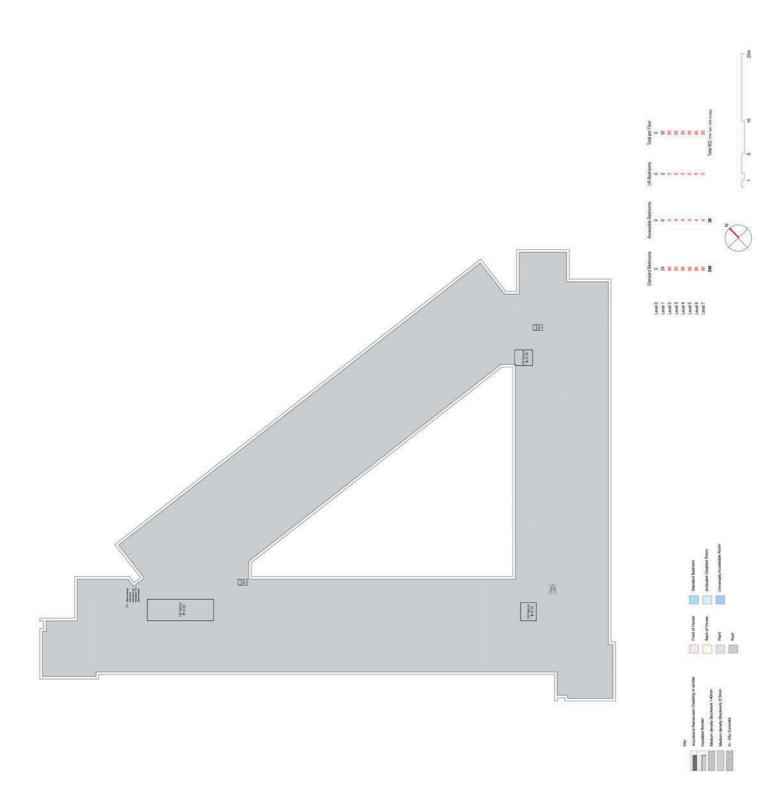


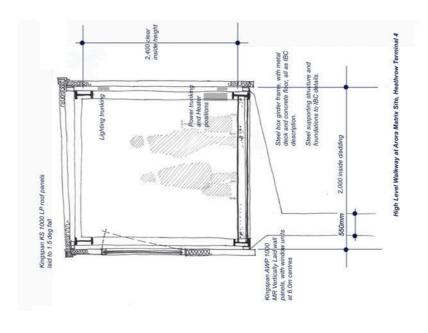








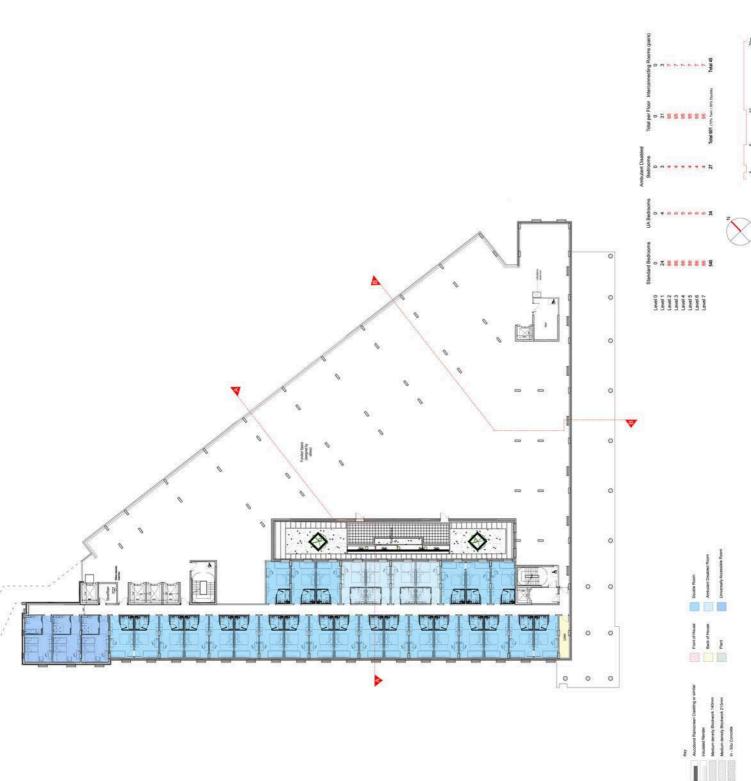




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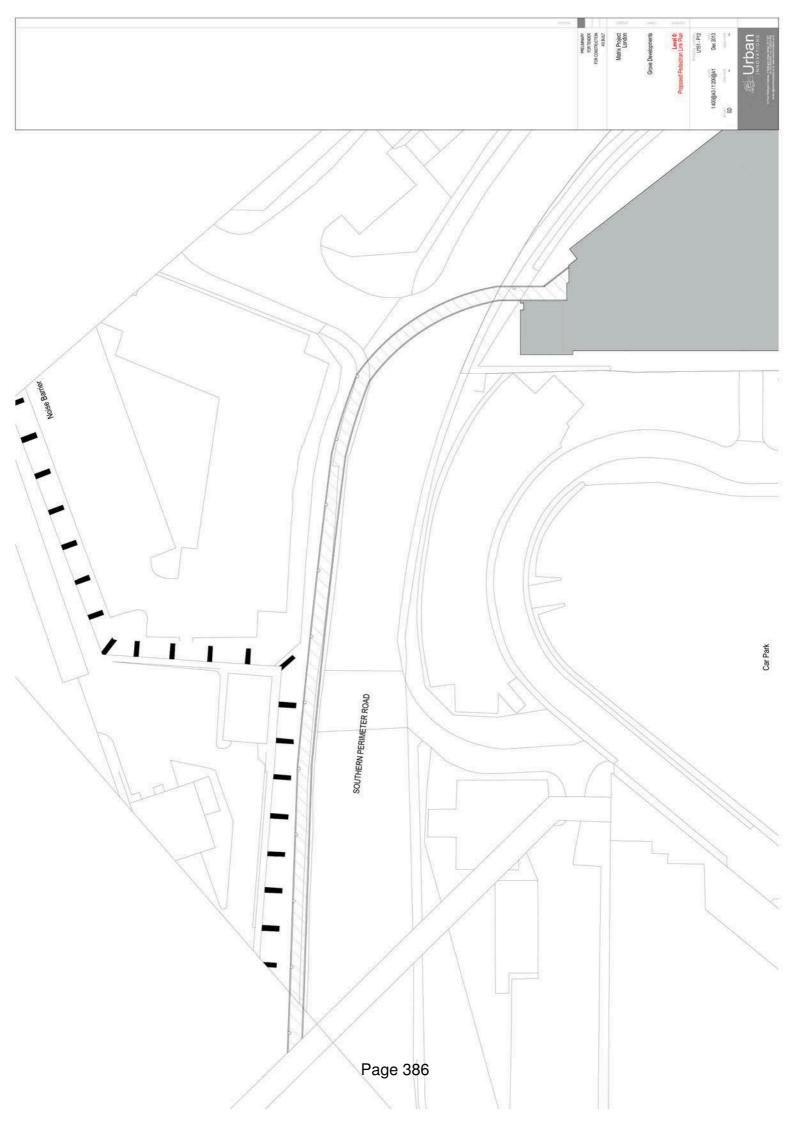




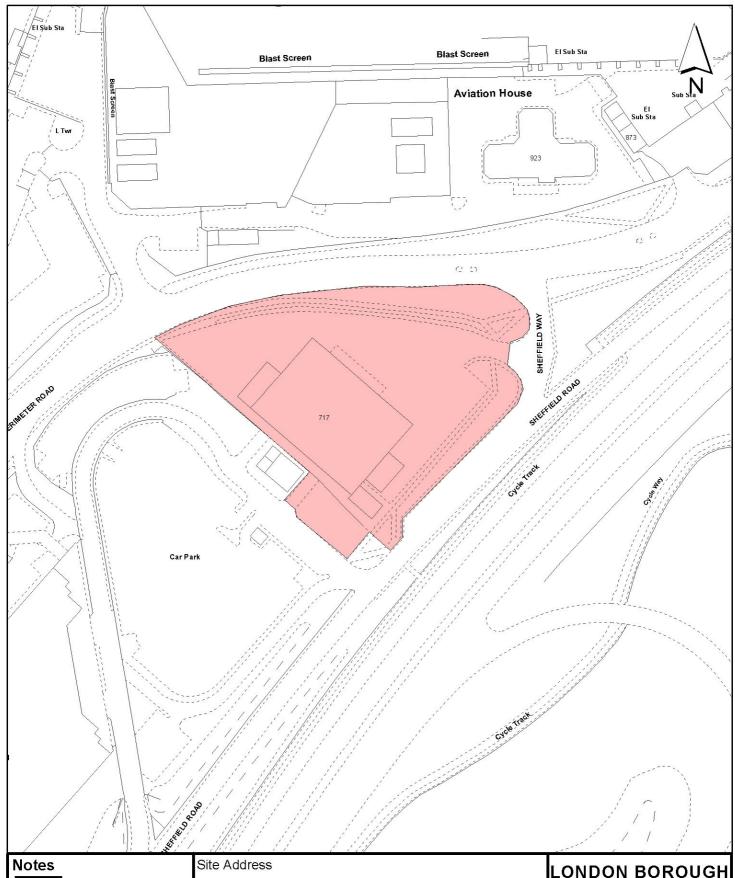


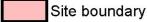












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### Site of Building 717 located between Sheffield Way & Southern Perimeter Road Heathrow Airport

Planning Application Ref:

50657/APP/2013/2214

Planning Committee

Major Applicatiอก

Scale

1:1,250

Date

March 2014

### LONDON BOROUGH OF HILLINGDON Residents Services

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



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

Address FORMER ANGLERS RETREAT PH CRICKETFIELD ROAD WEST

DRAYTON

**Development:** Demolition of existing single and two storey extensions and outbuildings

associated with the public house. Retention and conversion of the original public house building to form 2 no. residential units plus the erection of an additional 14 no. residential units on the site, provision of a wild flower meadow, car parking, landscaping, amenity space and other associated

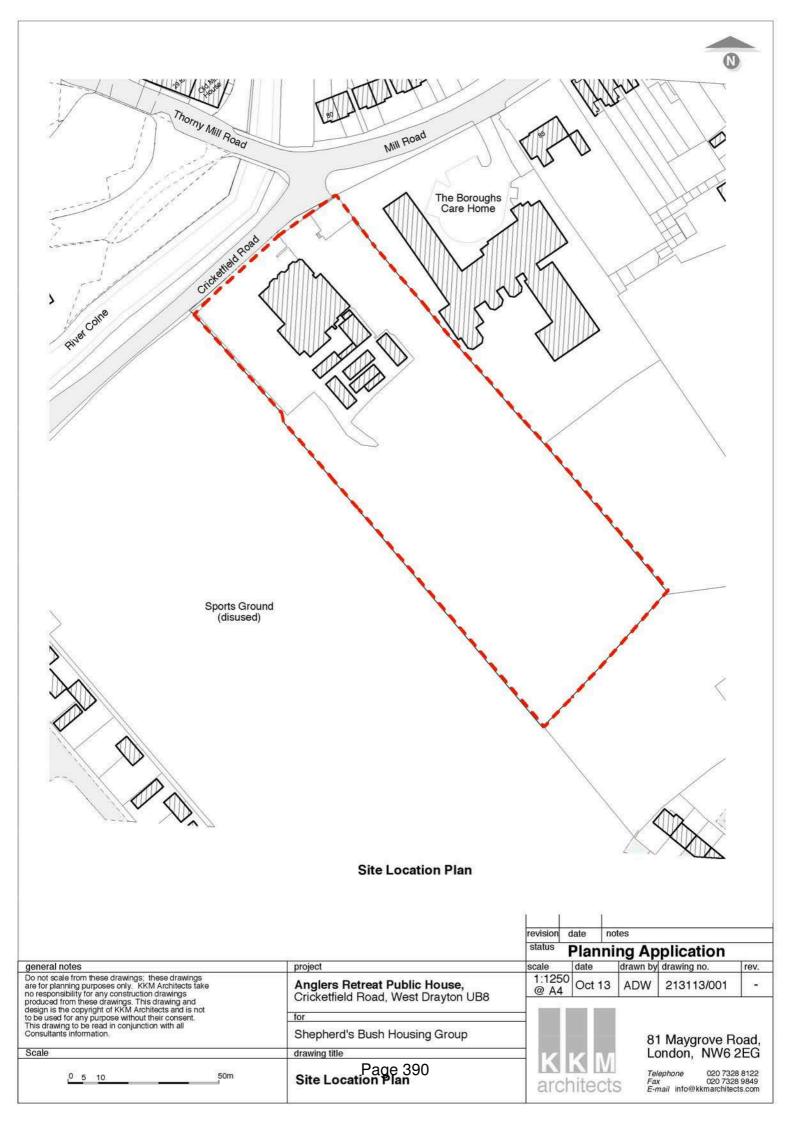
works. AMENDED PLANS RECEIVED

**LBH Ref Nos:** 11981/APP/2013/3307

Date Plans Received: 07/11/2013 Date(s) of Amendment(s): 21/01/2014

**Date Application Valid:** 08/11/2013 26/01/2014

07/11/2013







Page 391

Shepherd's Bush Housing Group

drawing title

Proposed Site Plan

81 Maygrove Road, London, NW6 2EG

Telephone 020 7328 6122 Fox 020 7328 9849 E-mail infolitekmatchitects.com



PLANNING

Date

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31.10.13 11269A1 HW BA NF

Job No Deswing No Herming

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Revision



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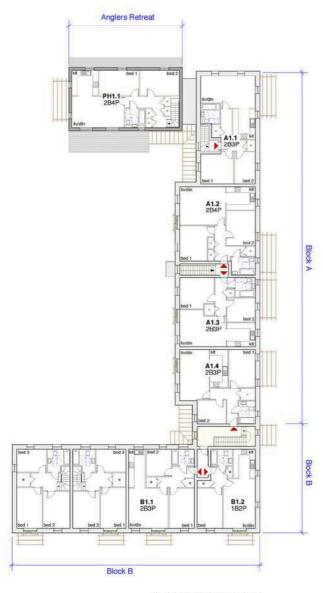
  1. Community green
  A social space with mown lawn and
  seating
  2. Dedicated play space
  Doorstep formal play opportunities
  such as stepping stones and boulders
  3. Access from Criticefield Road.
  The road is flushed on both vides by
  the bound of the stones of the stones of the stones
  are as a studied in the stones
  parting to of the site.
  See parking to the front
  Disabled parking bay and access to
  disabled unit. Crasscrete used as
  surface material to mantatia a green
  front to Cricketfield Road.
  Wildflower edge with gentle mounding,
  and groups of tree planting.
  7. Private gardens
  Provision of patios, sheds, composters
  and fruit trees.
  Buffer planting to building facades
  Shrub and herbaceous planting
  to the planting to building facades
  Shrub and herbaceous planting
  or providing privacy
  Planting to community green
  Ormamortal grasses and herbaceous
  plaining to add highlights and seasonal
  inferest.
  10. Bin stone
  Timber clad steel structure tucked into
  the wildflower edge
  I Bilde stone
  Timber clad steel structure forming
  part of the community green
  provision of gauce for 15 bicycles
  12. Green Road
  viellitower endow
  with wildflower
  Timber clad steel structure forming
  part of the community green
  provision of gauce for 15 bicycles
  12. Green Road
  viellitower endow with
  wildflower
  Timber clad steel structure forming
  part of the community green
  provision of gauce for 15 bicycles
  12. Green Road
  viellitower endow with
  wildflower
  Timber clad steel structure forming
  part of the community green
  provision of gauce for 15 bicycles
  13. Native wildflower meadow and
  a wildflower meadow and
  a wildflower structure wildflower
  a wildflower meadow and
  a wildflower structure wildflower
  a wildflower meadow and
  a wildflower steel structure forming
  part of the community endow
  the structure forming

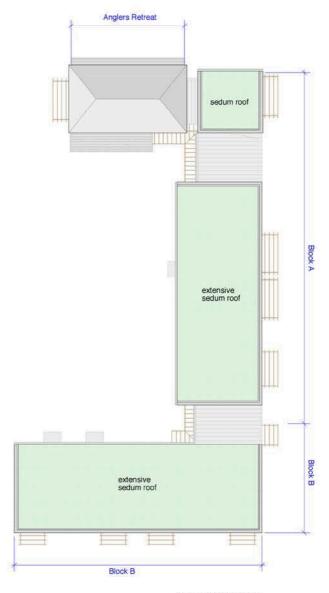
Shepherds Bush Housing Group Farrer Huxley Associates The Former Anglers Retreat Cricketfield Road, UB7 7HG PLANNING Date Scale Din Chik
31.10.13 2508A1 HW NF
Job No. Drawing No.
603

L-003





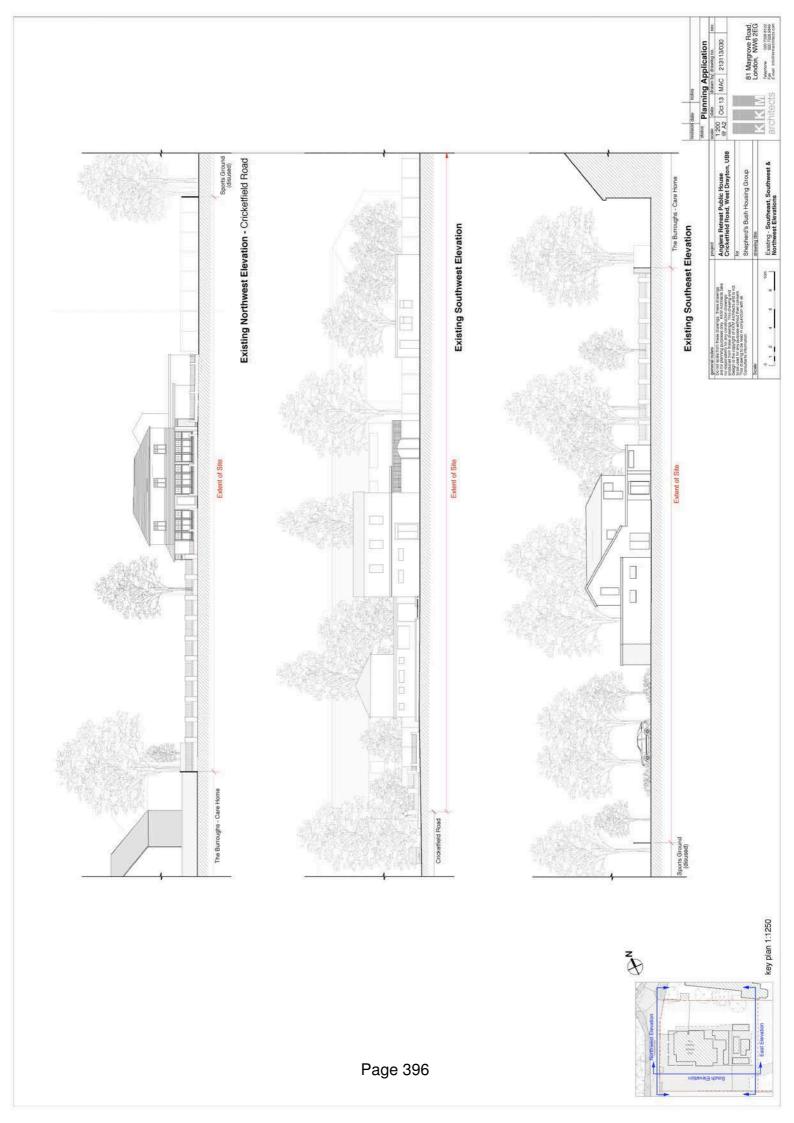




Proposed First Floor Plan

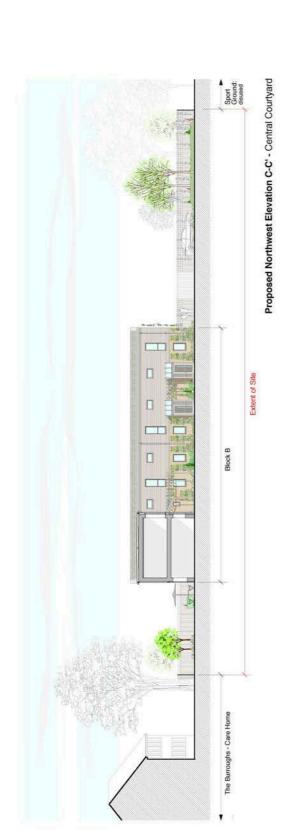
Proposed Roof Plan













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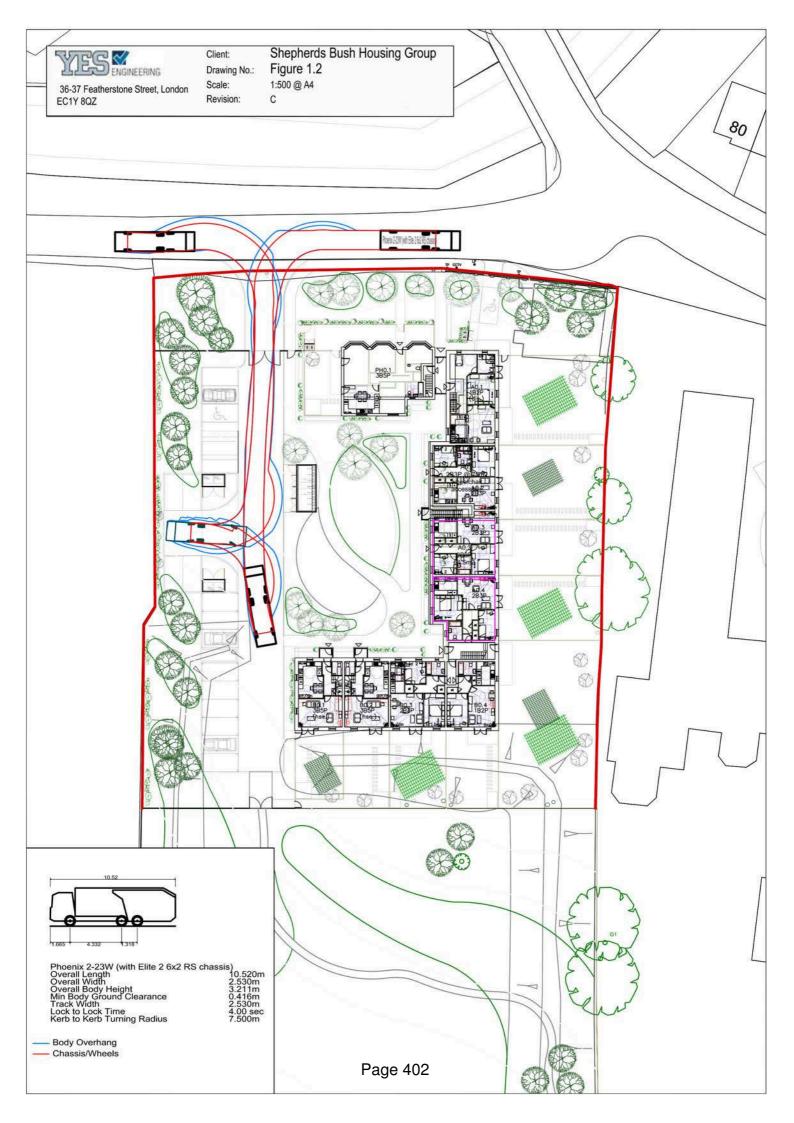
project

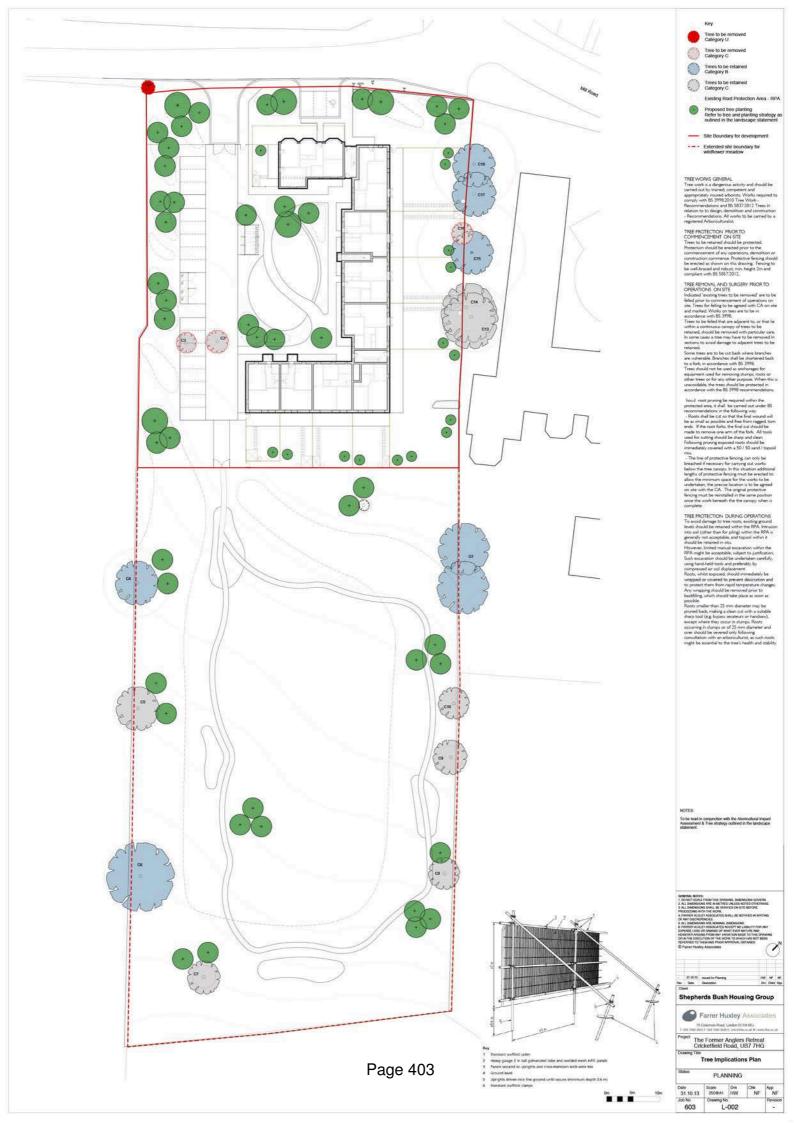
The Former Anglers Retreat Public House,
Crickettield Road, West Drayton UB?

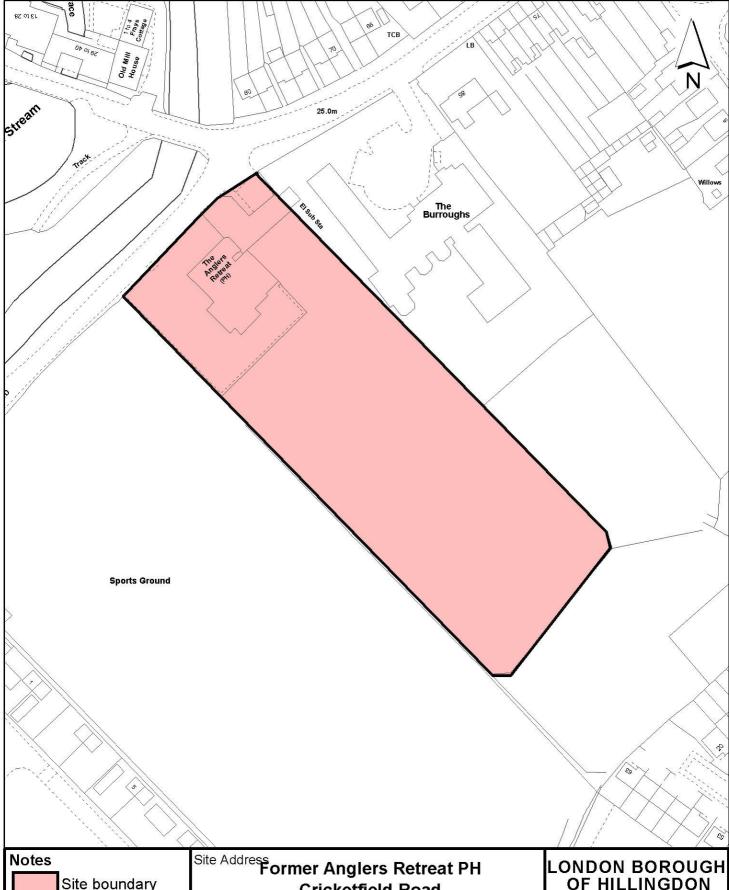


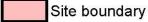












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# **Cricketfield Road West Drayton**

Planning Application Ref:

11981/APP/2013/3307

Planning Committee

Scale

Date

Major Application

March 2014

1:1,250

# OF HILLINGDON **Residents Services**

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



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

Address FORMER NATIONAL AIR TRAFFIC SERVICES HEADQUARTERS SITE

PORTERS WAY WEST DRAYTON

**Development:** Reserved matters (appearance and landscaping) in compliance with

conditions 2 and 3 for Phase 3, third application (66 residential units) of planning permission ref: 5107/APP/2009/2348 dated 01/10/2010, for the

proposed mixed used redevelopment of the Former NATS Site.

**LBH Ref Nos:** 5107/APP/2013/3397

Date Plans Received: 15/11/2013 Date(s) of Amendment(s):

Date Application Valid: 20/12/2013

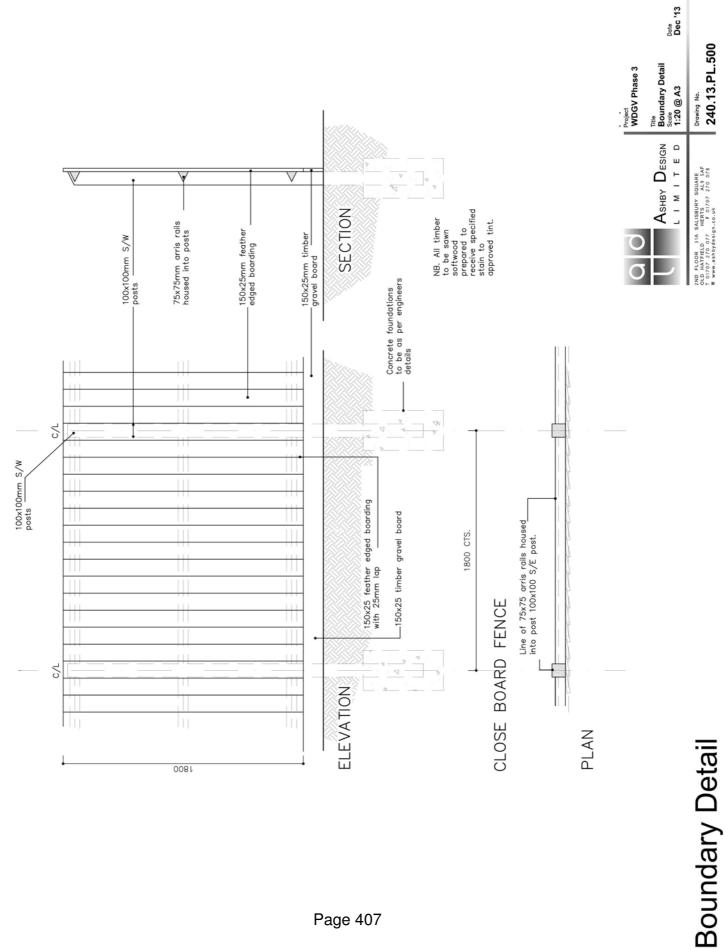




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Page 406



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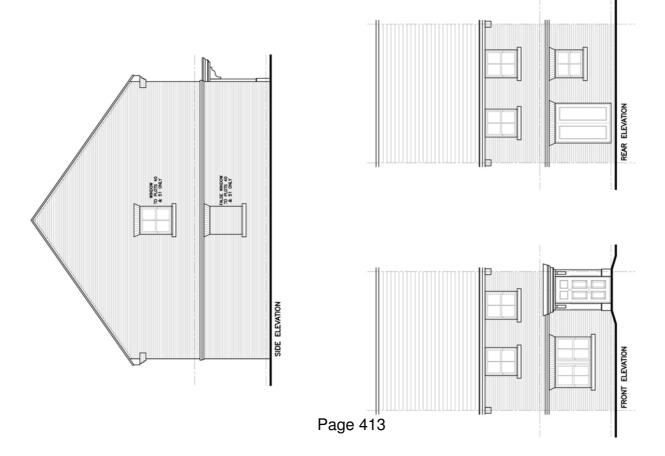
ASHBY DESIGN FE







1-1-



House Type A - 3 Bed



Page 414

House Type B - 3 Bed

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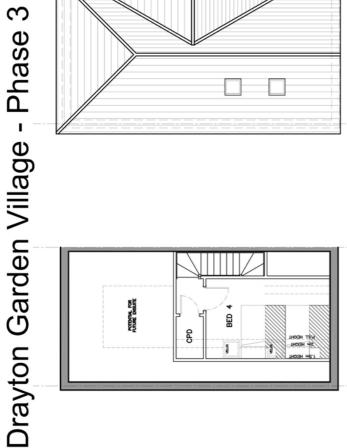
Drawn

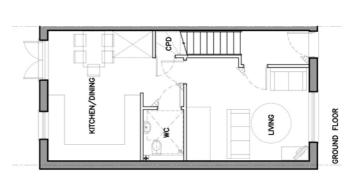
Title House Type B - 3 Bed Scale 1:100 @ A3

ASHBY DESIGN

Floor Area 91.2m²/982ft²

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BED 2

FIRST FLOOR

House Type E - 4 Bed

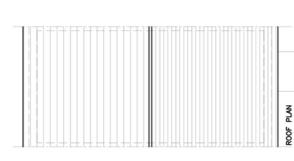
BED 1

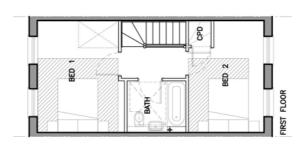
S-J G

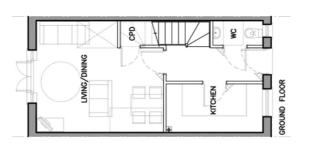
Page 417

SECOND FLOOR

ROOF PLAN







Page 418

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Dote Sep '13

Title
House Type F - 2 Bed
Scale
1:100 @ A3

ASHBY DESIGN LIMITED Drawing No. 240.13.PL.07

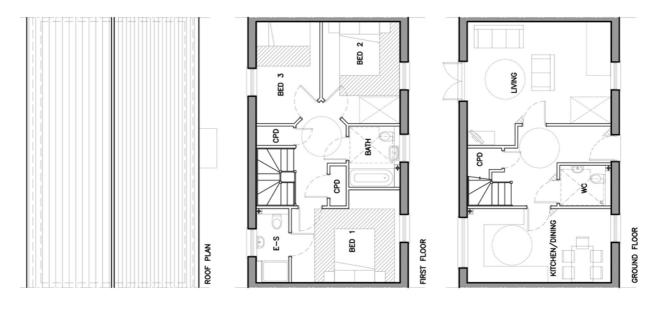
1-1-

Project Drayton Garden Village - Phase 3

House Type G - 4 Bed

Floor Area 128.4m²/1382ft²





# House Type H - 3 Bed

Checked

Drawn 11

Title House Type H - 3 Bed Scale 1:100 @ A3

ASHBY DESIGN LIMITED

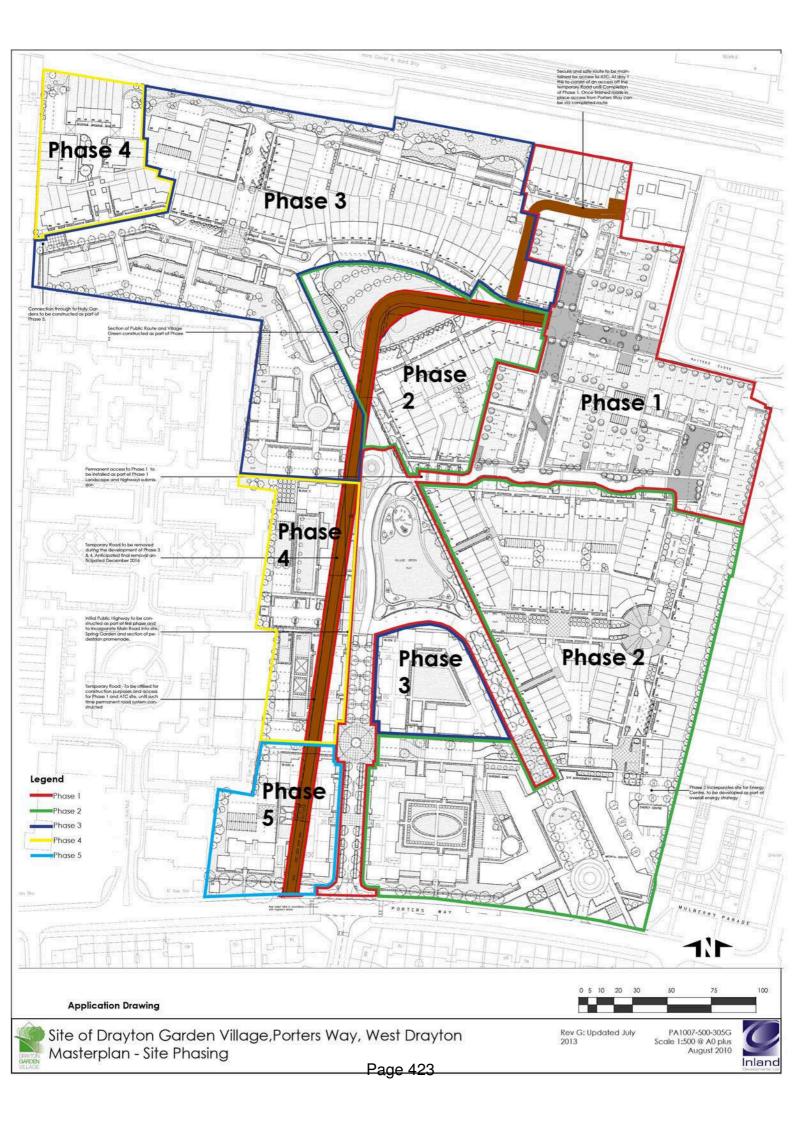
Floor Area OLD MATELLO HERTS AL9.5AF 1017ft\* T 17/207 2720 077 F 17/207 2720 078

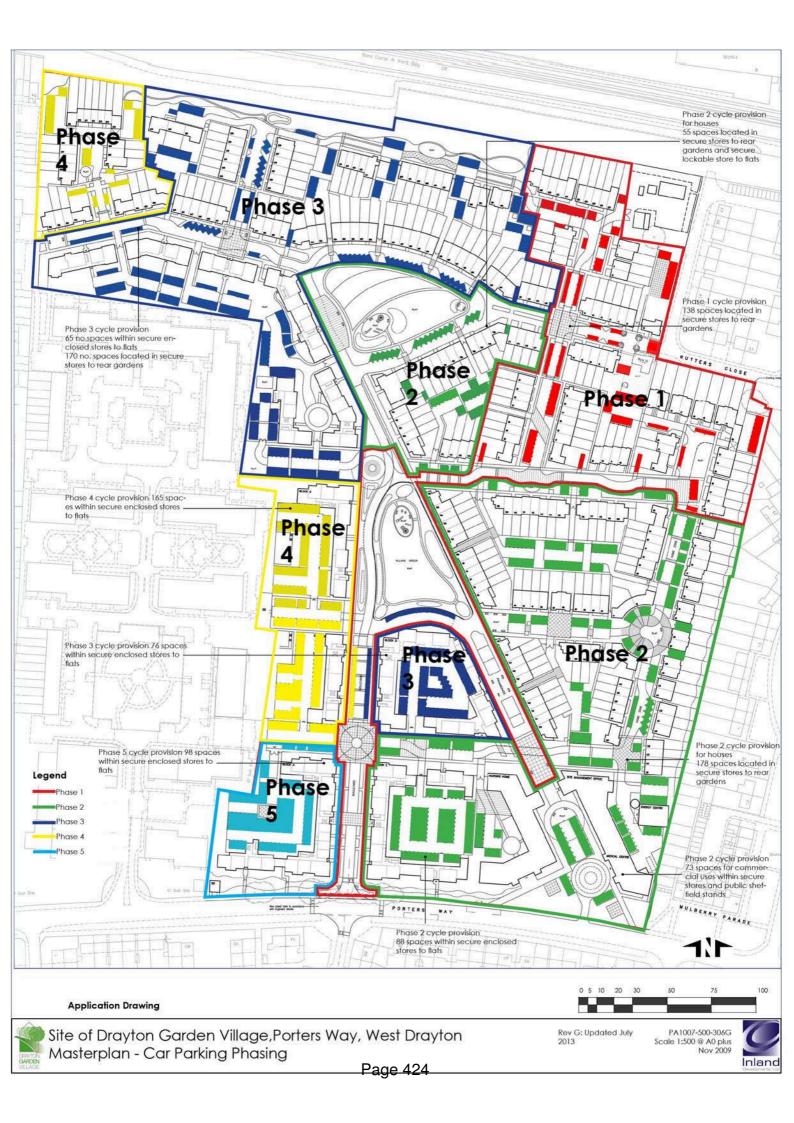
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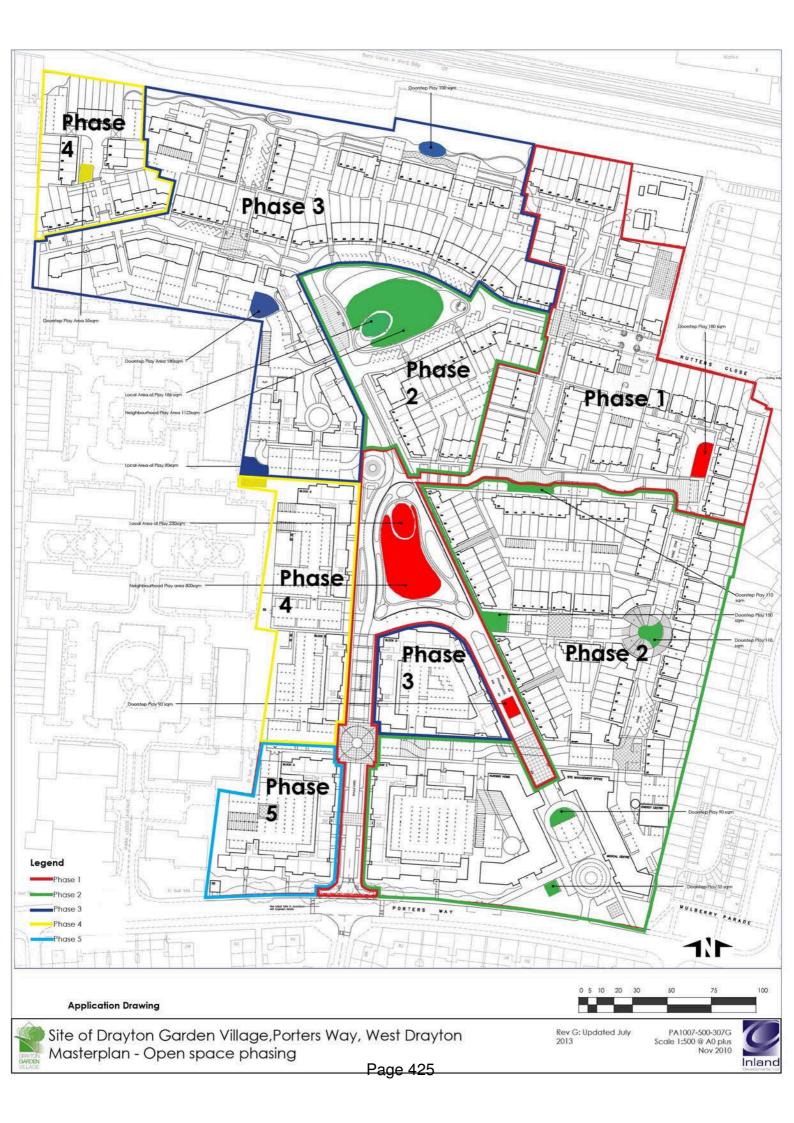
Project Drayton Garden Village - Phase 3

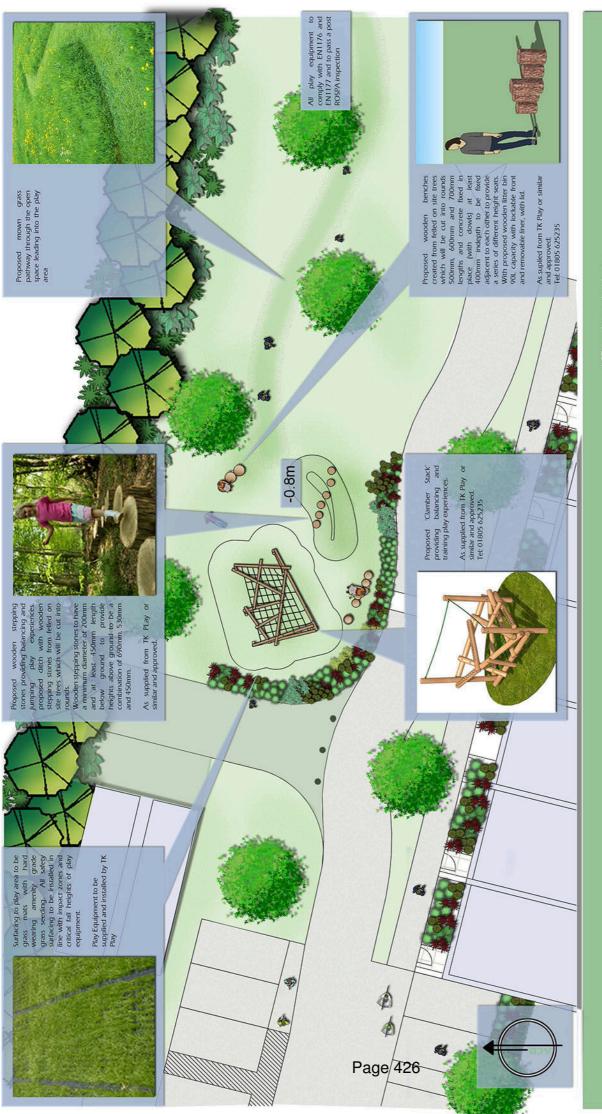








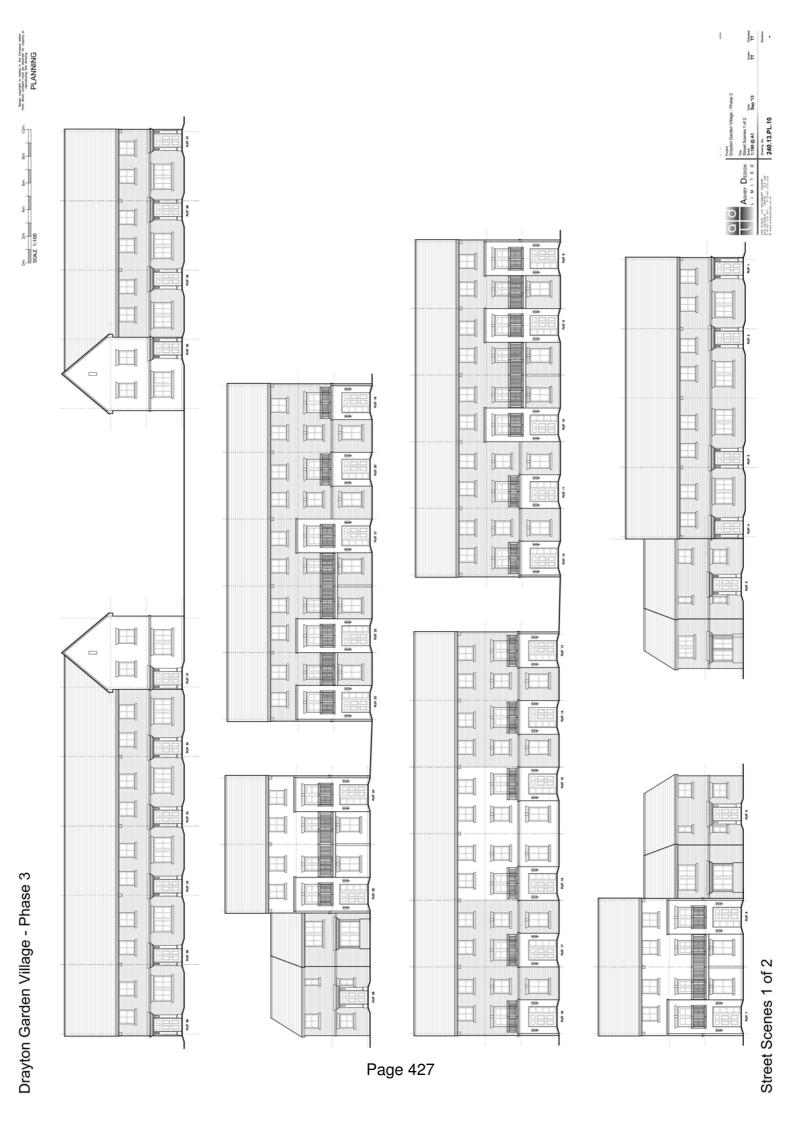




# Drayton Garden Village Northern Infrastructure

Play Area Proposals

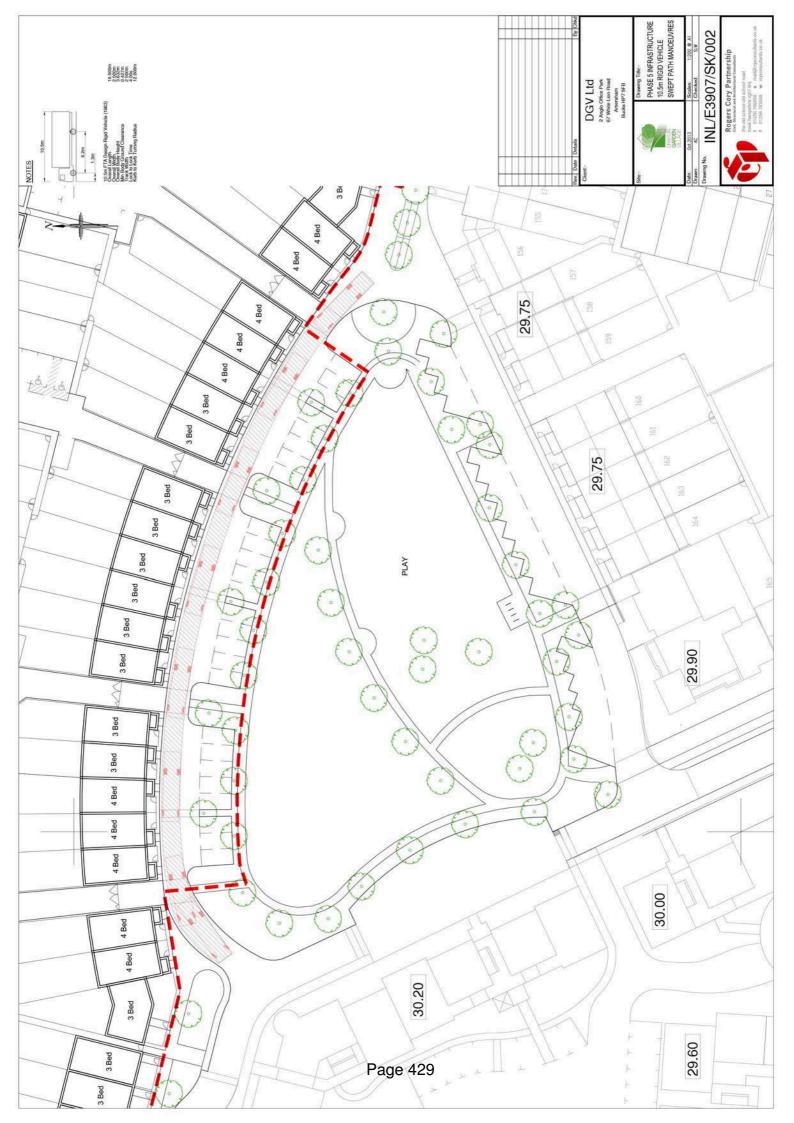
ACD Landscape Architects

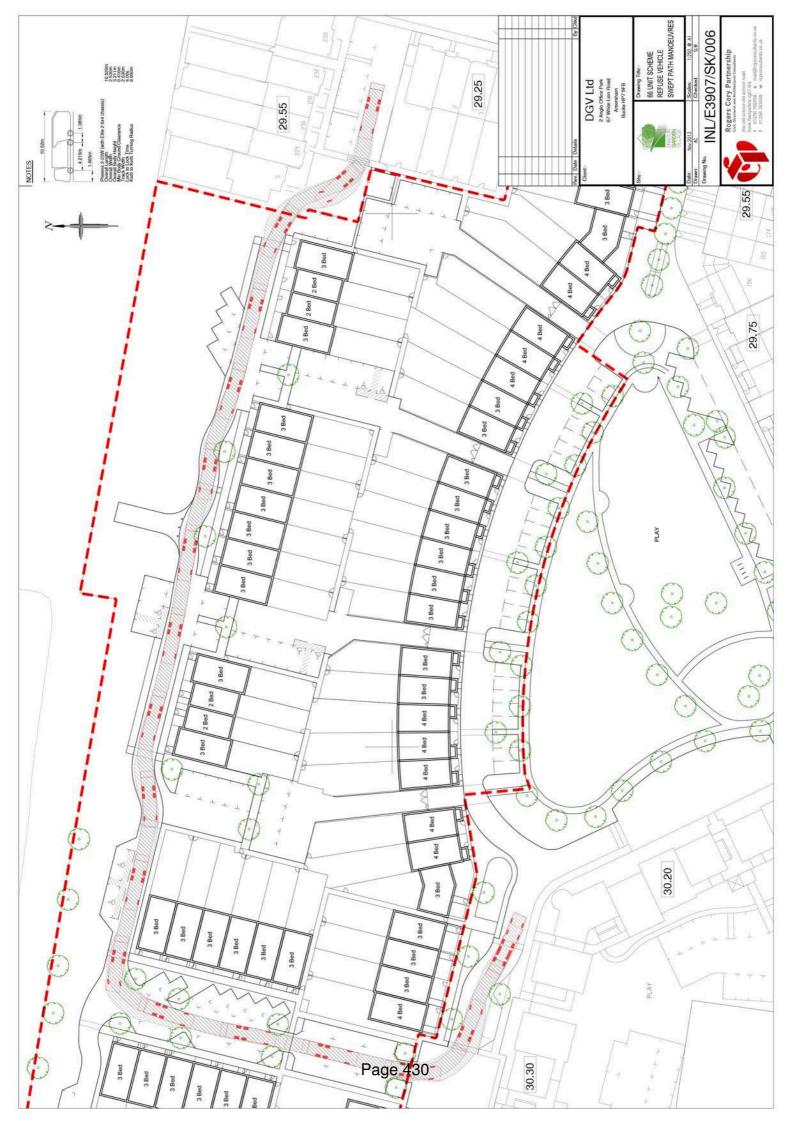


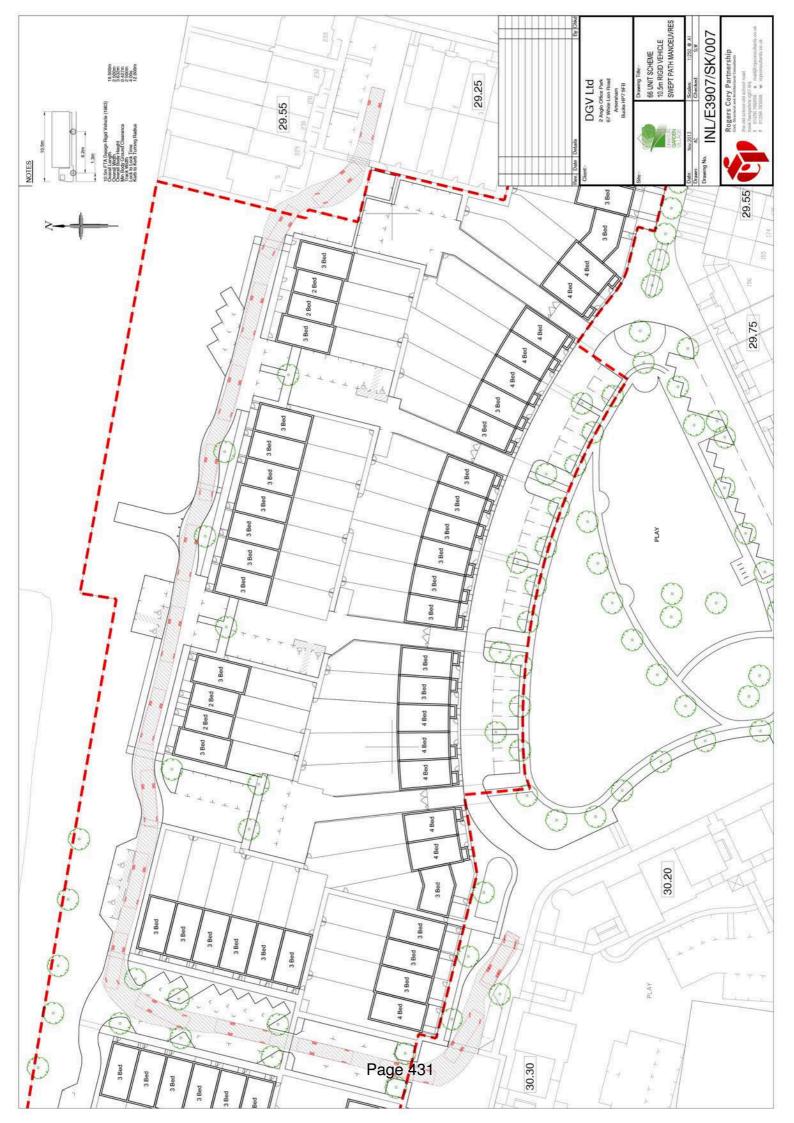


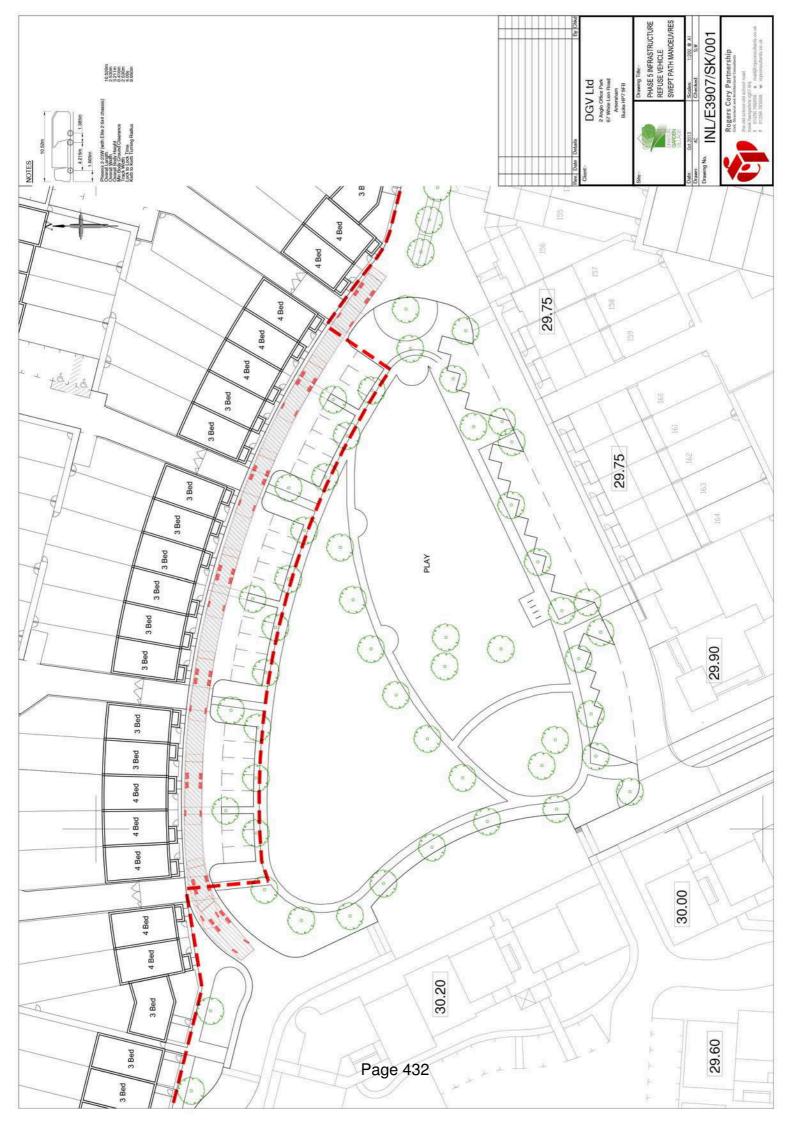
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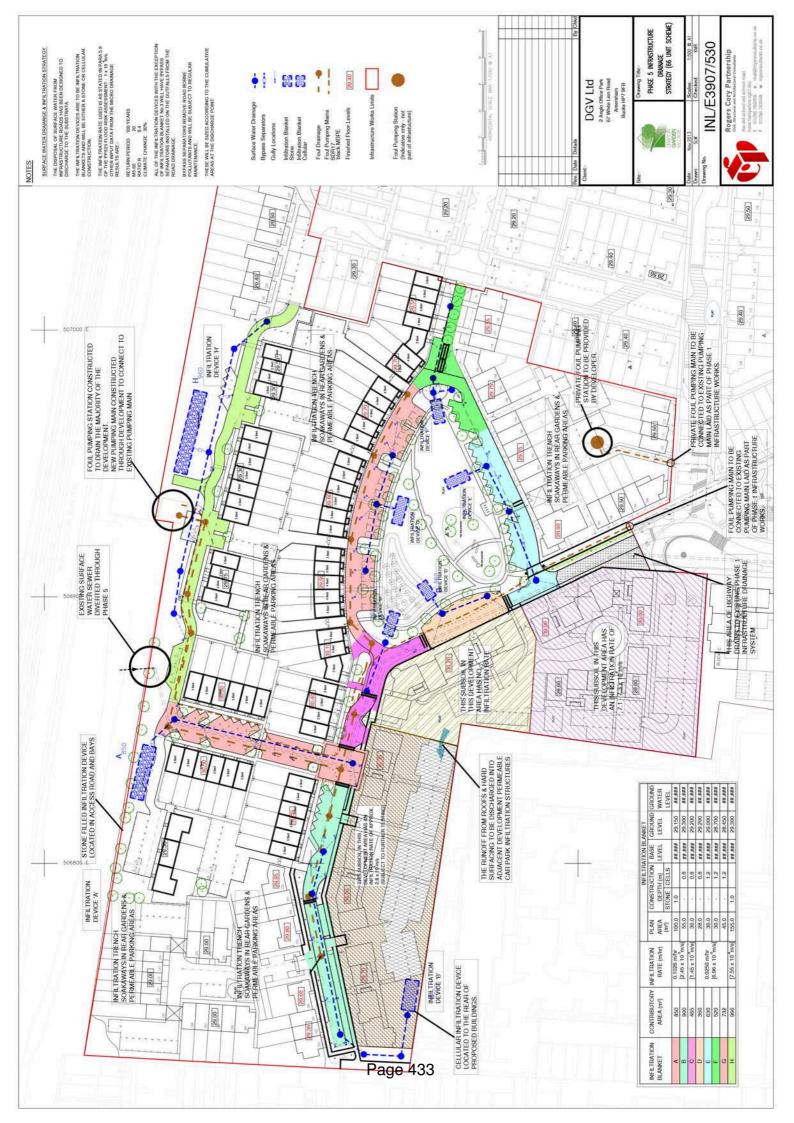
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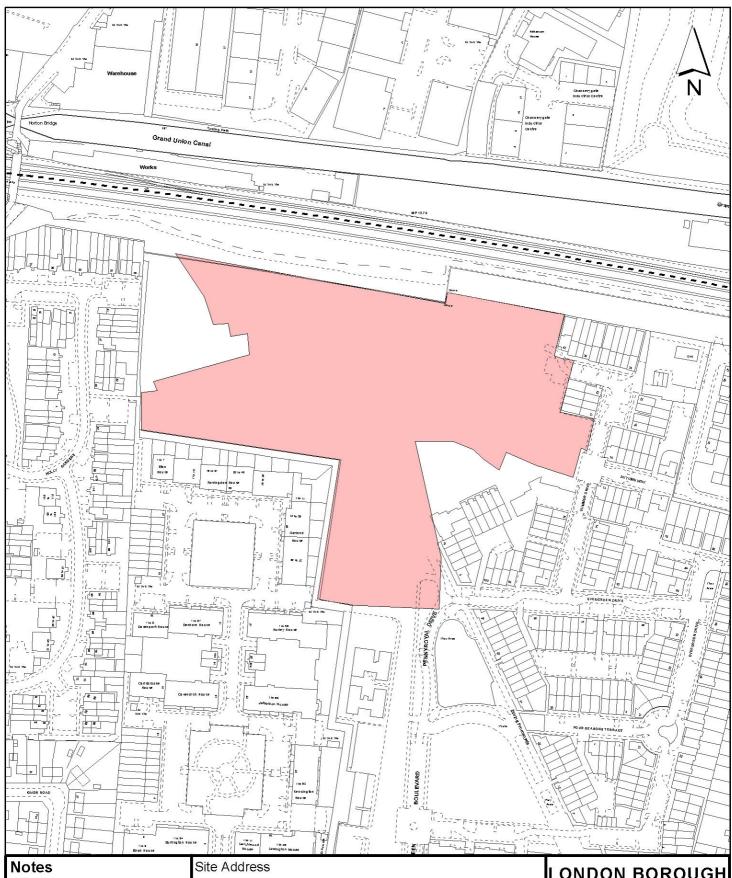


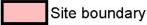












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# Former NATS Site Porters Way West Drayton

Planning Application Ref:

5107/APP/2013/3397

Scale

1:2,500

Planning Committee

Major Application

Date

March 2014

# LONDON BOROUGH OF HILLINGDON

Residents Services
Civic Centre, Uxbridge, Middx. UB8 1UW

Telephone No.: Uxbridge 250111



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

Address FORMER YIEWSLEY SWIMMING POOL SITE & PART FAIRFIELD CAR

PARK OTTERFIELD ROAD YIEWSLEY

**Development:** Redevelopment of site to provide mixed use development including one three-

storey block comprising health centre and gym; one two-storey block

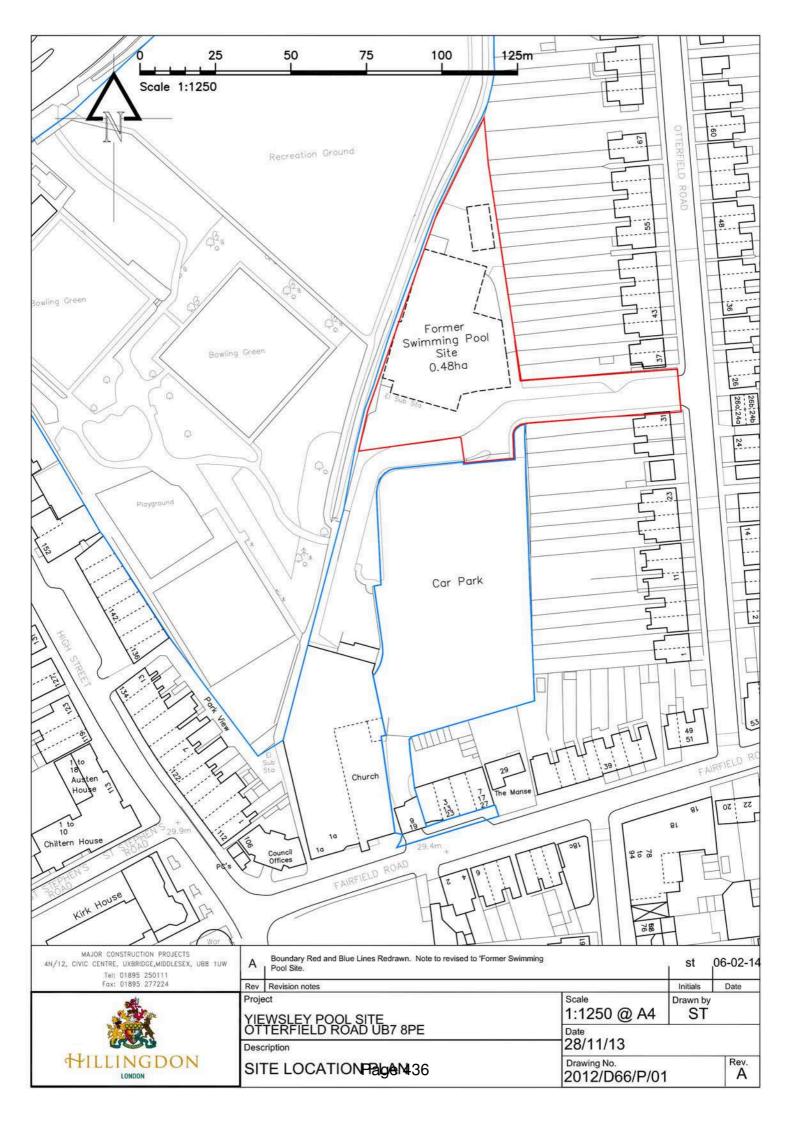
comprising 12 supported housing/living flats and associated accommodation;

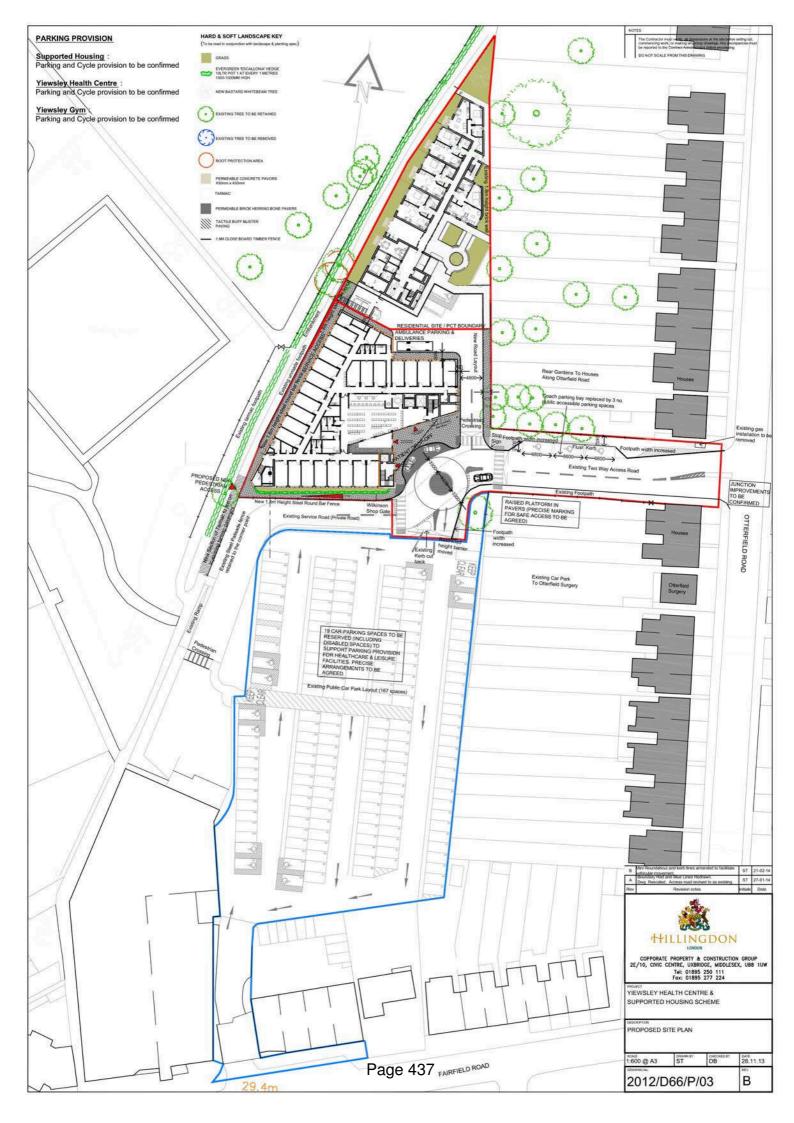
car parking; landscaping; and ancillary development.

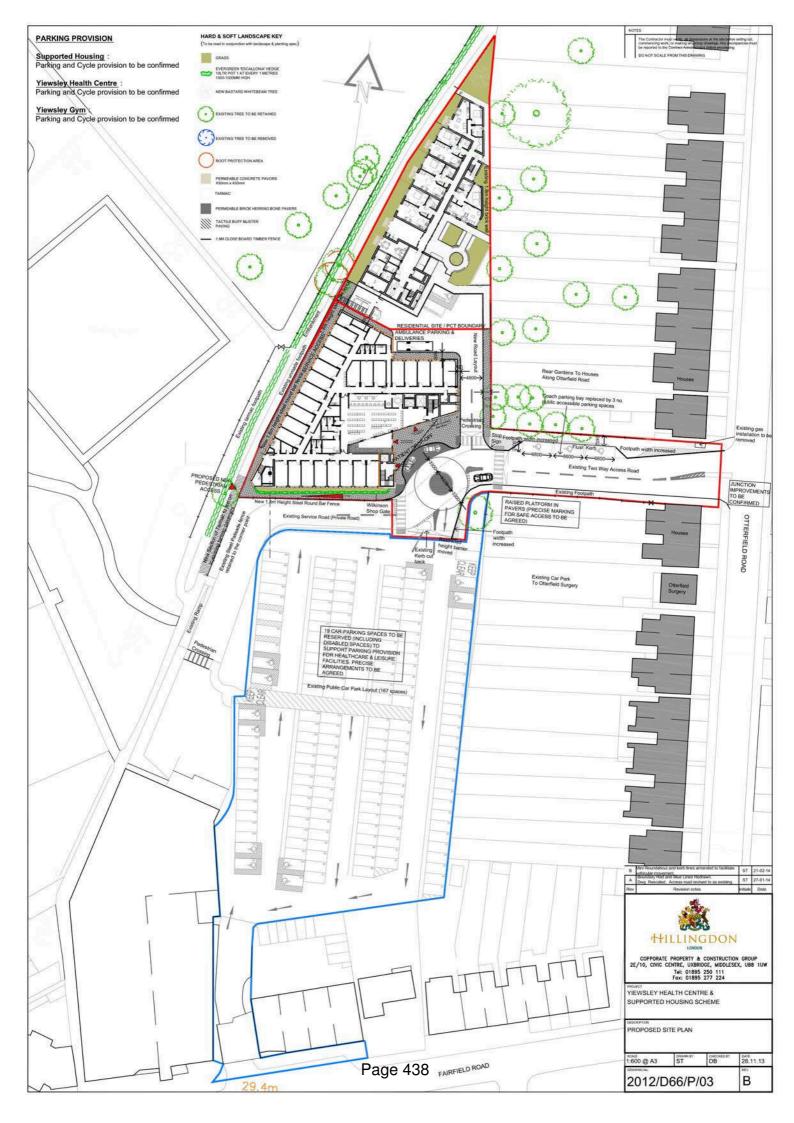
**LBH Ref Nos:** 18344/APP/2013/3564

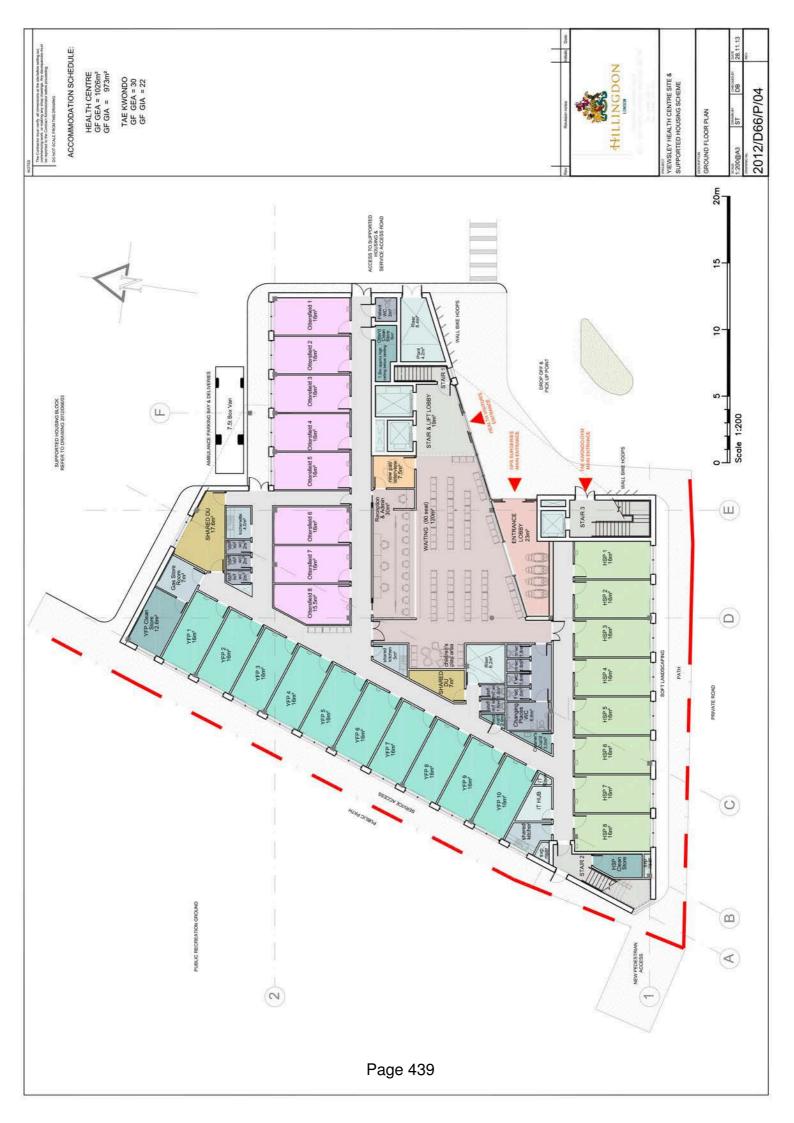
Date Plans Received: 02/12/2013 Date(s) of Amendment(s):

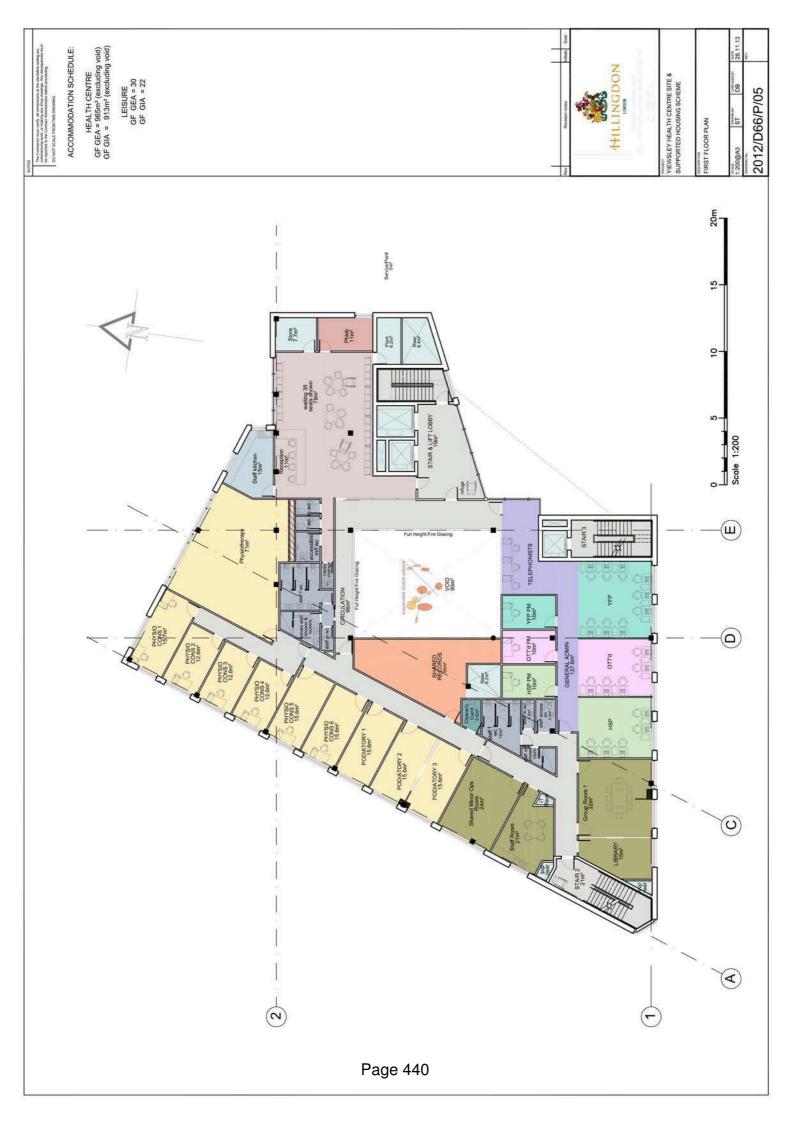
**Date Application Valid:** 04/12/2013



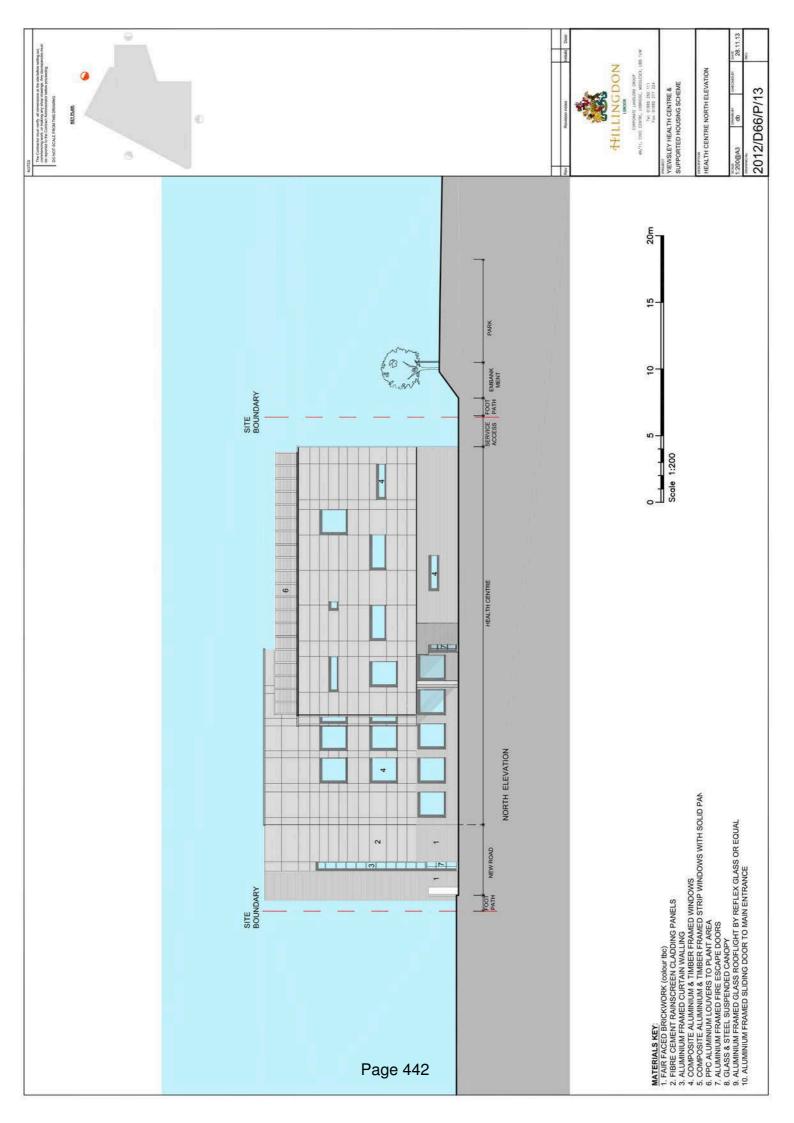


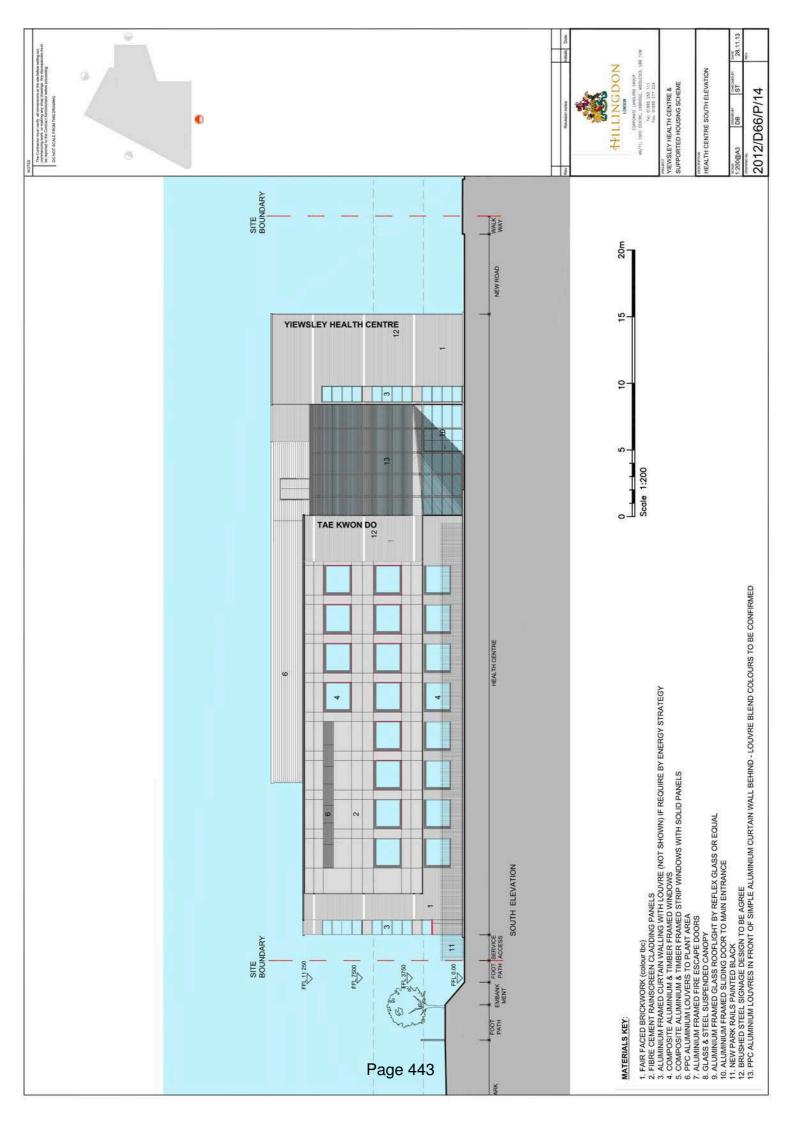


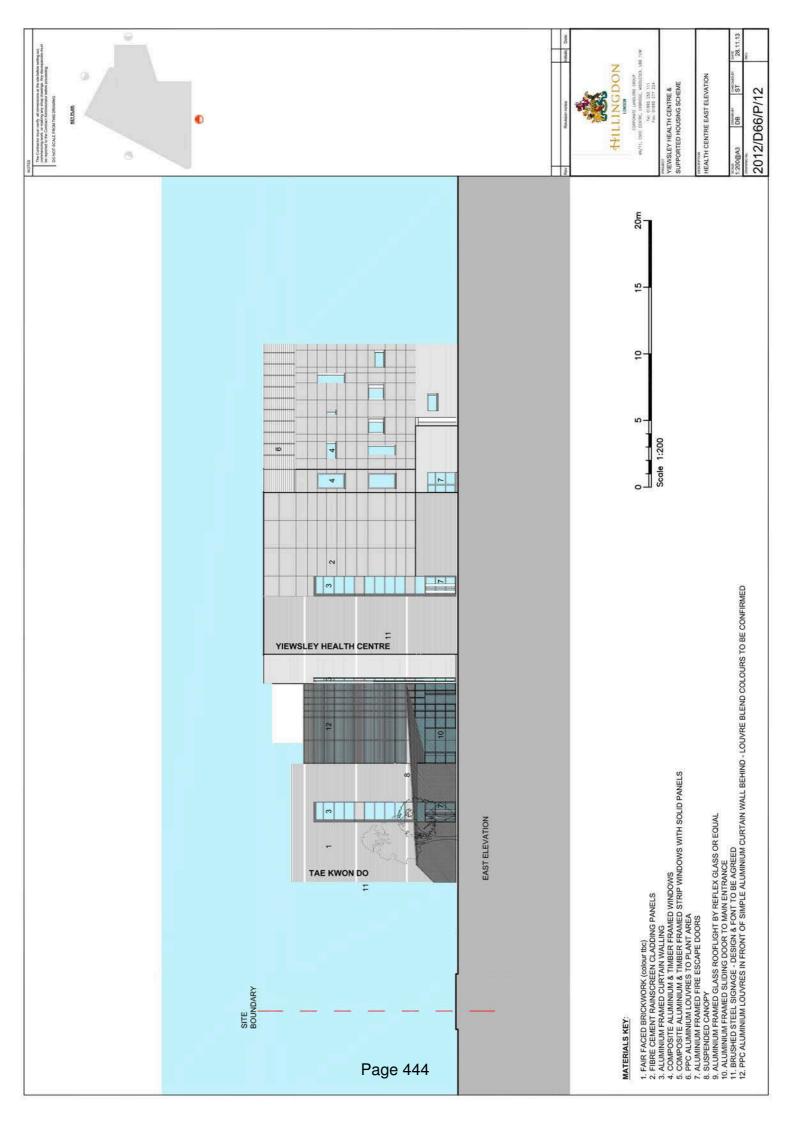


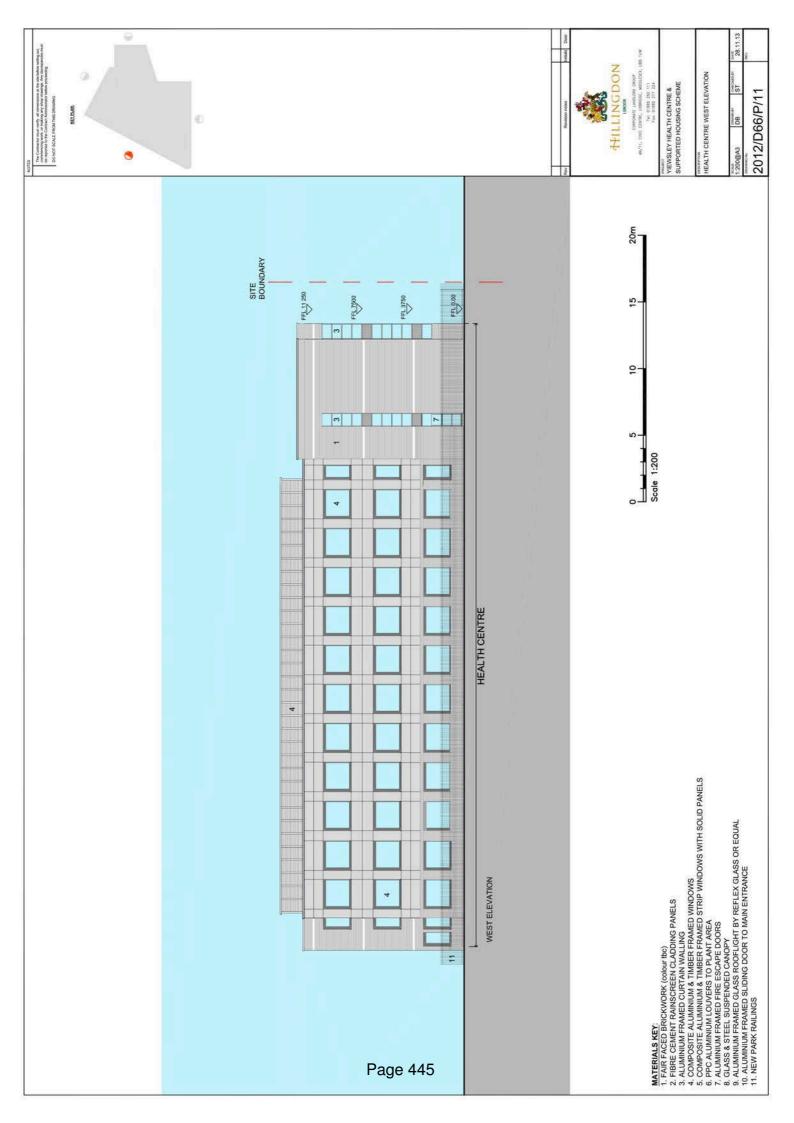




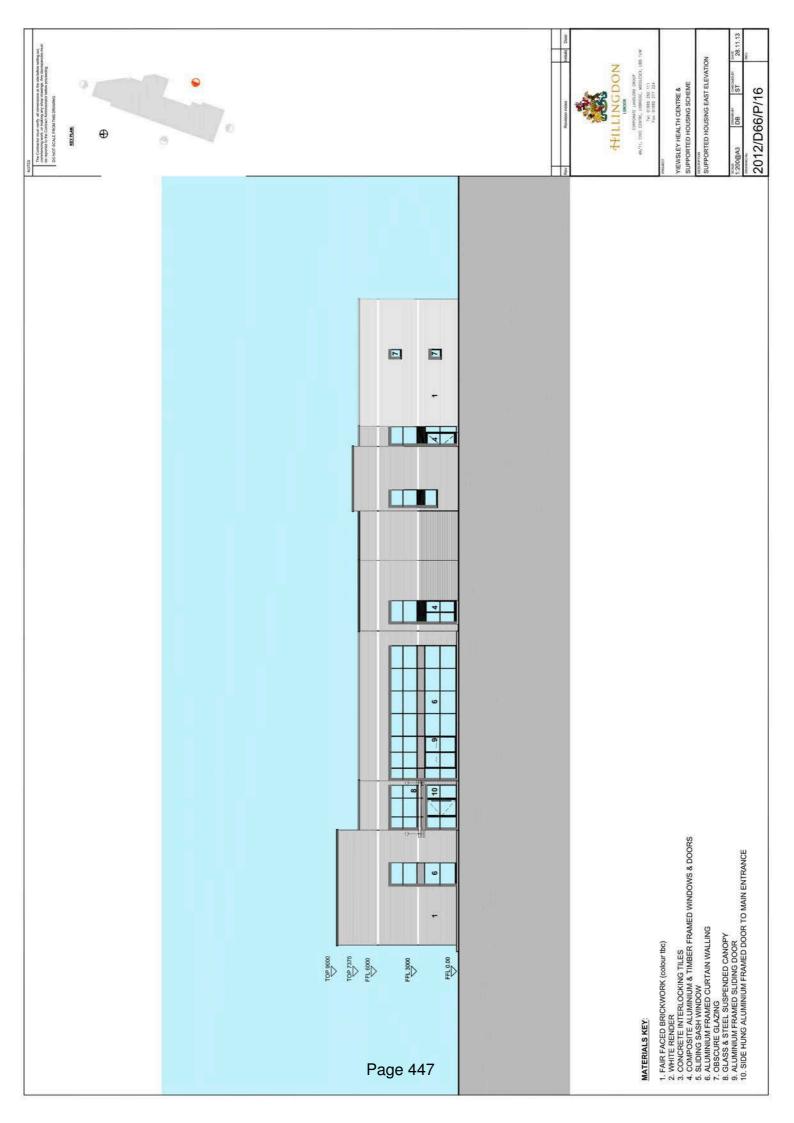


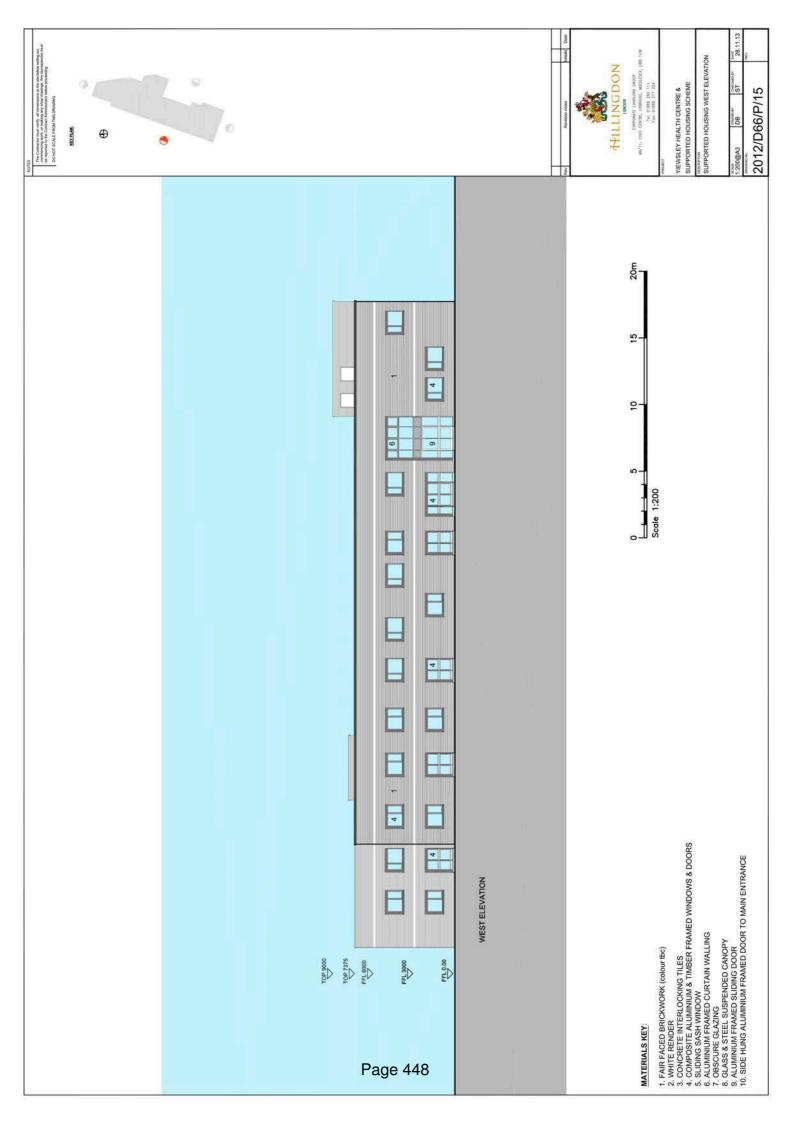


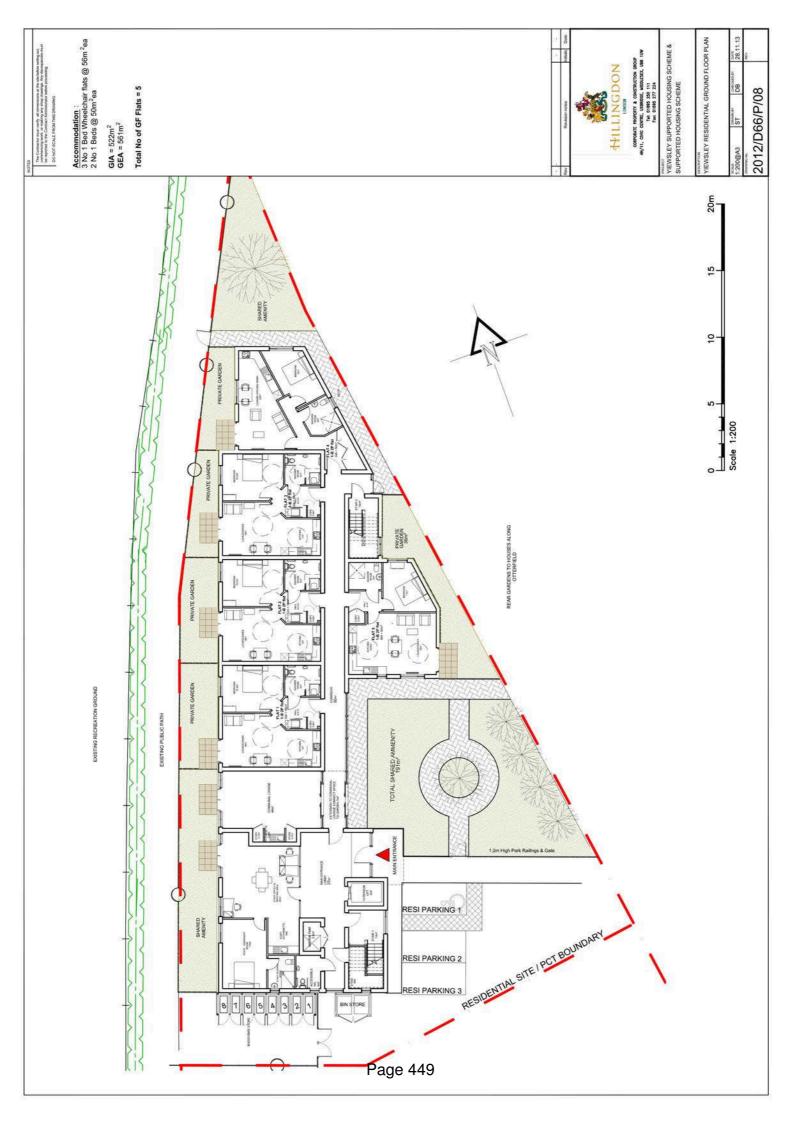


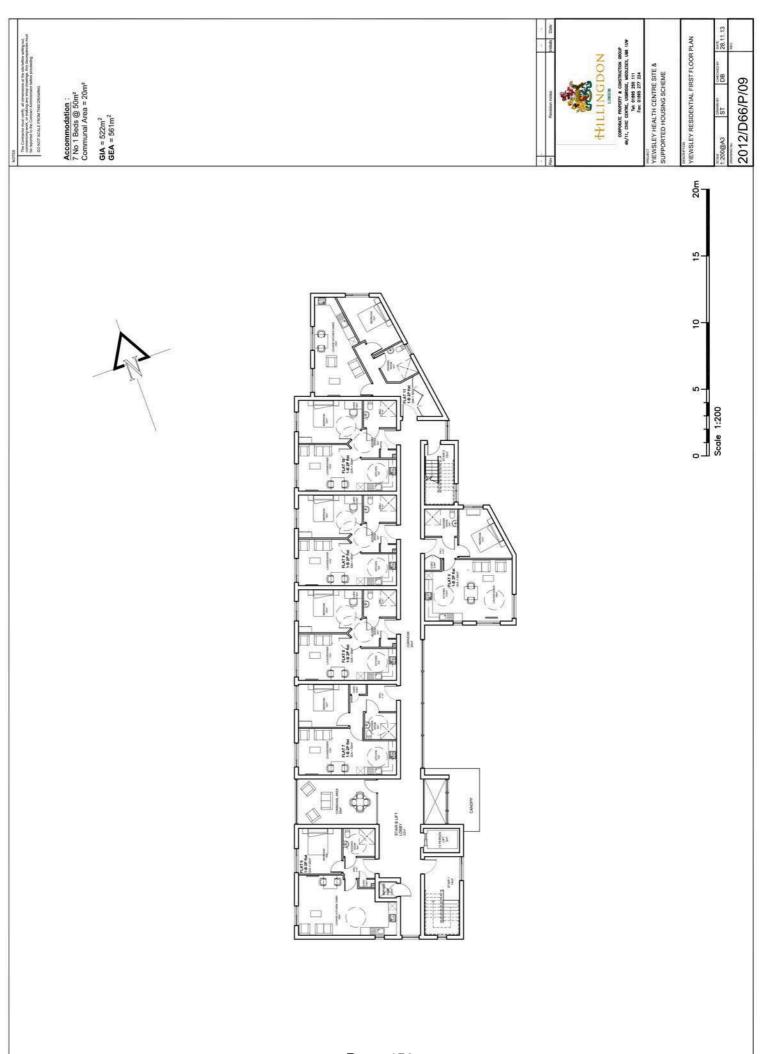




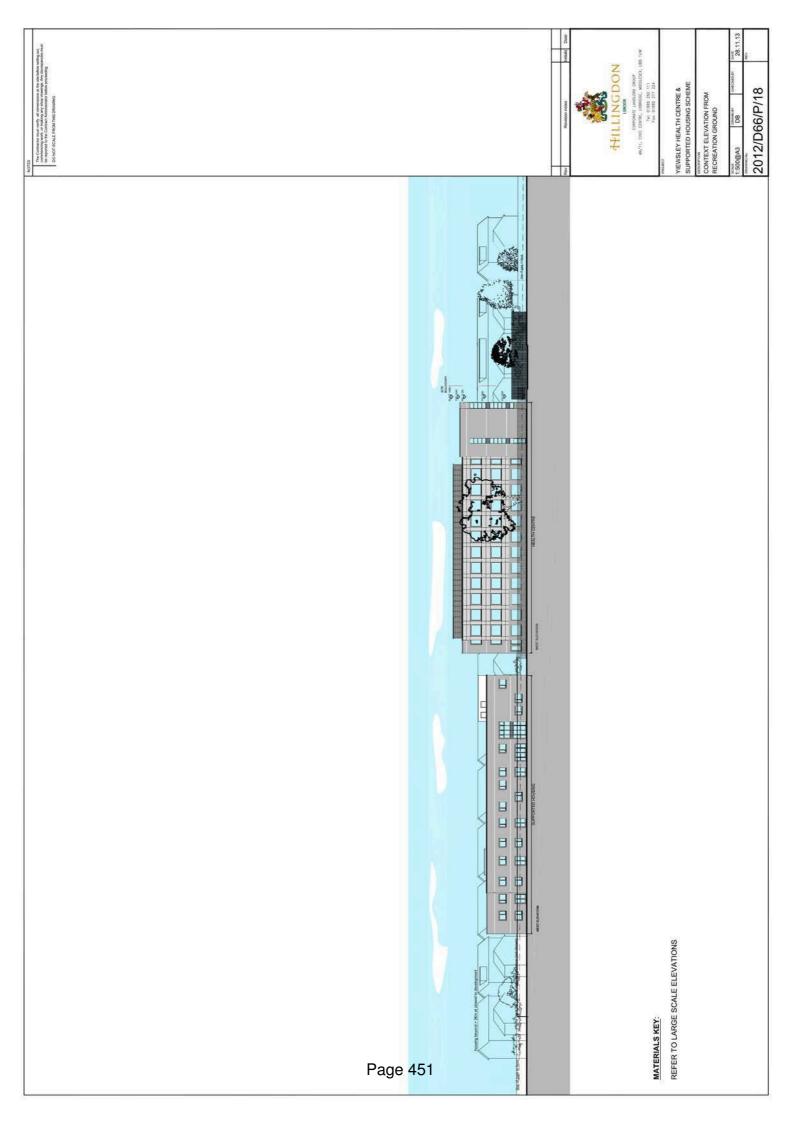


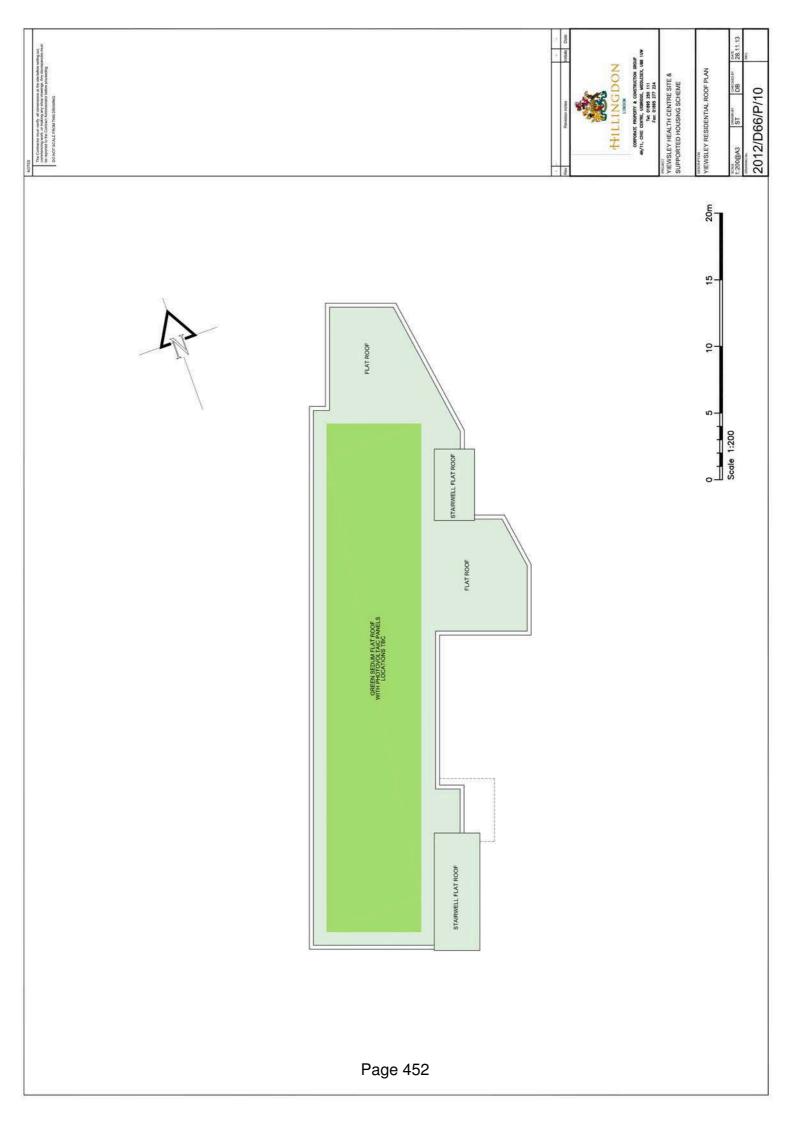


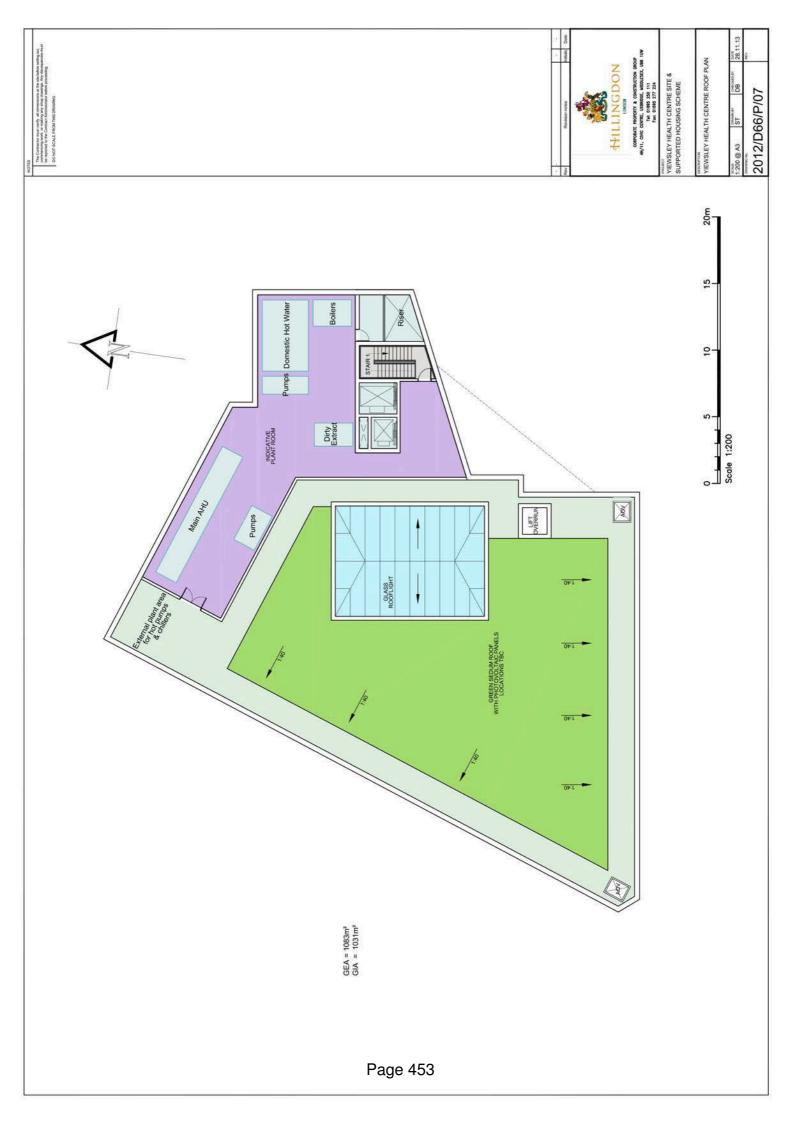




Page 450

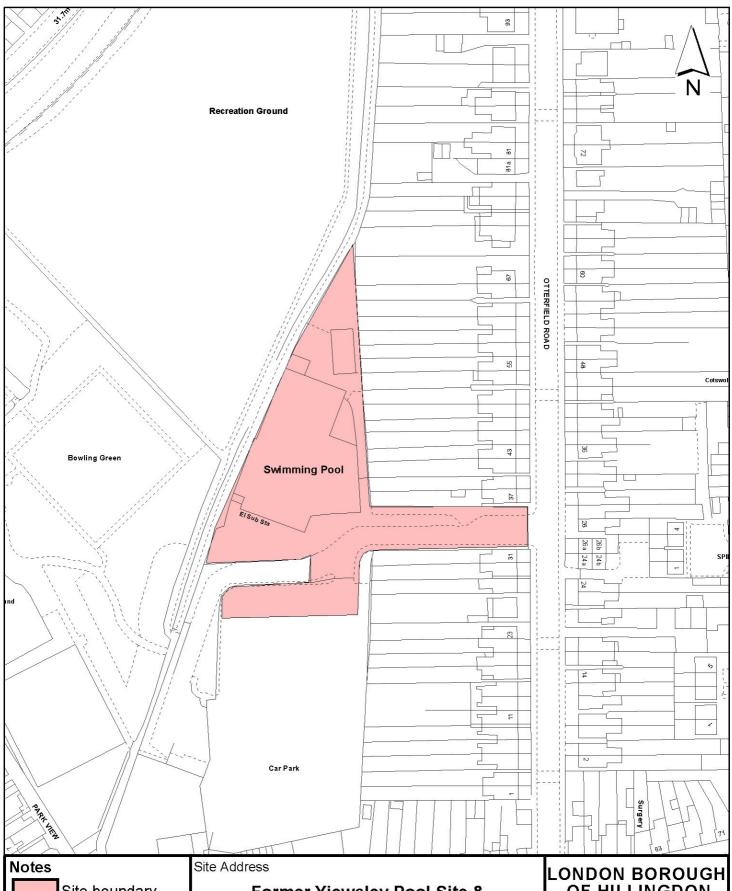














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# Former Yiewsley Pool Site & Part of Fairfield Car Park Otterfield Road Yiewsley

Planning Application Ref:

18344/APP/2013/3564

Planning Committee

Major Application

Scale

1:1,250

Date

March 2014

### LONDON BOROUGH OF HILLINGDON Residents Services

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



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

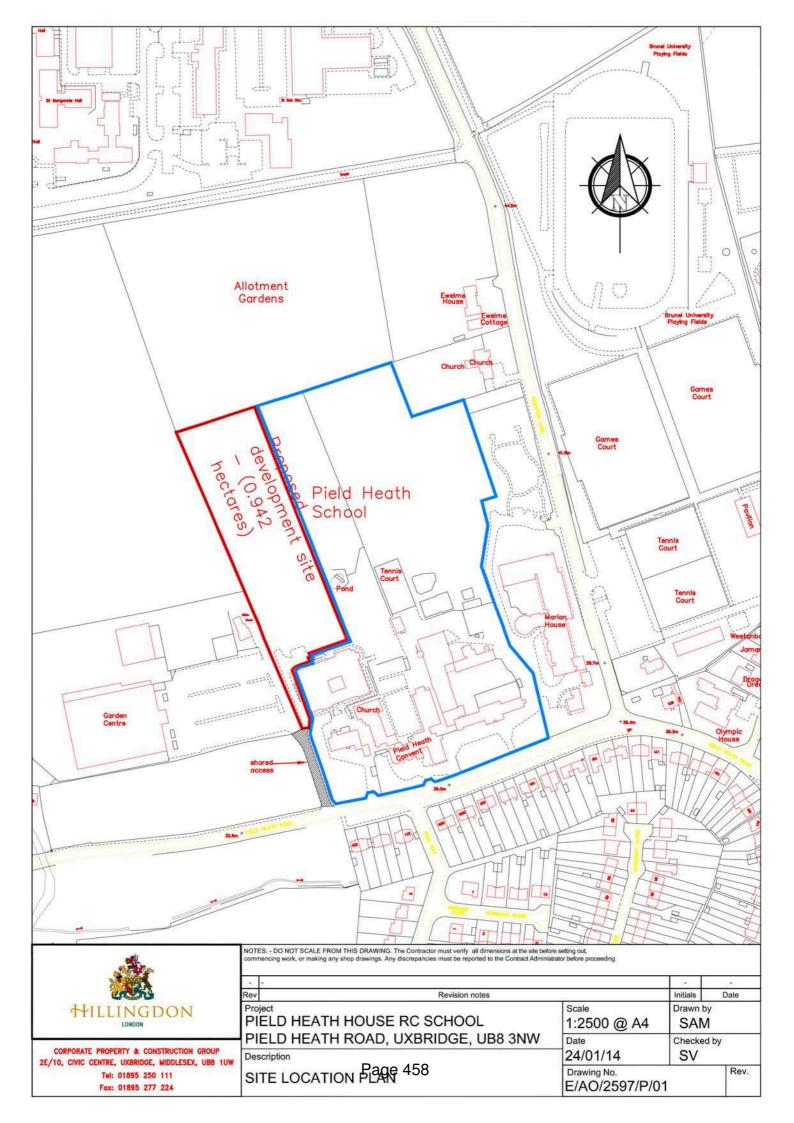
Address PIELD HEATH HOUSE R C SCHOOL PIELD HEATH ROAD HILLINGDON

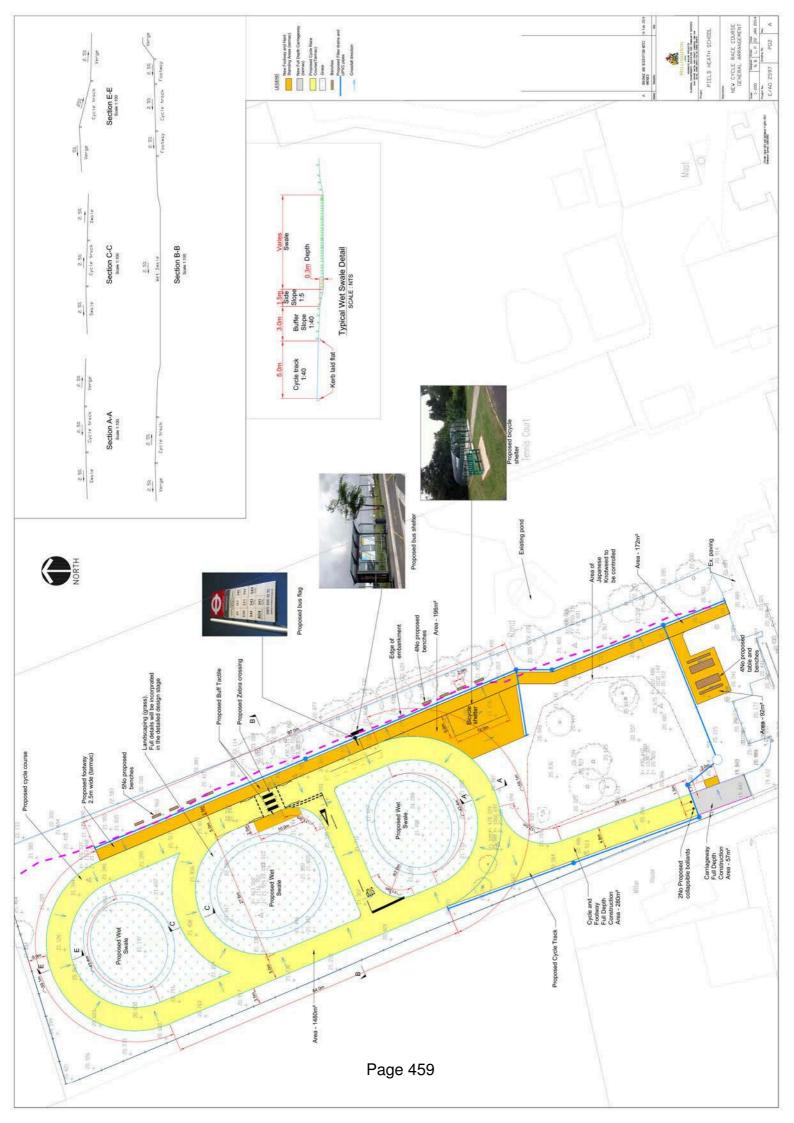
**Development:** Construction of cycle track

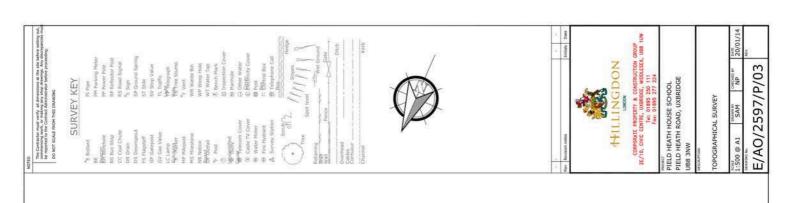
**LBH Ref Nos:** 5383/APP/2014/350

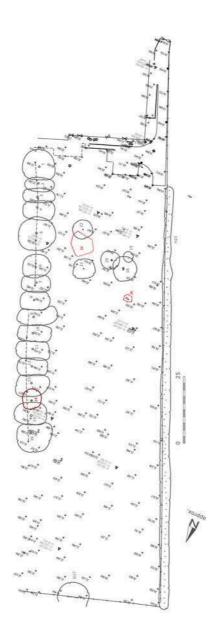
Date Plans Received: 03/02/2014 Date(s) of Amendment(s):

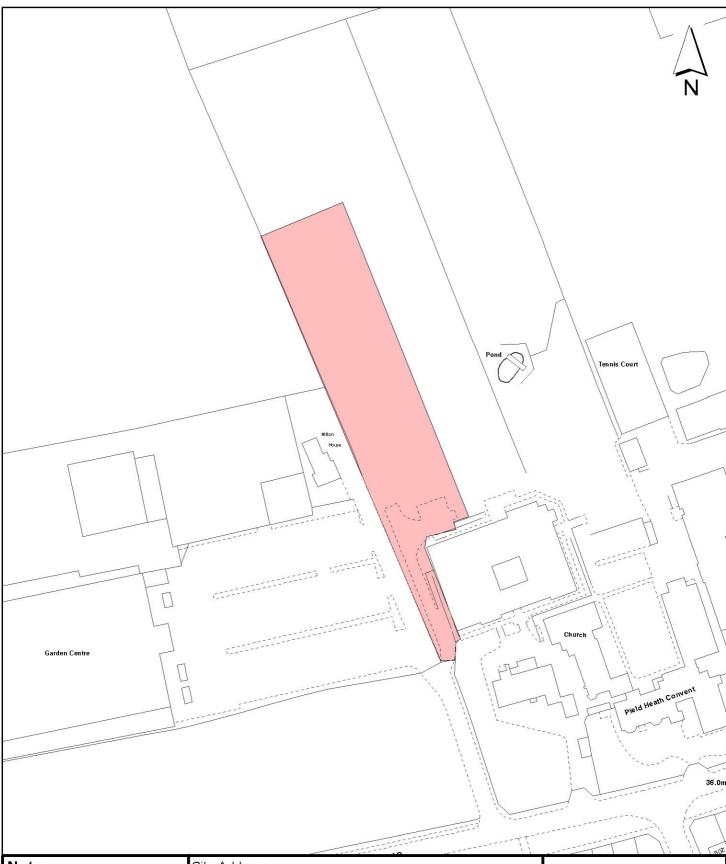
Date Application Valid: 03/02/2014



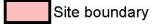








### **Notes**



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Site Address

# Pield Heath House R C School **Pield Heath Road** Hillingdon

Planning Application Ref:

5383/APP/2014/350

Scale

1:1,250

Planning Committee

Major Application

Date

March 2014

### LONDON BOROUGH OF HILLINGDON **Residents Services**

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



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