



HILLINGDON  
LONDON



# Major Applications Planning Committee

## 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

**Date:** TUESDAY, 15 APRIL 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

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**Published:** Monday, 7 April 2014

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

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## A useful guide for those attending Planning Committee meetings

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### Petitions and Councillors

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

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

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

### How the Committee meeting works

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

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

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

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

The procedure will be as follows:-

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

followed by any Ward Councillors;

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

### About the Committee's decision

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

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

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

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

## Agenda

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### CHAIRMAN'S ANNOUNCEMENTS

- 1 Apologies for Absence
- 2 Declarations of Interest in matters coming before this meeting
- 3 To sign and receive the minutes of the previous meetings held on 11 February and 6 March 2014 1 - 26
- 4 Matters that have been notified in advance or urgent
- 5 To confirm that the items marked in Part 1 will be considered in public and those items marked in Part 2 will be heard in private

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

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#### Major Applications with a Petition

	Address	Ward	Description & Recommendation	Page
6	Garage Block Site, Culvert Lane, Uxbridge - 69659/APP/2013/3796	Uxbridge South	Demolition of existing garage block and construction of bungalow with associated parking and external works.  <b>Recommendation - Approval</b>	27 - 42  <b>168 - 175</b>

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## Major Applications without Petitions

	Address	Ward	Description & Recommendation	Page
7	Unitair Centre, Great South West Road - 49559/APP/2014/334	Heathrow Villages	<p>Outline application (all matters reserved) to provide up to 14,750sqm of B1c/B2/B8/Sui Generis (Car Showroom) uses (up to a maximum of 1,700 sqm of sui generis floorspace) with associated landscaping and access.</p> <p><b>Recommendation - That the delegated powers be given to the Head of Planning, Culture and Green Spaces, subject to the recommendations in the officers' report.</b></p>	<p>43 - 82</p> <p><b>176 - 179</b></p>
8	Former the Bridge and Early years Centres, Acol Crescent, South Ruislip - 65847/APP/2014/427	South Ruislip	<p>Redevelopment of the site to provide a residential block containing 28 units for social and supported housing including parking and ancillary works (involving demolition of existing buildings).</p> <p><b>Recommendation - As per officers' report</b></p>	<p>83 - 110</p> <p><b>180 - 190</b></p>
9	Building 63 Phase 500, Riverside Way, Uxbridge - 56862/APP/2014/170	Uxbridge South	<p>Redevelopment of the site to provide 1 x industrial unit (2361sqm) for B1(c), B2 and B8 uses and a 80 bedroom hotel (C1 use) with associated restaurant, bar and meeting facilities (755sqm), car parking, landscaping, lighting, plant and equipment and associated works.</p> <p><b>Recommendation - That the delegated powers be given to the Head of Planning, Culture and Green Spaces, subject to the recommendations in the officers' report.</b></p>	<p>111 - 166</p> <p><b>191 - 208</b></p>

## **Part 2 - Members Only**

10 - Any Items transferred from Part 1

11 - Any Other Business in Part 2

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**Plans for Major Applications Planning Committee Page 167 - 208**



HILLINGDON  
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**Minutes**

**MAJOR APPLICATIONS PLANNING COMMITTEE**

**11 February 2014**

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

	<p><b>Committee Members Present:</b> Councillors Eddie Lavery (Chairman) John Hensley (Vice-Chairman) Janet Duncan (Labour Lead) David Allam Wayne Bridges John Morgan Carol Melvin Raymond Graham</p> <p><b>Also Present:</b> Councillor Judy Kelly</p> <p><b>LBH Officers Present:</b> James Rodger, Head of Planning, Green Spaces and Culture Adrien Waite, Major Applications Planning Manager Syed Shah, Principal Highway Engineer Nicole Cameron, Legal Advisor Nadia Williams, Democratic Services Officer</p>
40.	<p><b>APOLOGIES FOR ABSENCE</b> (<i>Agenda Item 1</i>)</p> <p>Apologies had been received from Councillors Michael Markham and Brian Stead. Councillors Carol Melvin and Raymond Graham attended in their place.</p>
41.	<p><b>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING</b> (<i>Agenda Item 2</i>)</p> <p>Councillor John Hensley declared a non-pecuniary interest in Item 8 (Chadwick Building, Brunel University, Cleveland Road, Uxbridge), as he was an Academic Advisor at Brunel University. He left the room and did not take part in the decision of this item.</p> <p>Councillor John Morgan declared a non-pecuniary interest in Item 10 (St Helen's School, Eastbury Road, Northwood), by virtue of his child attending the school. He left the room and did not take part in the decision of this item.</p>
42.	<p><b>TO SIGN AND RECEIVE THE MINUTES OF THE MEETINGS HELD ON 2 AND 10 DECEMBER 2013, 7 AND 22 JANUARY 2014</b> (<i>Agenda Item 3</i>)</p> <p>The minutes of the meetings held on 2 &amp; 10 December 2013 and 7 &amp; 22 January 2014 were agreed as correct records.</p>

43.	<p><b>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT</b> (<i>Agenda Item 4</i>)</p> <p>The Chairman agreed that item 16 on the Supplementary Agenda could be taken as an urgent item.</p>
44.	<p><b>TO CONFIRM THAT THE ITEMS MARKED IN PART 1 WILL BE CONSIDERED IN PUBLIC AND THOSE ITEMS MARKED IN PART 2 WILL BE HEARD IN PRIVATE</b> (<i>Agenda Item 5</i>)</p> <p>It was confirmed that all items would be considered in Part 1, public.</p>
45.	<p><b>LAND ADJACENT TO 18 HIGHFIELD CRESCENT, NORTHWOOD 69582/APP/2013/3351</b> (<i>Agenda Item 6</i>)</p> <p>This application was withdrawn by the applicant.</p>
46.	<p><b>FORMER ARLA FOOD DEPOT, VICTORIA ROAD, RUISLIP - 66819/APP/2013/1467</b> (<i>Agenda Item 7</i>)</p> <p><b>Demolition of existing buildings and redevelopment of site to provide a food store with ancillary cafe (total floor area of 8,539sqm) (Class A1) and ancillary petrol filling station, cinema (floor area of 5,937sqm) (Class D2), 5 x restaurant units (total floor area of 2,405sqm) (Class A3), 4 x shop units (total floor area of 382sqm) (Class A1 and/or A2), and residential development consisting of 104 units (21 x 1-bed flats, 67 x 2-bed flats, 12 x 3-bed houses, 4 x 4-bed houses), together with new vehicle and pedestrian accesses, car parking, servicing areas, landscaping arrangements, and other associated works.</b></p> <p>Officers introduced the report and directed Members to note the changes in the addendum circulated at the meeting. Officers also asked for recommendation refusal 3 to be amended by deleting reference to Victoria Road and Long Drive junction, to take account of any further validation works undertaken, which might affect further issues that may be raised.</p> <p>In accordance with the Council's constitution, representatives of the petitioners and agent were invited to address the meeting. The representative of the petitioners objecting to the application was unable to attend the meeting and asked for their submission to be read out. The following points were raised:</p> <ul style="list-style-type: none"> <li>• Concerns relating to the proposed development had already been made known to the Planning Department</li> <li>• The scheme would result in unacceptable levels of additional traffic, as well as air pollution in South Ruislip, which already suffered from heavy traffic congestion and air pollution</li> <li>• Fully endorsed and welcomed Officer's recommendation for refusal</li> <li>• Accepted that the site would have to be re-developed and suggested that for national interest and for residents living in South Ruislip, it would be more appropriate to build affordable housing and a 24/7 walk-in medical centre similar to that in Pinner on the site.</li> </ul> <p>The Following points were raised in support of the application:</p>



- Spoke as Vice-Chairman of South Ruislip Residents' Association with approximately 2,000 household membership
- Notice/publicity regarding the development of the site had been on-going for over 3 years where initial proposals had included a bowling alley, public house and a hotel, which were removed on request
- Developers were also invited to present their proposal for the development of the site at the Association's quarterly meetings where presentations were well received by those that had been present
- Updates on the scheme had subsequently been placed on the associations agenda over the 3 year period
- The South Ruislip Residents' Association members had agreed that the proposed development would be a great asset to the area
- People of different opinions had had the opportunity to make their views known
- Acknowledged that it would be naïve to assume that the proposed development would not impact on existing traffic problems
- The proposed development would give local residents the opportunity to recreational enjoyment.

In response to a point raised about there being a suggestion that the scheme should consist of housing and a medical centre, the petitioner responded that this suggestion was put to the vote and dismissed by a majority at Association meetings. Residents believed that Sainsbury's needed some competition but were mainly concerned about the issue of traffic, which they indicated would inevitably be affected, even if the proposal had been for a housing scheme with over 1,000 houses.

A Member commented that some residents would like a cinema and a choice of leisure facilities. The petitioner stated that residents wanted shopping facilities and the proposed development had been shaped by developers from this requirement. Residents were looking for amenities on their doorstep which had been lacking in South Ruislip for the past 30 years.

The applicant raised the following points:

- Outstanding issues could be addressed by condition
- The proposal would provide 650 new jobs as well as homes for families
- With regard to the statement in the report that a comprehensive survey of the findings of the retail impact assessment on retail centres in Hillingdon and Harrow had not been completed, advised that this had been undertaken by the applicant
- It had been demonstrated that South Ruislip Town Centre would not be affected
- Sainsbury's had been granted planning permission since 2006 and had not commenced work but then submitted an even larger application for scheme and only just started discussions for a temporary store
- This proposal would cause no harm to Uxbridge Centre
- Had approached local businesses and 24 had signed the petition supporting this application, as they felt that it would support South Ruislip
- Did not accept points of issue relating to adverse effect, as these could be overcome
- This was a family orientated scheme and did not accept the issues raised regarding Block D
- The restaurant units would be separated from residential units by 18metres and security ramp would be at ground level, not significantly raised, and separated by a retained boundary fence. Planting would be provided to add additional

screening

- If necessary, hours of delivery could be conditioned and suggested that the trees and landscaping comments were pre-dated
- There were no trees at the moment, due to surface water and attenuation but these could be provided.

Comments had been received from a Ward Councillor in support of the proposal.

A second Ward Councillor addressed the meeting and made the following points:

- Supported the points raised by the Vice-Chairman of the South Ruislip Residents Association
- The scheme was extremely popular with South Ruislip residents
- South Ruislip was a very run down area at present and would benefit from such a development
- Subject to a number of conditions, would support this proposal.

Officers clarified that no objection had been raised against the proposed mix of cinema, housing, restaurants and retail; rather, the main concern was with the scale of the commercial development, which was centred on refusal reasons 1 and 2. Reduction of the scale would allow officers to move forward and be proactive towards moving the recommendation for approval.

Officers confirmed that the measured distance between existing restaurants and the proposed buildings was greater than that stated at 14.5 metres in the report.

In response to concerns raised about the location of parking spaces, including disable parking; officers advised that parking would be scattered around the residential units served and the requirement for disabled parking would be covered by a condition.

A Member added that they would support the development had it been smaller and included more housing and amenity spaces instead of the currently proposed huge cinema and supermarket. Supermarket of this size would impact on other supermarkets around the Borough and suggested the scheme should be more local rather than major as currently proposed.

A Member stated that a local centred development would be welcomed in the area, however, the proposed commercial development definitely needed to be reduced, as it this would inevitably impact on other supermarkets.

The Committee indicated that whilst the development of the site was welcomed, the commercial aspect of the current proposal was unacceptable within this area and a scheme in line with that required by local residents would be more beneficial.

In response to a query raised about the size of tracking for delivery vehicles to the area, officers advised that in terms of vehicle size, these were acceptable.

The Head of Planning, Green Spaces and Culture advised that once the Committee had made its decision, this would be referred to the Mayor of London. Should any of the refusal reasons give rise for further information/details, requested the Committee to give delegated authority to the Head of Planning, Green Spaces and Culture to take a view if further documents were submitted.

Members requested that the wording of Refusal reason 2 be strengthened in relation to

the impact on the position of South Ruislip in the Hierarchy of Town Centres and that the amended reason be agreed by the Chairman and the Labour Lead.

Members asked that the wording '(in particular the Victoria Road/Long Drive junction)' be removed from Refusal reason 3.

The recommendation for refusal, additional informative, amended wording and changes in the refusal reasons was moved, seconded, and on being put to the vote, was agreed.

**Resolved:**

**1. That the application be refused for the reasons set out in the officer's report, subject to the above changes and that delegated powers be granted to the Head of Planning, Green Spaces and Culture to remove Refusal reasons 4, 5, 6, 7 and 8 should he feel these were overcome by amended plans or additional information prior to the issue of a decision notice.**

**2. That should the Mayor not direct the Council under Article 6 to refuse the application, or issue a direction under Article 7 that he is to act as the Local Planning Authority for the purposes of determining the application, delegated powers be given to the Head of Planning, Green Spaces and Culture to refuse planning permission for the reasons set out in the officer's report (or as amended under 1 above) and subject to the addendum and the following amended wording for refusal reason 2 and additional informative:**

**Revised refusal reason 2**

**The scale of the development would result in the existing local centre increasing in scale to that of a centre with more retail floorspace than other Major Town Centres within the borough, which would result in a local centre out of scale with its position in the borough's retail hierarchy. This would result in impacts on other centres within, and outside the borough (Harrow) in terms of trade draw. The proposal is therefore contrary to policies E4 and E5 of the Hillingdon Local Plan Part 1, Policies 2.15, 4.7, 4.8 and 4.9 of the London Plan (July 2011), Policy PR23 of the Hillingdon Local Plan Part 2 and the provisions set out in the National Planning Policy Framework..**

**Additional Informative**

***'You are advised that the Local Planning Authority expects all development proposals to accord with guidance contained within the Hillingdon Design and Accessibility Statement - Residential Layouts. Should you be minded to lodge a new or amended application you should ensure that the development fully accords with this guidance including with respect to separation distances.'***

47. **CHADWICK BUILDING, BRUNEL UNIVERSITY, CLEVELAND ROAD, UXBRIDGE 532/APP/2013/3688 (Agenda Item 8)**

**Retention of two storey pre-fabricated building for a period of three years.**

Councillor Hensley withdrew from the room for this item.

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

**Resolved**

**That subject to:**

- **No additional material planning considerations above those addressed within this report being raised before the end of the consultation period;**
- **Referral to the Greater London Authority and 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; and**
- **Referral to the National Planning Casework Unit for the Secretary of State as a departure from the provisions of the Development Plan and the National Planning Casework Unit not directing the local planning authority to refuse the application.**

**That delegated authority be granted to the Head of Planning, Green Spaces and Culture to approved the application subject to the conditions and informatives set out in the officer's report.**

48. **NORTHERN RUNWAY, HEATHROW AIRPORT, HOUNSLOW**  
**41573/APP/2013/1288** (*Agenda Item 9*)

**Enabling works to allow implementation of full runway alternation during easterly operations at Heathrow Airport including the creation of a new 'hold area' at the western end of the northern runway, the construction of new access and exit taxiways, and the construction of a 5 metre high acoustic noise barrier to the south of Longford Village.**

In introducing the report, officers directed Members to note the changes in the addendum circulated at the meeting. It was explained that with respect to the issue of noise, the Local Planning Authority (LPA) fundamentally disagreed with the methodology used to assess noise impact. No adequate measures had been proposed to mitigate the adverse effect of the development with regard to noise or air quality and there were concerns that inadequate justification had been given for the harm to the green belt area.

Offices advised that very minor physical work was proposed but major changes were proposed in the aircraft taking off and landing at the airport. Some areas would be impacted upon more than other areas and officers having examined the very lengthy Environmental Impact Assessment (EIA) did not consider that the mitigation proposed would be adequate for those areas that would be affected by noise.

Member expressed concerns about the noise level and the detrimental effects it would have on residents, as well as on the concentration of children in Cranford school. The Committee therefore indicated that further work was needed to address this issue.

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

	<p><b>Resolved - That the application be refused for the reasons set out in the officer's report and subject to the changes in the addendum.</b></p>
<p>49.</p>	<p><b>ST HELEN'S SCHOOL, EASTBURY ROAD, NORTHWOOD 7402/APP/2013/3414</b> <i>(Agenda Item 10)</i></p> <p><b>The installation of a 3-court dome structure over existing tennis courts, external lighting, permanent storage shed and associated infrastructure.</b></p> <p>Councillor Morgan withdrew from the room for this item.</p> <p>The Committee asked officers to review Condition 5 to ensure it was consistent with similar applications in the Borough. Revised wording and additional informative to be agreed by the Chairman and the Labour Lead.</p> <p>The recommendation for approval and amendment to Condition 5 and additional informative was moved, seconded and on being put to the vote was agreed.</p> <p><b>Resolved – That the application be approved, subject to the conditions and informatives set out in the officer's report, changes outlined in the addendum and amendment to Condition 5 and additional informative to read as follows:</b></p> <p><b>Amended Condition 5</b></p> <p><b>The external lighting hereby approved shall not be illuminated except between:-</b></p> <p><b>[0800 to 2200] Mondays - Fridays</b>  <b>[0800 to 2100] Saturdays</b>  <b>[1000 to 1800] Sundays, Public or Bank Holidays.</b></p> <p><b>Reason</b>  <b>To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with Policy OE1 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).</b></p> <p><b>Additional Informative</b></p> <p><i>'You are encouraged to install measures to ensure that the lighting is automatically turned off when not in use'.</i></p>
<p>50.</p>	<p><b>SOLID WASTE TRANSFER STATION, CIVIC WAY, RUISLIP</b> <b>18124/APP/2013/1723</b> <i>(Agenda Item 11)</i></p> <p><b>Proposed works to Victoria Road Waste Transfer Station to include a bulky materials reception area as an extension to the existing waste transfer station building, associated vehicle management measures including amendments to the existing internal site roundabout, a new HGV queuing area, new staff parking area and new containerised waste storage bay.</b></p> <p>Officers introduced the report and directed members to note the changes in the addendum circulated at the meeting.</p> <p>The recommendation was moved, seconded and on being put to the vote was agreed.</p>

**Resolved – That the application be approved, subject to the conditions and informatives set out in the officer’s report and the changes outlined in the addendum.**

51. **FORMER ANGLERS RETREAT PUBLIC HOUSE, CRICKETFIELD ROAD, WEST DRAYTON 11981/APP/2013/3307 (Agenda Item 12)**

**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.**

Officers introduced the report and directed members to note the changes in the addendum circulated at the meeting. Members were advised that the main issue was related to the principle of the development on green belt. No part of the areas in the opposite site had been shown to be in the flood risk area and the existing public house would be retained in an acceptable manner. The new blocks would be set quite far back and very special circumstances existed in this particular case.

It was highlighted that there had been historical issues relating to dumping in the area and the proposed development would resolve this and furthermore, issues relating to the unkempt condition of the land at the rear would also be addressed.

The Head of Planning, Green Spaces and Culture added that existing buildings on proposed site were over 4 years old and therefore could not be subjected to any action.

A Member stated that they were sadly opposed to this proposal for the mere fact that it would be offering much needed affordable housing but felt very strongly that they could not approve this application, as it would set a precedent. The Member also felt strongly that green belt policy should be strictly adhered to and highlighted that in particular, that development in the green belt area had already been given as an exception for education and residential developing would altogether be an unacceptable step.

A Member added that they considered the proposal to be a good development in an area that was fast becoming an eye saw and a tip. This application would develop Anglers Retreat Public House to make it habitable and adapt the field into a meadow at the same time.

A Member suggested that if the Committee was minded to approve the application, a condition should be added to prevent the removal of landscaping.

Condition 10 was amended.

In answer to a query regarding floorspace, Officers advised that the current floor space was 830sq metres and the floorspace for the proposal would be 1260sq metres.

The Chairman added that the propose floorspace would be nearly 50% more and suggested that from single-storey to two-storey, this would inevitably have an impact on the openness of the area.

Officers added that Members would need to make a judgement as to whether the scheme would adversely affect the openness of the area. It was suggested that a site visit might be appropriate in assisting Members to make a decision. Officers would also provide further information relating to the design and access so that Members could

consideration whether the proposed scheme affected the openness or not.

The Legal Advisor advised that if Members had concerns over the issue of openness, it would be in order for the Committee to defer the application in order to make a site visit.

It was moved, seconded and agreed that the application be deferred for a site visit and for further details to be provided.

**Resolved- That the application be deferred for a site visit and for further details to be provided as follows:**

- **Feedback what effect the removal of bunding would have**
- **Clarify how amenity spaces would be protected**
- **Provide further clarification on flooding issues.**

52. **FORMER RAF WEST RUISLIP, HIGH ROAD, ICKENHAM 38402/APP/2013/2685**  
*(Agenda Item 13)*

**Erection of 55 tailored care living units (extra care accommodation) with communal facilities (variation of 38402/APP/2008/2733) and the erection of 25 retirement living (category II type) sheltered apartments with communal facilities including basement car parking.**

In introducing the report, officers directed Members to note the changes in the addendum circulated at the meeting.

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

**Resolved**

**That subject to no adverse issues being raised by English Heritage (Archaeology) that could not be dealt with by appropriate condition, delegated powers be given to the Head of Planning, Green Spaces and Culture to grant planning permission, subject to the following:**

**1. That the Council enter into a legal agreement with the applicants under Section 106/Unilateral Undertaking of the Town and Country Planning Act 1990 (as amended) or other appropriate legislation to secure:**

- (i) An affordable housing review mechanism,**
- (ii) Health contribution: a financial contribution to the sum of £17,333.60**
- (iii) Construction training.**

**2. 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 the 31st March 2014, or any other period deemed appropriate that delegated authority be given to the Head of Planning, Green Spaces and Culture to refuse the application for the following reason:**

**'The applicant has failed to provide a commensurate package of planning benefits to maximise the health and social benefits (in particular affordable housing) of the scheme to the community. The proposal therefore conflicts with Policy R17 of the Hillingdon Local Plan: Part Two - Saved UDP Policies**

	<p>(November 2012).'</p> <p><b>3. That the applicant meets the Council's reasonable costs in the preparation of the S106 Agreement and any abortive work as a result of the agreement not being completed.</b></p> <p><b>4. That subject to the above, the application be deferred for determination by the Head of Planning, Green Spaces and Culture under delegated powers, subject to the completion of the legal agreement under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.</b></p> <p><b>5. That officers be authorised to negotiate and agree the detailed terms of the proposed agreement.</b></p> <p><b>6. That on completion of the S106 Agreement, the application be deferred for determination by the Head of Planning, Green Spaces and Culture under delegated powers.</b></p> <p><b>7. That if the application is approved, the conditions and informatives in the officer's report and changes outlined in the addendum be attached.</b></p>
53.	<p><b>WHITE HEATH FARM, HILL END ROAD, HAREFIELD 21558/APP/2013/3806</b> <i>(Agenda Item 16)</i></p> <p><b>Refurbishment of building including repair and redecorating the main entrance double doors, replace all existing windows with double glazed timber alternatives with single glazed profile, replace the natural slate roof, repair works to internal spaces and works to fire protect doors (Listed Building Consent).</b></p> <p>The recommendation was moved, seconded and on being put to the vote was agreed.</p> <p><b>Resolved</b></p> <p><b>That subject to the application being referred to the National Planning Casework Unit (NPCU), the application not being called in and the Local Planning Authority not being directed to refuse the application, that the application be approved subject to the conditions and informatives outline in the addendum.</b></p>
	<p>The meeting, which commenced at 7.30 pm, closed at 10.00 pm.</p>

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



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

6 March 2014



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

	<p><b>Committee Members Present:</b> Councillors Eddie Lavery (Chairman) John Hensley (Vice-Chairman) Janet Duncan (Labour Lead) David Allam Wayne Bridges Michael Markham John Morgan Brian Stead</p> <p><b>LBH Officers Present:</b> James Rodger, Head of Planning Green Spaces and Culture Adrien Waite, Major Applications Planning Manager Syed Shah, Principal Highway Engineer Tim Brown, Legal Advisor Nadia Williams, Democratic Services officer</p>
54.	<p><b>APOLOGIES FOR ABSENCE</b> (<i>Agenda Item 1</i>)</p> <p>There were none received.</p>
55.	<p><b>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING</b> (<i>Agenda Item 2</i>)</p> <p>Councillor John Hensley declared a non-pecuniary interest in Item 9 - Brunel University, Kingston Lane, Hillingdon, as he was an Academic Advisor at the University. He left the room during the consideration of this item.</p>
56.	<p><b>TO SIGN AND RECEIVE THE MINUTES OF THE MEETING HELD ON 11 FEBRUARY 2014 (TO FOLLOW)</b> (<i>Agenda Item 3</i>)</p> <p>The minutes of the meeting held on 11 February 2014 are to be reported to the meeting on 25 March 2014.</p>
57.	<p><b>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT</b> (<i>Agenda Item 4</i>)</p> <p>There were no matters notified in advance or urgent.</p>
58.	<p><b>TO CONFIRM THAT THE ITEMS MARKED IN PART 1 WILL BE CONSIDERED IN PUBLIC AND THOSE ITEMS MARKED IN PART 2 WILL BE HEARD IN PRIVATE</b> (<i>Agenda Item 5</i>)</p> <p>It was confirmed that all items would be considered in Part 1 public.</p>

59.	<p><b>LAND EAST OF THE FORMER EMI SITE, BLYTH ROAD, HAYES 51588/APP/2011/2253</b> (<i>Agenda Item 6</i>)</p> <p>Officers introduced the report.</p> <p>In response to a query regarding affordable rent for social housing, officers advised that the developer had agreed to limit rent to the normal social level.</p> <p>The Committee amended Head of Term (d) by inserting 'first' before 'occupation'.</p> <p>The recommendation contained in the officer's report was moved, seconded and on being put to the vote was agreed.</p> <p><b>Resolved</b></p> <p><b>1. 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:</b></p> <ul style="list-style-type: none"> <li><b>a) Correct an erroneous plan attached to the original legal agreement;</b></li> <li><b>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;</b></li> <li><b>c) Provide flexibility for the marketing suite to remain as a temporary community facility; and</b></li> <li><b>d) Alter timescale for the payments of commencement based obligations, so that they are to be paid on first occupation rather than commencement.</b></li> </ul> <p><b>2. That officers be authorised to negotiate and agree the amended terms for the Affordable Housing Schedule in the Deed of Variation.</b></p>
60.	<p><b>THE OLD VINYL FACTORY SITE, BLYTH ROAD, HAYES 59872/APP/2013/3775</b> (<i>Agenda Item 7</i>)</p> <p><b>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.</b></p> <p>Officers introduced the report and directed Members to note the changes in the addendum circulated at the meeting. It was noted that due to changes in circumstances, it was no longer possible to bring the cinema as a first phase.</p> <p>The recommendation contained in the officer's report was moved, seconded and on being put to the vote was agreed.</p> <p><b>Resolved</b></p> <p><b>That delegated powers be given to the Head of Planning, Green Spaces and Culture to grant planning permission subject to the following conditions:</b></p>

**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 is 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), whichever 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 conditions and informatives set out in the officer's report be imposed.**

61. **PRONTO INDUSTRIAL ESTATE AND 585 - 591 UXBRIDGE ROAD, HAYES 4404/APP/2013/1650** (*Agenda Item 8*)

**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).**

Officers introduced the report.

The recommendation contained in the officer's report was moved, seconded and on being put to the vote was agreed.

**Resolved**

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

**E) That if the application is approved, the conditions and informatives set out in the officer's report be attached.**

62. **BRUNEL UNIVERSITY, KINGSTON LANE, HILLINGDON 532/APP/2014/28**  
*(Agenda Item 9)*

**Retention of 203 car parking spaces which were formerly permitted under a temporary planning permission.**

Councillor John Hensley withdrew from the room for this item.

Officers introduced the report.

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

**Resolved - That the application be approved subject to the conditions and informatives set out in the officer's report.**

63. **INITIAL HOUSE, 150 FIELD END ROAD, EASTCOTE, PINNER**  
**25760/APP/2013/3632** (*Agenda Item 10*)

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.

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

During discussion, the Committee amended Condition 17 to ensure parking spaces were allocated for the sole use of each residential unit. Condition 21 was also amended to include delivery and collection restriction on public holidays.

The recommendation contained in the officer's report and amended conditions were moved, seconded and on being put to the vote was agreed.

**Resolved**

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

**A) 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 conditions and informatives set out in the officer's report be imposed subject to changes negotiated by the Head of Planning, Green Spaces and Culture prior to issuing the decision and subject to the changes in the addendum and the following amended conditions:**

#### **Amended Conditions**

**Condition 17 - 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. This shall include 1 space allocated for the sole use of each residential unit with each disabled unit being allocated a disabled parking bay. That scheme shall be operated with the approved details for the lifetime of the development.**

**Condition 21 - Materials shall not be delivered to, or collected from, the site on Sundays, Public Holidays or outside of the hours 0700-1900 hours on Mondays to Saturdays; to include reference to Sundays, Public and Bank Holidays.**

64.

**SITE OF BUILDING 717, LOCATED BETWEEN SHEFFIELD WAY & SOUTHERN PERIMETER ROAD, HEATHROW AIRPORT (DUE EAST OF TERMINAL 4)  
50657/APP/2013/2214 (*Agenda Item 11*)**

**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).**

In introducing the report, officers directed the Committee to note the changes in the addendum circulated at the meeting. Members were informed verbally that an additional informative in relation to comments from the Access Officer should be

attached, as this had not been included in the report.

During discussion, the Committee amended Condition 2d in the addendum to add '...including swept paths' as the Highways officer was satisfied that the layout could be achieved but this had not been shown in the plans.

In response to a query raised about motor cycle parking; officers advised that although this was not shown in the plans, Condition 2d in the addendum had been amended to reflect this.

The Committee deleted Condition 14 (relating to site noise rating level) as no residents would be affected by noise and noted that Condition 15 relating to noise control would instead be more appropriate.

In answer to a question relating to bedroom windows facing 45 degree angle; officers advised that there was no policy relating to this issue but that the applicant had indicated their intention to install double blinds. The Committee added an additional informative.

A Member stated that an addition condition relating to the provision of air condition should be added. Officers advised that Condition 15 would cover this concern, as there was no policy to address this issue.

The Committee added an additional conditioning in respect of air pollution levels.

The recommendation contained in the officer's report, additional condition and informatives, amended Condition 2d and deletion of Condition 14 was moved, seconded and on being put to the vote was agreed.

### **Resolved**

**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 conditions and informatives set out in the officer's report be imposed subject to the addendum (and amendment to Condition 2d to include 'swept paths'), deletion of Condition 14 and the following additional condition and informative:**

#### **Additional Conditions**

**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)**

**Additional Informatives:**

- Comments from the Access officers are set out in the Decision Notice on page 14.
- ***'The applicant is encouraged to utilise measures to ensure that an appropriate amount of privacy is provided for future occupiers of the hotel hereby approved, particularly those within rooms facing the central courtyard'.***

65. **FORMER ANGLERS RETREAT PH, CRICKETFIELD ROAD, WEST DRAYTON, UB7 7HG 11981/APP/2013/3307 (Agenda Item 12)**

**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.**

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

In discussing the application, a Member commented that the site visit was useful and helpful, as they were able to observe and develop an understanding of the flood situation, as well as ascertain how the site would assist with flooding. The need to secure the safety of wide life was highlighted.

The Legal Advisor advised that planning obligation relating to wide life would be included as part of Condition 11.

In answer to a query relating to erected fixtures on the site, officers advised that the Town and County Planning Act allowed for people to be able to erect non-permanent fixtures in private gardens.

The Legal Advisor pointed out that Members could take comfort in the knowledge that with regard to Condition 21, this was a standard and accepted condition for removing Permitted Development (PD) rights.

Offices explained that there was the right to put up temporary buildings for only 21 days in General Permitted Development Order (GPDO). It would however, be unreasonable to remove rights for temporary structures such as swings. The GDPO allowed construction of outbuildings in residential gardens and the condition wording (which the Legal Advisor had confirmed was robust) prohibited such structures.

The Chairman added that this issue should be taken in context and pointed out that officers had taken the view of not removing all garden furniture, as doing so would be considered unreasonable.

The recommendation contained in the officer's report was moved, seconded and on being put to the vote was agreed.

**Resolved**

**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 reinstatement 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 £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 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 Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

5. That subject to the above, the application be deferred for determination by the

	<p><b>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.</b></p> <p><b>6. That if the application is approved, the conditions and informatives set out in the officer's report be attached and subject to changes in the addendum.</b></p>
66.	<p><b>FORMER NATIONAL AIR TRAFFIC SERVICES, PORTERS WAY, WEST DRAYTON 5107/APP/2013/3397 (Agenda Item 13)</b></p> <p><b>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.</b></p> <p>Officers introduced the report.</p> <p>The recommendation for approval was moved, seconded and on being put to the vote was agreed.</p> <p><b>Resolved - That the application be approved subject to the conditions and informatives set out in the officer's report.</b></p>
67.	<p><b>FORMER YIEWSLEY SWIMMING POOL SITE, OTTERFIELD ROAD, YIEWSLEY 18344/APP/2013/3564 (Agenda Item 14)</b></p> <p><b>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.</b></p> <p>In introducing the report, officers directed members to note the changes in the addendum circulated at the meeting. The Committee was informed that the first sentence in Condition 17 should be deleted, as the certificate from the Police would cover all security aspects within Condition 11.</p> <p>It was reported that an email had been received from a Ward Councillor in support of this application.</p> <p>In discussing the application, the Committee noted that there were a total of 20 parking spaces which were not specified in the report.</p> <p>A Member added that these must be specified, particularly for doctors and patients. Officers advised that 3 disabled parking spaces would be provided for the public but would not be allocated to the health centre. It was explained that the transport assessment had highlighted a maximum of 35 spaces but the number of parking spaces required specifically for staff was not yet known. Members were informed that there was a great deal of spare capacity for parking in the area and as such, would allow for spaces to be allocated to the health centre.</p> <p>Members were also informed that the Head of Term relating to car parking strategy likewise required securing how the spaces would be allocated between the different uses. This would be less feasible until more detail regarding operator needs were supplied.</p>

A Member stressed that it was essential for spaces to be allocated for patients, as the existing surgery in Yiewsley currently had no spaces allocated for patients. Officers advised that parking accumulations took account of staff and visitor car parking and the legal agreement would ensure that only a proportion of the parking would be allocated to staff.

In answer to a further query about parking for people in supported housing, officers advised that supported housing would be for the type of occupier who would not be driving.

In response to concerns raised about the use of ambulance parking space behind the surgery, officers confirmed that this space would be for the sole use of ambulances and not for any other uses. The space would be used only for ambulance to park in, to ensure people needing medical attention could be picked up.

Concerns were expressed as to how secure the proposal for the provision of the health centre was. Officers advised that there had been substantial liaison between Council officers and the applicant.

The Committee attached additional conditions to ensure the following:

- No gates were opened on the highways or public foot path
- Lights were automatically switched off, to safeguard residential occupiers against light disturbance
- Windows on the eastern elevation were none-opening.

The recommendation contained in the officer's report and additional conditions was moved, seconded and on being put to the vote was agreed.

## **Resolved**

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

**A. That the 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 including visitors to the Health Centre. 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 conditions and informatives set out in the officer's report be attached and subject to the addendum, amended Condition 17( to delete 'without the prior consent in writing of the Local Planning Authority other than for routine maintenance which does not change its details') and the following additional conditions:**

**Additional conditions**

**- Notwithstanding the plans hereby approved, no gates shall be installed which open over public highways or footways.**

**Reason**

**To ensure that the proposed development does not introduce gates which would be prejudicial to the use of the highway/footway or prejudicial to highway and pedestrian safety in accordance with Policies AM7, AM8, AM9 and AM10 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).**

**- The health centre and gym hereby approved shall be fitted with technology to ensure that the lights are automatically switched off when the premises are not in use.**

	<p><b>Reason</b></p> <p>To ensure the lights do not disturb the amenity of the nearby residential occupiers and to reduce carbon dioxide emissions arising from the development in accordance with Policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 5.2 and 5.3 of the London Plan.</p> <p>- Notwithstanding the plans hereby approved, the second floor windows (serving the health centre/gym) facing north and east shall be fixed shut and non-opening for the life of the development.</p> <p><b>Reason</b></p> <p>To ensure that noise arising from the internal uses on the second floor is contained/mitigated and does not have a detrimental impacts on the amenity of existing and future nearby sensitive occupants in accordance with Policies OE1 and OE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).</p>
68.	<p><b>PIELD HEATH RC SCHOOL, PIELD HEATH ROAD, HILLINGDON 5383/APP/2014/350 (Agenda Item 15)</b></p> <p><b>Construction of cycle track.</b></p> <p>Officers introduced the report.</p> <p>The recommendation for approval was moved, seconded and on being put to the vote was agreed.</p> <p><b>Resolved - That the application be approved subject to the conditions and informatives set out in the officer's report.</b></p>
	<p>The meeting, which commenced at 6.00 pm, closed at 7.48 pm.</p>

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

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

<b>Address</b>	GARAGE BLOCK SITE CULVERT LANE UXBRIDGE		
<b>Development:</b>	Demolition of existing garage block and construction of bungalow with associated parking and external works.		
<b>LBH Ref Nos:</b>	69659/APP/2013/3796		
<b>Drawing Nos:</b>	2013/D119/P/01 Site Location Plan Arboricultural Impact Survey Design & Access Statement Flood Risk Assessment 2013/D115/P/05 Rev A Proposed Elevations 2013/D115/P/06 Rev A Typical Section Dates of Use of Garages 2013/D115/P/02 Rev A Existing Site Plan Topographical and Tree Survey 2013/D115/P/03 Rev C Proposed Site Plan		
<b>Date Plans Received:</b>	19/12/2013	<b>Date(s) of Amendment(s):</b>	24/01/2014
<b>Date Application Valid:</b>	19/12/2013		04/04/2014 19/12/2013 23/12/2013 19/03/2014

### DEFERRED ON 25th March 2014 FOR SITE VISIT .

The application was deferred at the Major Applications Committee on 25th March 2014 to allow for a member site visit which took place on Friday 4th April and for officers to address two queries/concerns raised by the committee Members:

1. Concerns were raised over relating to waste collection works in the area and

Officer Response:

The Council's Waste Strategy Team has provided the following comments:

I have checked with the Refuse Supervisor and although Calvert Lane is narrow we do use a normal sized RCV for collections there.

Our suggestion would be for the resident of the proposed development to leave the waste and recycling at the top of their drive - near the access point from Calvert Lane. We are now asking for 'curtilage' collections (namely top of the drive abutting the road) as standard, so this is in line with our usual requirements/request.

To conclude, the proposal would not cause significant disruption to the current waste collection arrangements.

2. Concerns were raised over the ownership of the trees on the site.

Officer Response:

The Council's Corporate Property & Construction Team have submitted a copy of the title deeds and revised plans confirming the locations and ownership of the trees.

## 2. RECOMMENDATION

### APPROVAL subject to the following:

#### 1 RES3 Time Limit

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

#### REASON

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

#### 2 RES4 Accordance with Approved Plans

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

2013/D119/P/01 Site Location Plan  
2013/D115/P/02 Existing Site Plan Topographical and Tree Survey  
2013/D115/P/03 Rev A Proposed Site Plan  
2013/D115/P/04 Rev A Proposed Floor & Roof Plan  
2013/D115/P/05 Rev A Proposed Elevations  
2013/D115/P/06 Rev A Typical Section

and shall thereafter be retained/maintained for as long as the development remains in existence.

#### REASON

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

#### 3 RES7 Materials (Submission)

No development shall take place until details of the following have been submitted to and approved in writing by the Local Planning Authority:

- i) Bricks
- ii) Rooflight (conservation type)
- iii) Roof and hip tiles
- iv) Windows and doors
- v) Paving stones
- vi) Front boundary treatment (to include piers, gate and railings).

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

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

#### REASON

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

#### 4 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 Means of enclosure/boundary treatments
  - 2.b Car Parking Layouts for two vehicles
  - 2.c Hard Surfacing Materials
  - 2.d External Lighting
  
3. Schedule for Implementation
  
4. Other
  - 4.a Existing and proposed functional services above and below ground
  - 4.b Proposed finishing levels or contours

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

#### REASON

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

#### **5 RES10 Tree to be retained**

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

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

#### REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy BE38 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.

**6 RES15 Sustainable Water Management (changed from SUDS)**

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

- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. include a timetable for its implementation; and
- iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

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

- iv. provide details of water collection facilities to capture excess rainwater;
- v. provide details of how rain and grey water will be recycled and reused in the development.

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

**REASON**

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

**7 RES16 Code for Sustainable Homes**

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

The development must be completed in accordance with the principles of the design stage certificate and the applicant shall ensure that completion stage certificate has been attained prior to occupancy of each dwelling.

**REASON**

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

**8 RES18 Lifetime Homes/Wheelchair Units**

The development hereby approved shall be built in accordance with 'Lifetime Homes' Standards, 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.

**9 NONSC Handrails**

Prior to occupation of the development, details of handrails for the access footpath (gradient 1:15) shall be submitted to and approved in writing by the Local Planning Authority. Thereafter they shall be installed and retained in accordance with the approved details.

**REASON**

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

**10 RES24 Secured by Design**

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

**REASON**

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

**11 NONSC Access/Parking Layout**

Prior to commencement of works, details of the access and parking layout shall be submitted to and approved in writing by the Local Planning Authority.

**REASON**

In the interests of highway and pedestrian safety in accordance with policies AM7 and AM14 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

**INFORMATIVES**

**1 I52 Compulsory Informative (1)**

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

**2 I53 Compulsory Informative (2)**

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

AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
BE4	New development within or on the fringes of conservation areas

BE13	New development must harmonise with the existing street scene.
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H4	Mix of housing units
LPP 3.5	(2011) Quality and design of housing developments
LPP 7.2	(2011) An inclusive environment
LPP 7.4	(2011) Local character
NPPF	

### 3

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

### 4

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

## 3. CONSIDERATIONS

### 3.1 Site and Locality

The application site comprises an existing garage block located at the rear of 31-35 Culvert Lane. The site is bordered to the east by the Grand Union Canal and to the south and south-west by the rear gardens of 19, 20 and 21 Church Close. Uxbridge Moor Conservation Area is located along the northern site boundary. The application site is located within Flood Zone 2.

### 3.2 Proposed Scheme

Planning permission is sought for the demolition of an existing garage block and construction of a bungalow with associated parking and external works. The dwelling would comprise of a kitchen, lounge/dining room, bathroom, two bedrooms and en-suite shower/WC. No additional floorspace is proposed within the roofspace. A gently sloping path with a 1:15 gradient would be provided to ensure level access into the dwelling. Two on-site parking spaces would be provided.

### 3.3 Relevant Planning History

#### Comment on Planning History

There is no previous planning history on this site.

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

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment

PT1.HE1 (2012) Heritage

Part 2 Policies:

AM7 Consideration of traffic generated by proposed developments.

AM14 New development and car parking standards.

BE4 New development within or on the fringes of conservation areas

BE13 New development must harmonise with the existing street scene.

BE19 New development must improve or complement the character of the area.

BE20 Daylight and sunlight considerations.

BE21 Siting, bulk and proximity of new buildings/extensions.

BE23 Requires the provision of adequate amenity space.

BE24 Requires new development to ensure adequate levels of privacy to neighbours.

BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.

H4 Mix of housing units

LPP 3.5 (2011) Quality and design of housing developments

LPP 7.2 (2011) An inclusive environment

LPP 7.4 (2011) Local character

NPPF

## **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**

Consultation letters were sent to 47 local owners/occupiers. Six responses were received:

- i) concern over access to rear of 19 Church Close
- ii) insufficient access/turning space from Culvert Lane
- iii) impact on access to canal towpath and public footpath
- iv) building is not in keeping with existing houses
- v) access and deliveries during construction - no turning space for large vehicles
- vi) overcrowding of the site
- vii) the access report is flawed and makes no account of the area in front of the garages being the only turning point
- viii) the tree report is incorrect - trees to be removed are not dead or dying as stated in tree report

- ix) applicant needs to consider and address impact on ecology/local wildlife
- x) consultation letter was received late, so had less time to respond
- xi) impact on rights of access to privately owned road leading to garages at rear of 31-33 Culvert Lane
- xii) access for ambulances

One petition of objection has been received with 20 signatures.

Canal & River Trust:  
No objection received.

### **Internal Consultees**

Access Officer:

The Council's Access Officer provided detailed comments on the original submission. The applicant has submitted revised plans replacing the access ramp with a sloping path (gradient of 1:15) and the Access Officer's comments on the amended plans are set out below:

The design now is much better. To my mind, a gradient of 1:15 would require handrails for the construction to be signed off by a building inspector.

Provided the provision of handrails is acceptable from a planning perspective, and does not detract from the principles of good design, the application is acceptable from an accessibility position.

Conservation Officer:

This is a backland site that is adjacent the Uxbridge Moor Conservation Area, but it also faces the Grand Union Canal. The immediate surrounding area is characterised by inter-war suburban housing laid out in regular layouts and the odd Victorian building relating to the canal. The position of the site means that any development will have an effect on the canalside location, but also the significance of the adjoining heritage asset. Therefore, it is important that any development sustains and enhances this significance. Currently, there are a number of single storey structures on the site of no special interest.

The construction of a single storey property on the site is acceptable in principle. The existing garages are obtrusive, and the proposed bungalow is on a smaller plan. This is a sensitive location, facing the Grand Union Canal, and I am therefore keen that it enhances and contributes positively to the appearance of the area. The proposed property aligns with the neighbouring garages/housing facing the canal and it will be constructed of traditional materials. It has good proportions and the positioning of the dwelling within the plot gives adequate (if limited) garden space. It provides a quality residential environment.

However, it could be let down by poor quality materials/detailed design. I would therefore suggest that the following are conditioned:

Bricks, rooflight (conservation type), roof tiles, hip tiles, a window and door schedule, paving stones and a detail of the front boundary treatment (to include piers, gate and railings).

**CONCLUSION:** Acceptable as proposed. The proposal will sustain the significance of the adjoining heritage asset

Highways:

Further to undertaking the assessment of the above planning application, I can confirm Highways has no objection to the proposal, on condition the applicant provides scaled detail drawings of the



access and parking layout in compliance with Hillingdon's highway design standards for approval prior to commencement of works.

Trees/Landscape Officer:

The site is occupied by a garage court with 6No. garages situated immediately to the west of the Grand Union Canal, south of Culvert Lane and to the north of the rear gardens of 19-21 Church Close. The court lies immediately to the south of the Uxbridge Moor Conservation Area. Its northern boundary is defined by a low tree-lined embankment. The vehicle access from Culvert Lane enters the site along the east boundary, which also provides a right of way to the rear garden of 19 Church Lane.

The proposal is to demolish the existing garage block and construct a bungalow with associated parking and external 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 briefly describes the existing landscape and proposals for the site at 3.5.
- An Arboricultural Impact Survey has been carried out with reference to BS5837:2005. This BS was amended and re-published in 2012. However, in this case, the analysis of the trees and conclusions reached are relevant.
- The survey confirms that the 3No Leyland Cypress are very poor specimens, which are not worthy of retention. The (off-site) sycamore and on-site group of ash are rated 'B' (fair quality and value) whose retention can be justified.
- Hillingdon drawing No. 2013/D115/P/03, Proposed Site Plan, indicates the retention of the off-site sycamore on the northern boundary. All other trees within the site on this boundary are to be removed to facilitate the development.
- By way of mitigation the soft landscape layout shows 2No. new/replacement trees. These will need to be carefully selected so that they do not become too large/dominant within the small space available.
- 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 RES9 (parts 1, 2, 5 and 6).

#### INFORMATIVE:

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

Sustainability/Flood Risk Officer:

The applicant has submitted a Flood Risk Assessment as part of this application. The Flood Risk Assessment is robust and concludes that the site is actually located within flood zone 1 and at a lower risk of flooding (1 in 1000 years flood event). Accordingly, adequate mitigation of flood risk can be provided by the use of normal sustainable drainage techniques and adequate methods of surface water management would be provided at detailed design stage. This can be secured by way of a drainage condition attached to any consent granted.

## **7. MAIN PLANNING ISSUES**

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

The proposed site is located within the 'Developed Area' as identified in the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and the principle of new residential development can therefore be considered acceptable in the context of Policy H4 which encourages the provision of a mix of housing unit sizes, including one bedroom units. Both London Plan policies and the National Planning Policy Framework (NPPF) encourage the delivery of new homes and the use of previously developed land.

The proposed scheme would demolish an existing block of garages located at the end of Culvert Lanen which would be replaced with a two-bed bungalow. There is no objection in principle to the demolition of the existing garages and redevelopment of the site for residential purposes, subject to compliance with all other relevant policies and guidance. This would include the impact of the proposal upon the character and appearance of the street scene and the neighbouring Uxbridge Moor Conservation Area, the amenity of nearby residents and the future occupiers of the proposed dwelling as well as parking provision, access arrangements and the provision of adequate waste and recycle facilities. These issues will be discussed in the remaining sections of the report.

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

Not applicable to this application.

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

Policy BE4 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to protect Conservation Areas from inappropriate developments. The Uxbridge Moor Conservation Area is located along the northern site boundary. The scale and design of the proposed bungalow is considered to be acceptable and would not have a detrimental impact on the character and appearance of the neighbouring Uxbridge Moor Conservation Area. The Council's Conservation Officer raises no objection to the proposed scheme.

#### **7.04 Airport safeguarding**

Not applicable to this application.

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

Not applicable 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) states that development will not be permitted if the layout and appearance fails to harmonise with the existing street scene, whilst Policy BE19 seeks to ensure that new development within residential areas compliments or improves the amenity and character of the area. Policy 7.4 of the London Plan (July 2011) requires developments to contribute towards the character and appearance of the surrounding buildings.

The street scene comprises of two-storey detached and semi-detached dwellings to the north and south. The proposed dwelling would be single storey and so would not appear dominant in its scale. It is considered that the proposed dwelling would be of an acceptable design and would not be visually intrusive. As such, it is considered that the proposed dwelling would not have a detrimental impact on the character and appearance of the surrounding area.

The proposed scheme is therefore considered to comply with Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved Policies (November 2012) and Policy 7.4 of the London Plan (July 2011).

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

Under Policy BE21 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012), planning permission would not be granted for new buildings which

would result in a significant loss of residential amenity by reason of their siting, bulk and proximity, whilst Policy BE24 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to protect the privacy of occupiers and neighbours.

The proposed bungalow would not provide rooms in the roof and so would not result in overlooking of the rear gardens of adjacent properties. The existing 1.8m high brick wall along the southern boundary with 19, 20 and 21 Church Close shall be retained as part of the proposed scheme along with a 1.8m high closed boarded fence on the northern boundary. As such it is considered that adequate privacy would be provided to future occupiers and neighbouring properties, and would not result in a significant loss of amenity for residents.

The proposed scheme is therefore considered to comply with Policies BE21 and BE24 of the Hillingdon Local Plan: Part 2 - Saved Policies (November 2012).

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

Policy 3.5 of the London Plan (July 2011) states that developments should reflect the internal floor space standards set out in Table 3.3; Single storey 2 bed, 4 persons dwellings should have a minimum floorspace of 70 sq.m. The proposal would provide 86.5 sq.m of internal floorspace and so would provide an acceptable amount of living space, in compliance with Policy 3.5 of the London Plan (July 2011).

In relation to external amenity space, Policy BE23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) requires residential developments to provide or maintain sufficient external amenity space to protect the amenity of residents, and for the amenity space to be usable in terms of its shape and siting. The proposed scheme would provide 71 sq.m of external amenity space. This is considered to be an acceptable amount of external amenity space for the dwelling, thereby complying with Policy BE23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

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

The proposal involves the demolition of Policy AM7 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) seeks to ensure that developments do not result in unacceptable levels of traffic or detrimental impact on highway and pedestrian safety.

The application site comprises a council owned block of garages located at the end of Culvert Lane next to a public footpath to Church Close. The garages have been vacant for over 6 months and are no longer required by the Council. As such, there is no objection to the loss of the vacant garages.

Concerns were raised during the public consultation over the impact the proposal would have on vehicular access to and from Culvert Lane, particularly in regards to space for turning. The Council's Highways Engineer has assessed the proposed scheme and considers the application to be acceptable in terms of access and the amount of traffic generated by the proposed dwelling. It is considered that adequate turning space would be retained. The proposal is not considered to cause harm to users of the canal towpath and the public footpath to Church Close.

It is therefore considered that the proposed scheme complies with Policy AM7 of the Hillingdon Local Plan: Part 2 - Saved Policies (November 2012).

Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) requires developments to provide acceptable levels of parking. Two on-site parking spaces would be provided along the north elevation located behind a 1.8m high close

boarded gate. Storage for one bicycle would be provided in a secure cycle store within the rear garden. As such, the proposal would provide an adequate level of parking in compliance with Policy AM14 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).

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

The proposed development would not raise any urban design or access issues. A condition is recommended to ensure the scheme complies with the principles of Secure By Design.

#### **7.12 Disabled access**

The applicant's design and access statement confirms that the proposed development would comply with Lifetime Homes Standards and part M of the Building regulations. Relevant conditions would be attached should approval be granted to ensure the criteria are met.

Due to the varying levels of the site, level access into the building was provided by way of an access ramp, which was considered to visually unacceptable. The proposed access ramp has been removed and replaced with a gently sloping path (gradient 1:15) in order to reduce the visual impact. The Council's Access Officer considers the revised access into the building to be acceptable subject to the provision of handrails. Details of the proposed handrails can be provided by condition.

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

Not applicable to this application.

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

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

The proposal would remove a number of trees to facilitate the development and would retain an existing tree on the other side of the northern site boundary. Two new trees would be provided in the front and rear gardens of the dwelling. Further details of landscaping would be provided through a landscaping condition attached to any consent granted. The Council's Trees/Landscape Officer raises no objection to the loss of the existing trees and is not considered that the proposal would have a detrimental impact on the local ecology.

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

Refuse bins would be stored in the rear garden of the property and moved to the front of the property on waste collection days where they would be collected as part of the existing refuse collection service for Culvert Lane. Details of refuse storage can be provided by way of a condition on any consent granted.

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

The applicant's Design and Access Statement indicates that the scheme has been designed to achieve Level 4 of the Code for Sustainable Homes. Given the modest scale of the scheme, the achievement of Code Level 4 is considered to demonstrate that sufficient consideration has been given to sustainability issues. Confirmation that the dwelling achieves Level 4 shall be provided by way of a condition on any consent granted.

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

The application site is located next to the Grand Union Canal and the site lies partly within Flood Zone 2. The applicant has submitted a Flood Risk Assessment as part of this application. The Flood Risk Assessment concluded that the site is actually located within flood zone 1 and at a lower risk of flooding (1 in 1000 years flood event) and that

adequate methods of surface water management would be provided at detailed design stage. This can be secured by way of a drainage condition attached to any consent granted.

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

Not applicable to this application.

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

Six responses were received during the public consultation raising a number of concerns. Points ii), iii), iv), v), vi), vii), viii), ix) and xii) have been addressed elsewhere in this report

Points i) and xi) are in relation to rights of access. The issue of rights of way is a civil matter and not a material planning consideration.

Point x) refers to a consultation letter arriving late. The Council carried out the consultation in accordance with statutory guidelines and delays in external postal systems are out of the Council's control.

#### **7.20 Planning obligations**

The proposal is for one new residential dwelling and would not require a education contribution as it would not lead to an increase of more than 6 habitable rooms. As such no planning contributions have been sought in this instance.

The proposed scheme represents chargeable development under the Mayor's Community Infrastructure Levy. At this time the Community Infrastructure Levy is estimated to be £185.99.

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

Not applicable to this 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**

Not applicable to this application.

#### **10. CONCLUSION**

Planning permission is sought for the demolition of an existing garage block and construction of a bungalow with associated parking and external works.

It is considered that the proposal would not have a detrimental effect on the street scene or on the residential amenities of nearby properties. The proposal would provide adequate levels of internal floor space and private amenity space for future occupiers.

The proposal complies with Policies AM7, AM14, BE4, BE13, BE19, BE20, BE23, BE24 and H4 of the Hillingdon Local Plan: Part 2- Saved UDP Policies (November 2012) and the London Plan (July 2011). It is therefore recommended that the application is approved.

#### **11. Reference Documents**

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)  
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)  
Hillingdon Design and Accessibility Statement: Residential Layouts

London Plan (July 2011)

**Contact Officer:** Katherine Mills

**Telephone No:** 01895 250230



**Notes**

 Site boundary

For identification purposes only.  
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Site Address

**Garage Block Site  
 Culvert Lane  
 Uxbridge**

Planning Application Ref:  
**69659/APP/2013/3796**

Planning Committee  
**Major Application**

Scale  
**1:1,250**

Date  
**April 2014**

**LONDON BOROUGH  
 OF HILLINGDON  
 Residents Services**

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



**HILLINGDON**  
 LONDON



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

**Address** UNITAIR CENTRE GREAT SOUTH WEST ROAD FELTHAM

**Development:** Outline application (all matters reserved) to provide up to 14,750sqm of B1c/B2/B8/Sui Generis (Car Showroom) uses (up to a maximum of 1,700 sqm of sui generis floorspace) with associated landscaping and access.

**LBH Ref Nos:** 49559/APP/2014/334

**Drawing Nos:** 30461/PL/100  
30461/PL/101 Parameters Plan

**Date Plans Received:** 31/01/2014                      **Date(s) of Amendment(s):**

**Date Application Valid:** 31/01/2014

### 1. SUMMARY

This application is for Outline planning permission (with all matters reserved) to provide up to 14,750sqm of B1c/B2/B8/Sui Generis (Car Showroom) uses (up to a maximum of 1,700 sqm of Sui Generis floorspace) with associated landscaping and access.

It is worth noting that the site is identified as an Industrial and Business Area (IBA) within the Hillingdon Local Plan (November 2012) and as a Locally Significant Industrial Site within the Hillingdon Local Plan: Part 1 Strategic Policies. The site is also in close proximity to Heathrow Airport, and is adjoined by industrial buildings to the west and south. There are residential properties on the opposite side of the Great South West Road (A30) to the east. There are two rivers to the north of the site (the Longford and Duke of Northumberland rivers), which are culverted. Access to the site is from the Great South West Road.

While all matters are reserved, the proposed parameters of development are, given the context in which the site is set, considered acceptable. Subject to planning obligations and conditions (which are recommended) the development is considered acceptable.

### 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:**

- i) Construction Training (financial sum for workplace coordinator and in-kind delivery of training scheme);**
- ii) Air Quality Management contribution £25,000;**
- iii) Travel Plan: 10 Year Green Travel Plans for each phase of the development. A financial contribution of £20,000 will also be provided to enable the monitoring of these travel plans for the 10 year period.**
- iv) 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 30th May 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 deliver necessary offsite highway works and to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of construction training, air quality management, Green Travel Plan and Project Management and Monitoring). 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 COM1 Outline Time Limit**

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

**REASON**

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

**2 COM2 Outline Reserved Matters**

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

(i) Any phasing for the development.

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

**REASON**

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

**3 COM4 Accordance with Approved Plans**

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 30461/PL/100 Location Plan and 30461/PL/101 Parameters Plan.

#### REASON

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

#### **4 COM5 General compliance with supporting documentation**

No phase of the development hereby permitted shall commence except in accordance with the specified supporting plans and/or documents:

Planning Statement (31/01/14)

Design and Access Statement (Jan 2014)

Transport Statement (31/01/14)

Ecological Assessment (Jan 2014)

Tree Survey: 596.TS.03 (Jan 2014)

Utilities Appraisal (Jan 2014)

Framework Energy Strategy (Jan 2014)

Noise Assessment (Jan 2014)

Air Quality Assessment (Jan 2014)

Cultural Heritage Desk Based Assessment (Jan 2014)

Flood Risk Assessment (24/01/14)

Geo-environmental Investigation and Assessment (24/01/14)

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

#### REASON

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

#### **5 NONSC Restriction of size/scale**

The total floorspace areas of the uses hereby approved and scale of future development shall be limited to the following:

Maximum floor area: 14,750sqm of B1c/B2/B8/Sui Generis

Maximum Sui Generis (Car Showroom): 1,700 sqm

Maximum Height: 42.5m AOD

Maximum Access Points: Two HGV/Light Vehicle Access/Egress points to be located within the southern half of the eastern boundary.

#### REASON

To ensure the quantum of floorspace and scale of development proposed does not exceed the amount assessed in the application and complies with the provisions of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the London Plan (2011).

#### **6 NONSC Phasing**

Prior to commencement of any development, a detailed phasing and implementation plan, including the order and timing of development of individual buildings, landscaping and car parking areas within each phase, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved phasing and implementation plan.

#### REASON

To ensure the development proceeds in a satisfactory manner and complies with the provisions of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

and the London Plan (2011).

## **7 NONSC Reserved Matters**

Approval of the details of the access, landscaping, layout, scale and appearance of individual phases of the outline development (hereinafter called the reserved matters) shall be obtained in writing from the Local Planning Authority for each phase of the outline development, before development of that phase is commenced.

For each phase, the detailed drawings and supporting documentation to be submitted shall, as part of the reserved matters, incorporate the following:

- (i) A full travel plan should be provided that includes a full mode split disaggregating public transport trips from private vehicle use plus details of how the developers of the site will ensure that any occupiers complete a travel plan (such as through a lease agreement). Details of carriageways, footways, turning space, safety strips, at road junctions and kerb radii, plus traffic, car parking and any access control arrangements, including barrier arms, gates, electric vehicle charging points ensuring that 20% of spaces have active charging points and a further 20% have passive charging points, the means of ingress and egress, the closure of existing access, visibility splays and sight lines, means of surfacing, the phasing of any construction work and construction traffic signage, a construction logistics plan and construction method statement,
- (ii) A delivery and servicing plan, to include details of the parking, turning, loading and unloading arrangements (including swept path analysis and vehicle tracking diagrams),
- (iii) The means of construction and surfacing of all roads, parking areas and footpaths,
- (iv) The use, surface treatment and landscaping of all open areas not occupied by buildings or roads, including the provision for protected areas of landscaping and planting from accidental damage by vehicles,
- (v) Hard and soft landscaping plans, including planting plans, refuse storage, boundary treatments, lighting and levels or contours plus a scheme of landscape maintenance for a minimum of five years. The maintenance scheme shall include details of the arrangements for its implementation. Also a scheme for the inclusion of living wall, roofs and screens.
- (vi) Plans of the site showing the existing and proposed ground levels and the proposed floor levels and finished height of all proposed buildings. Such levels shall be shown in relation to a fixed and known ordinance datum point,
- (vii) Full plans and elevations of all buildings and any other structures, incorporating details of all materials to be used for external surfaces, including samples of all such materials,
- (viii) Details of security measures, including CCTV, plus plans and elevations of all boundary treatment and incorporation of full details of height and materials,
- (ix) Details of secure cycle storage, changing facilities, lockers and showers for staff and visitors to the development,
- (x) Plans and details which demonstrate the design and internal layout of buildings and external areas are inclusive and accessible to all persons, including persons with disabilities. 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.
- (xi) Plans and details of proposed renewable energy measures and associated technology including any Photovoltaic panels, CHP systems and the like.
- (xii) Bird Hazard Management Plan.

### **REASON**

To comply with Section 91 of the Town and Country Planning Act 1990 (As Amended), and

- (i), (ii), and (iii) To ensure pedestrian and vehicular safety and the free flow of traffic and conditions of general safety within the site and on the local highway network in accordance with Policies AM7, AM9, and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012),
- (iv) To ensure the appearance of the locality is protected in accordance with Policies BE 13 and BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012),
- (v) To ensure the Local Planning Authority is able to assess the amenity value of existing and proposed trees, hedges and shrubs and the impact of the proposed development on them, to ensure the site is adequately landscaped and to accord with Policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012),
- (vi) To ensure the development relates satisfactorily to its context in accordance with Policy BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012),
- (vii) To ensure the development presents a satisfactory appearance and to safeguard the visual amenities of the area in accordance with Policy BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012),
- (viii) To provide a safe and secure environment in accordance with Policies 7.1 and 7.3 of the London Plan (July 2011),
- (ix) To ensure adequate facilities are provided for cyclists in accordance with Policy AM9 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012),
- (x) To ensure disabled persons are provided with adequate facilities and access to the development in accordance with Policies AM13 and R16 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan Policies (July 2011) Policies 3.1, 3.3 and 7.2.
- (xi) To provide on site renewable energy and reduce carbon emissions in accordance with Policy 5.7 of the London Plan (July 2011).
- (xii) To protect Aircraft safety in accordance with Policy A6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**8 OM3 Heathrow Airport Safeguarding - Height**

No building or structure of any phase of the development hereby permitted 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 contrary to Policy A6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**9 NONSC Heathrow Airport Safeguarding - Construction/Cranes**

No phase of the development shall 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 cranes and other tall construction equipment (including crane locations and operating heights 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) Heathrow Airport and endanger aircraft movements and the safe operation of the aerodrome contrary to Policy A6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**10 NONSC Heathrow Airport Safeguarding - Birds**

No phase of the 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 contrary to Policy A6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**11 NONSC Heathrow Airport Safeguarding - Lights**

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 each completed phase of the 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 contrary to Policy A6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

For further information please refer to Advice Note 2 'Lighting Near Aerodromes'.

**12 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).

**13 NONSC Environment Agency 1 (amended compliance condition)**

(A) The development hereby approved shall be commenced in accordance with approved document 'Geo-Environmental Investigation and Assessment - Project Altitude, Great South West Road, Feltham (Revision A), by Capita for Unitair General Partner Limited dated 24 January 2014'.

Subject to further on site investigations any contamination not identified in the method statement which is found, the applicants are required to provide a further 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

(B) 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

(C) 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 for approval 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 Environment Agency 2**

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

#### Reasons

To protect the quality of the water environment.

#### **15 NONSC Environment Agency 3**

No occupation of any phase or part of the permitted development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

#### Reasons

To protect the quality of the water environment by ensuring measures to remedy land contamination that are required as a result of the previous two conditions are undertaken and demonstrated to have been successful.

#### **16 NONSC Environment Agency 4**

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

#### Reasons

To protect the quality of the water environment. It is possible that infiltration drainage

could be demonstrated to pose a low risk of contamination to the water environment provided it is very shallow, located in clean ground and there is suitable pollution attenuation incorporated into the scheme prior to discharge to ground for drainage from any parking or hardstanding area susceptible to hydrocarbon contamination.

#### **17 NONSC Environmental Protection Unit 2**

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

#### **18 COM15 Sustainable Urban Drainage**

Prior to commencement of any phase of the development, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it (follows the strategy set out in Flood Risk Assessment, produced by Capita dated 24/01/14 Revision A, and) incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

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

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

- iii. incorporate water saving measures and equipment.
- iv. provide details of water collection facilities to capture excess rainwater;
- v. provide details of how rain and grey water will be recycled and reused in the development.

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

#### **REASON**

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) Policy 5.12 Flood Risk Management of the London Plan (July 2011) and National Planning Policy Framework (March 2012) and



the Planning Practice Guidance (March 2014). 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).

**19 NONSC Sustainability - Energy**

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

- 1) the baseline energy demand (kwhr and kgCO<sub>2</sub>) for each element of the regulated energy use (e.g. space heating, hot water and electricity)
- 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 renewable energy to reach the 40% target including details of the technology to be used and how this relates to the baseline carbon emissions.
- 4) the inclusion of renewable technology within the scheme (e.g. roof plans and elevations showing the inclusion of the PVs.)
- 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.

**20 NONSC Data Centre**

Notwithstanding the Town and Country Planning (Use Classes) Order (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification, the units shall not be used as a data centre.

**REASON**

To ensure compliance with policies 4.4, 5.2, 5.7 and 5.9, of the London Plan 2011.

**21 NONSC Undevelopable Strip**

Notwithstanding the details shown on the submitted Parameters Plan, a 5 metre wide buffer/no building zone will be retained along the southern boundary of the site.

**REASON**

To ensure a sufficient gap is maintained between buildings within the application site and the adjoining site to the south in order to ensure an appropriate bulk, scale and massing is achieved in accordance with Policies BE13 and BE25 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**22 NONSC Sui Generis - 50% Sales**

Notwithstanding the details shown on the submitted Parameters Plan, any Car Showroom (Sui Generis) shall utilise a maximum of 50% of the hereby approved 1,700 sq metre floor space for sales purposes and shall only be provided if it is accompanied by a General Car Workshop.

## REASON

To ensure that the development site fulfils its employment potential in accordance with Policy E2 of the Hillingdon Local Plan: Part 1 Strategic Policies and Policy LE2 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

## INFORMATIVES

### 1 159 Councils Local Plan : Part 1 - Strategic Policies

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies.

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

### 2 152 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).

### 3 153 Compulsory Informative (2)

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

A6	Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports
AM7	Consideration of traffic generated by proposed developments.
AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
BE25	Modernisation and improvement of industrial and business areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE21	Siting, bulk and proximity of new buildings/extensions.
EM6	(2012) Flood Risk Management
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LE1	Proposals for industry, warehousing and business development
LPP 5.1	(2011) Climate Change Mitigation
LE2	Development in designated Industrial and Business Areas
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 5.15	(2011) Water use and supplies

LPP 5.7	(2011) Renewable energy
LPP 5.21	(2011) Contaminated land
LPP 5.3	(2011) Sustainable design and construction
LPP 8.2	(2011) Planning obligations
LPP 8.3	(2011) Community infrastructure levy
OE1	Protection of the character and amenities of surrounding properties and the local area
OE2	Assessment of environmental impact of proposed development
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002

#### **4            I62            Potential Bird Hazards from Buildings**

It is important that the building/roof structures are designed so that they are unattractive to birds. Buildings may be used by birds depending upon the design and use of the buildings and the availability of food in the nearby environment. Pigeons, starlings and gulls are the most common birds hazardous to aviation to be found in and around buildings. Pigeons make use of ledges of buildings to roost whilst starlings may roost both on and in buildings in vast numbers. Gables and other complex structures offer potential perches and gulls are increasingly nesting on flat and shallow pitched roofs. 'Green' roofs can also be very attractive to birds.

##### Information

If the overall size of the flat/shallow pitched roof/s exceeds 500Sq.M then we would apply a condition to ensure the roof space was monitored for bird activity throughout the year and for the life of the building. To avoid any such condition then we would advise the roofs to be pitched greater than 15 degrees.

#### **5**

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'.

#### **6            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).

#### **7**

The submitted landscape scheme shall include: -

1. Details of Soft Landscaping

- 1.a Planting plans (at not less than a scale of 1:100),
- 1.b Written specification of planting and cultivation works to be undertaken,
- 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
  
- 2. Details of Hard Landscaping
  - 2.a Refuse Storage
  - 2.b Cycle Storage
  - 2.c Means of enclosure/boundary treatments
  - 2.d Car Parking Layouts (including demonstration that 20% of all parking spaces are served by electrical charging points)
  - 2.e Hard Surfacing Materials
  - 2.f External Lighting
  - 2.g Other structures (such as play equipment and furniture)
  
- 3. Living Walls and Roofs
  - 3.a Details of the inclusion of living walls and roofs
  - 3.b Justification as to why no part of the development can include living walls and roofs
  
- 4. Details of Landscape Maintenance
  - 4.a Landscape Maintenance Schedule for a minimum period of 5 years.
  - 4.b Proposals for the replacement of any tree, shrub, or area of surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.
  
- 5. Schedule for Implementation
  
- 6. Other
  - 6.a Existing and proposed functional services above and below ground
  - 6.b Proposed finishing levels or contours

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

### **3. CONSIDERATIONS**

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

The application site is located in the very south of the borough beyond Heathrow Airport and adjacent to the border with the London Borough of Hounslow. The site is roughly rectangular in shape except for the northern boundary which follows the course of a bend in the adjacent rivers. The site is bounded to the west by industrial uses and large scale industrial building associated with Heathrow Airport. To the south are further industrial/commercial uses. To the east is the Great South West Road (A30) which is part of the Transport for London Road Network (TLRN) and also provides access to the site. At present the site currently has two vehicular and pedestrian access points onto the Great South West Road. The closest residential properties to the application site are located beyond the Great South West Road, with the closest dwelling approximately 40m from the sites eastern boundary. Located to the north are the Longford and Duke of Northumberland Rivers which curve around the site boundary. The rivers are contained in man made channels. There is a landscaped riparian margin between the edge of the river channel and the site boundary that is in the ownership of the Department of Culture,

Media and Sport (Central Government).

The site is approximately 2.79 Ha in area and previously accommodated DB Schenker (the former Unitair Centre) and Wayfarer House. These independent site had separate access points to the A30 which are still in situ. The applicant has stated that both buildings did not meet modern business needs and were vacant prior to their demolition.

The current site is essentially flat having little variation in ground level across its extent. There is existing landscaping along the sites borders with the rivers to the north and the Great South West Road to the east (consisting of mature trees, shrubs and grass verges). There is no landscaping within the site which is generally covered with hardstanding and rubble debris from the demolition of the previous buildings.

The site is located in Flood Zone 1 and is identified as a Locally Significant Industrial Site within the Hillingdon Local Plan: Part 1 Strategic Policies. The site is also located within an Industrial and Business Area and within a developed area as designated by the Policies contained within the Hillingdon Local Plan (November 2012).

### **3.2 Proposed Scheme**

The application is for Outline planning permission (with all matters reserved) to provide up to 14,750sqm of B1c/B2/B8/Sui Generis (Car Showroom) uses (up to a maximum of 1,700 sqm of sui generis floorspace) with associated landscaping and access.

The applicant has stated that no significant pre-let interest has been sustained for the site to date. They are therefore bringing forward an outline application with all matters reserved in order to provide sufficient flexibility to market the site to potential occupiers.

A parameters plans has been submitted along with six purely indicative proposals. It is worth clarifying that the application is not seeking consent for any of the six indicative proposals, instead all matters are being reserved, examples of reserved matters include:

- \* Access: this covers accessibility to and within the site for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network.
- \* Layout: the way in which buildings, routes and open spaces are provided within the development and their relationships to buildings and spaces outside the development.
- \* Scale: the height, width and length of each building proposed in relation to its surroundings.
- \* Appearance: the aspects of a building or place which determine the visual impression it makes, excluding the external built for of the development.
- \* Landscaping: this is the treatment of private and public space to enhance or protect the sites amenity through hard and soft measures, for example, through planting of trees or hedges or screening by fences or walls.

As such, in addition to discharging conditions, if the Council resolves to grant planning permission, reserved matters applications will also need to be submitted to and approved in writing by the Local Planning Authority (LPA) prior to the commencement of works.

The applicant is applying for the flexibility to use the site for any combination of B1c/B2/B8 and Sui Generis floorspace, with a maximum of 1,700sqm being Sui Generis for the purposes of a car showroom.

Whilst the site is adjacent to the Heathrow Airport Boundary, which sits to the west and

north, it is not within the boundary and therefore uses related to airport activities such as air handling, cargo, supplies for aircraft maintenance, repair and overhaul operations, air catering etc are not considered appropriate on the site.

The parameters plan submitted with the application sets out the following:

Maximum floor area: 14,750sqm of B1c/B2/B8/Sui Generis

Maximum Sui Generis (Car Showroom): 1,700 sqm

Maximum Height: 42.5m AOD

Maximum Access Points: Two HGV/Light Vehicle Access/Egress points to be located within the southern half of the eastern boundary.

A landscaping strip/buffer is also shown along the eastern boundary. Details of this strip are to be resolved at reserved matters stage.

### 3.3 Relevant Planning History

49559/A/95/3108                      Unitair Centre Great South West Road Feltham  
Installation of one non-illuminated fascia sign (at second floor level) and one illuminated fascia sign (on rear elevation)

**Decision:** 01-06-1995    Approved

49559/ADV/2006/108                Unitair Centre (Bax - Global) Great South West Road, Feltham  
INSTALLATION OF 4 NON-ILLUMINATED SIGNS ON FRONT ELEVATION OF BUILDING, 3 NO. 6M HIGH FLAGPOLES AND CHANGES TO WALKWAY SIGNAGE

**Decision:** 22-01-2007    Approved

49559/ADV/2013/108                Unitair Centre Great South West Road Feltham  
Installation of 2 externally illuminated hoarding signs for a temporary period of 2 years.

**Decision:** 18-02-2014    Approved

49559/APP/2013/703                Unitair Centre Great South West Road Feltham  
Prior notification for the demolition of the Unitair Centre Great South West Road, under Schedule 2 (Part 31) of the Town and Country Planning (General Permitted Development Order) 1995 (GPDO).

**Decision:** 18-04-2013    PRN

49559/N/98/2457                    Unitair Centre Great South West Road Feltham  
Refurbishment of existing offices/warehouse including overcladding, creation of new entrance towers, new window openings, installation of air conditioning units at roof level and addition of accommodation block to inner loading bay area at rear, widening of existing vehicular access, erection of a new security gatehouse and 3.6 metre high fence/gates plus new fence. to north boundary.

**Decision:** 15-03-1999    Approved

**Decision:**

**Comment on Relevant Planning History**

The site has a varied planning history, however most recently the Council received a prior notification under the General Permitted Development Order 1995 Schedule 2 Part 31 for the demolition of the existing building application(ref: 49559/APP/2013/703). The demolition and the proposed demolition method were acceptable and as such no objection was raised. A visit to the site by the case officer confirms that the previous buildings have been demolished.

**4. Planning Policies and Standards**

Hillingdon Unitary Development Plan (Saved Policies September 2007).  
Supplementary Planning Document 'Accessible Hillingdon'.  
Supplementary Planning Document Noise.  
Supplementary Planning Document Air Quality.  
Supplementary Planning Guidance Planning Obligations.  
The London Plan (July 2011).

**UDP / LDF Designation and London Plan**

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

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.E1 (2012) Managing the Supply of Employment Land
- PT1.EM6 (2012) Flood Risk Management

Part 2 Policies:

- A6 Development proposals within the public safety zones around Heathrow or likely to affect the operation of Heathrow or Northolt airports
- AM7 Consideration of traffic generated by proposed developments.
- AM14 New development and car parking standards.
- BE13 New development must harmonise with the existing street scene.
- BE25 Modernisation and improvement of industrial and business areas
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- EM6 (2012) Flood Risk Management
- LDF-AH Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
- LE1 Proposals for industry, warehousing and business development
- LPP 5.1 (2011) Climate Change Mitigation

LE2	Development in designated Industrial and Business Areas
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 5.15	(2011) Water use and supplies
LPP 5.7	(2011) Renewable energy
LPP 5.21	(2011) Contaminated land
LPP 5.3	(2011) Sustainable design and construction
LPP 8.2	(2011) Planning obligations
LPP 8.3	(2011) Community infrastructure levy
OE1	Protection of the character and amenities of surrounding properties and the local area
OE2	Assessment of environmental impact of proposed development
SPD-NO	Noise Supplementary Planning Document, adopted April 2006
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002

## 5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **5th March 2014**

5.2 Site Notice Expiry Date:- Not applicable

## 6. Consultations

### External Consultees

Twenty eight neighbouring residential units were consulted by letter on the 10/02/14 and four site notices were displayed. No comments or objections to the proposal were received.

Highways Agency:  
No objection to the proposal.

Heathrow Airport Safeguarding:  
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:

#### 1. Height Limitation on Buildings and Structures

No building or structure of the development hereby permitted 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;

and/or:

Reason: To avoid the building/structure on the application site endangering the safe movement of



aircraft and the operation of Heathrow Airport through interference with communication, navigational aids and surveillance equipment.

#### Information

The Advice given in relation to development heights relate to the Obstacle Limitation Surfaces (OLS) only and it cannot be assumed that the proposed development can be built up to this height as it could impact on radar or other navigational aids. Therefore, only when further details have been submitted at the reserve matters stage can National Air Traffic Services (NATS) correctly assess the proposed development and its potential impact on radar or other navigational aids.

#### 2. Submission of a Construction Management Strategy

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 cranes and other tall construction equipment (including crane locations and operating heights 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) Heathrow Airport and endanger aircraft movements and the safe operation of the aerodrome.

and/or:

Reason: 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.

#### 3. Submission of Landscaping Scheme

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.

#### Information

Stands of trees with the potential to provide canopy's 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 non berry 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.

#### 4. 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'.

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'.

Although development detail is limited at this time, I would also like to make the following observations as these may generate further conditions being applied at the reserve matters stage.

#### Building/Roof Design:

It is important that the building/roof structures are designed so that they are unattractive to birds. Buildings may be used by birds depending upon the design and use of the buildings and the availability of food in the nearby environment. Pigeons, starlings and gulls are the most common birds hazardous to aviation to be found in and around buildings. Pigeons make use of ledges of buildings to roost whilst starlings may roost both on and in buildings in vast numbers. Gables and other complex structures offer potential perches and gulls are increasingly nesting on flat and shallow pitched roofs. 'Green' roofs can also be very attractive to birds.

#### Information

If the overall size of the flat/shallow pitched roof/s exceeds 500Sq.M then we would apply a condition to ensure the roof space was monitored for bird activity throughout the year and for the life of the building. To avoid any such condition then we would advise the roofs to be pitched greater than 15 degrees.

#### 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'.

I, therefore, have no aerodrome safeguarding objection to this proposal, provided that the above conditions are applied to any planning permission.

Officer's Comments: The proposed conditions have been attached to the recommendation for approval.

#### 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.

#### Natural England:

Statutory nature conservation sites - no objection

Based upon the information provided, Natural England advises the Council that the proposal is unlikely to affect any statutorily protected sites or landscapes.

#### Protected species

We have not assessed 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.

#### 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.

#### English Heritage:

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.

This application lies within the Council's proposed Heathrow Archaeological Priority Zone. The area is well known for its important and extensive prehistoric and Roman remains including two scheduled monuments within c 600m of the site (in Hounslow borough). Nevertheless the applicant's desk-based assessment has concluded that the site itself has only low-medium archaeological potential and recommends no further work. I have considered this report carefully and can agree

with the recommendation ONLY because of the clear evidence for multiple phases of modern ground disturbance including extensive truncation of historic ground levels such that survival of archaeological remains would be at best very fragmentary. Had it not been for the extensive modern disturbance I would have considered the site to have significantly higher potential meriting further consideration in the planning process.

No further assessment or conditions are therefore necessary.

#### Transport for London:

It is understood that the proposal comprises an outline application (all matters reserved) to provide up to 14,750sqm of B1c/B2/B8/Sui Generis (Car Showroom) uses (up to a maximum of 1,700 sqm of sui generis floorspace) with associated landscaping and access.

Please note that these comments represent an officer level view from Transport for London and are made entirely on a "without prejudice" basis. They should not be taken to represent an indication of any subsequent Mayoral decision in relation to this project. These comments also do not necessarily represent the views of the Greater London Authority, which should be consulted separately.

#### Site location

The application site is situated immediately south of Heathrow Airport, separated by both the Longford and Duke of Northumberland's rivers. It currently has two vehicular and pedestrian access onto the A30, Great South West Road, part of the Transport for London Road Network (TLRN). The nearest part of the Strategic Road Network (SRN) is the A315, Staines Road which is located approximately 700m to the south. The nearest bus stop to the site is approximately 380metres to the south west on Stanwell Road and provides access to route 203 that links Hounslow Bus Station with Staines. The nearest station is Heathrow Terminal 4, located approximately 600m to the north of the site and provides access to services on the Piccadilly line to central London and the Heathrow Express to London Paddington. As such, the site records poor public transport accessibility level (PTAL) of 2 (out of a range of 1 to 6, where 6 is the highest and 1 the lowest).

#### Access

Whilst this is an outline application with all matters reserved, the applicant has provided a range of 6 illustrative development options. Each option proposes to use one or two existing accesses onto the A30. Further details should be submitted clarifying the operation of the two entry/exit points. The current submitted information does not include on-site pedestrian links; further approval of these details should be subject to reserved matter application. It is recommended that all pedestrian and cycle accesses would need to be separated from vehicle and HGV entry/exit points.

#### Land Use

TfL expects that given the nature of the proposed uses in an area of poor public transport

accessibility, the private car is likely to be the preferred mode of travel for employees and visitors. That said, the design of scheme should where possible, facilitate sustainable travel.

#### Car parking

Varying levels of car parking are proposed for each of the 6 development options. The final number of car parking spaces should be approved as reserved matters by the council. The applicant should justify the level of car parking provision and how the spaces are to be managed and allocated. As stated above, in this location, the private car use may be the main mode of travel but an appropriate balance must be struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use. With specific regard to the proposed B class uses, the London Plan states that a maximum of one space per 100-600 sqm should be created. The number of car parking spaces should therefore conform to the standards set in the London Plan. In addition, 5% of all spaces should be designated Blue Badge parking bays to conform with the standards set in the London Plan. Electric Vehicle Charging Points (EVCPs) will also be provided (20% active and 20% passive provision) to comply with the standards set in London Plan; this is welcomed by TfL and should be secured by s106 agreement/ condition.

#### Cycling and walking

The agreed level of cycle parking provision has to conform to standards set in the London Plan and should be approved by the council as reserved matter. As the transport statement acknowledges the close proximity of local cycle routes, the design of the site should ensure that it links into such facilities. Local cycle routes should be promoted to increase the uptake of cycling at this site, as part of the travel plan measures.

TfL further requests that all cycle parking facilities should be secured, covered and shower/ changing facilities be provided to encourage staff/visitors cycling to and from the site.

It does not appear that applicant considers the number of people potentially walking between the site and Heathrow Terminal 4, this needs to be considered and an assessment to walking condition on this route would be required.

#### Trip generation and modal split

The applicant has used the trip rates of the former use of the site as a B1 light industrial use to establish the predicted level of travel associated with the proposed B1c/B2/B8 uses. This is supported by TfL. It is noted that the nearby Audi site was used to establish trip rates for the proposed showroom; this is acceptable to TfL.

It is acknowledged that the Option A of development which would generate the highest level of travel demand (worst case scenario) is associated with the same land uses of the former use of the site as a logistics company. Therefore it is accepted that trips would assign to the highway network in a similar manner and it is expected that no further adverse traffic impacts would be resulted. The assessment does not provide a full mode split for the proposed development and should be revised thereby disaggregating public transport trips.

#### Public transport

Given the location of the proposed development, the impact on the public transport network is expected to be limited, but this would be confirmed by the submission of a mode split assessment as requested above.

#### Travel plan

The applicant has submitted framework travel plan to support the outline proposals. A full travel plan should be provided with the submission of a detailed scheme as a reserved matter and its approval should be subject to consultation with TfL.

#### Construction and delivery

The applicant is required to submit a Construction Logistics Plan (CLP) in line with London Plan policy 6.14 'Freight'. The CLP should be secured by condition or through section 106 agreements as appropriate and should also accord with TfL guidance.

The plan should identify efficient, safe and sustainable arrangements to be employed at each stage of implementation of the development to reduce and mitigate impacts of freight vehicle movements arising from the scheme, including impacts on the expeditious movement of traffic, amenity and highway safety. Details should, where relevant, include FORS or similar accreditation, site access, loading/unloading and parking arrangements, booking systems and timing of arrivals at and departures from the site, vehicular routes, scope for load consolidation and the use of alternative modes and measures to reduce risks and impact of collisions with vulnerable road users. The submission and the according implementation of these plans should be secured by conditions/s106 obligations. A draft delivery and servicing plan (DSP) should also be secured by a planning condition, to comply with London Plan Policy 6.14 'Freight'.

#### Land use

It appears the proposed development have included part of land owned by TfL. TfL property is being consulted on the scheme and further comments will be expected shortly.

#### 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 is paid by most new developments in Greater London. Boroughs are arranged into three charging bands with rates of £50/£35/£20 per square metre of net increase in floorspace respectively. You will be aware that the current rate for Hillingdon is £35 per square metre.

#### Summary

In summary, the main issues raised above need to be resolved before the application can be considered in line with the transport policies set out within the London Plan (2011). These include:

- (a) Clarify the indicative options for vehicle access arrangements to and from the site;
- (b) Provide details of how pedestrian links will be made through the site for various proposed access arrangement;
- (c) Confirm the maximum number and layout of car parking spaces for each of the proposed option, including blue badge spaces and electric vehicle charging points provision;
- (d) Provide EVCPs in line with the London Plan standards;
- (e) Assess walking route between the site and Heathrow Terminal 4;
- (f) Provide a breakdown of the public transport mode share together with baseline figures of visitors and staff travelling to/from the proposed development;
- (g) Provide a full travel plan;
- (h) Secure a CLP/DSP via appropriate conditions/obligations.

Officer's Comments: The conditions have been attached to the recommendation for approval which require details to be submitted to satisfy TfL's requirements. However, with regards to the provision of Electric Vehicle Charging Points, the requirement has been set at 20% active plus 10% passive (as opposed to 20%/20%) in line with the requirements of Table 6.2 'Parking Standards' of the London Plan (July 2011).

#### Transport for London (Property):

We have received confirmation from our property colleague that they have no comments in terms of property matter. However, having noted that several access proposal have been made under various scenarios, TfL would need to fully assess the design proposal along with the submission of Stage 1 Safety Audit prior to any consent being granted.

#### Environment Agency

We consider that planning permission could be granted to the proposed development subject to the inclusion of the following planning conditions. Without these conditions, the proposed development on this site poses an unacceptable risk to the environment and we would object to the application. Please note that we are not recommending a piling/foundation condition as the plans do not indicate high rise buildings that are likely to penetrate deep through the London Clay. If this assumption is incorrect we would recommend that a piling condition is included to reduce the risk of contamination to controlled waters.

#### Condition 1

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

- 1) A site investigation scheme for the area that has been identified as contaminated, based on the submitted report, to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
- 2) The results of the site investigation and detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
- 3) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (2) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of The Local Planning Authority. The scheme shall be implemented as approved.

#### Reason

To protect the quality of the water environment.

We have reviewed the submitted report and are satisfied with the conclusions and recommendations: Geo-environmental Investigation and Assessment. Prepared for Unitair General Partner Limited by Capita Property and Infrastructure Limited. Document Ref: SS018854-PE-13-188-R. Revision: A. Date: 24 January 2014.

#### Condition 2

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

#### Reasons

To protect the quality of the water environment.

#### Condition 3

No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in

accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

#### Reasons

To protect the quality of the water environment by ensuring measures to remedy land contamination that are required as a result of the previous two conditions are undertaken and demonstrated to have been successful.

#### Condition 4

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

#### Reasons

To protect the quality of the water environment. It is possible that infiltration drainage could be demonstrated to pose a low risk of contamination to the water environment provided it is very shallow, located in clean ground and there is suitable pollution attenuation incorporated into the scheme prior to discharge to ground for drainage from any parking or hardstanding area susceptible to hydrocarbon contamination.

#### Further reasons for all conditions

National Planning Policy Framework (NPPF) paragraph 109 states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of water pollution. Government policy also states that planning policies and decisions should also ensure that adequate site investigation information, prepared by a competent person, is presented (NPPF, paragraph 121).

The Thames river basin management plan requires the restoration and enhancement of water bodies to prevent deterioration and promote recovery of water bodies. Without these condition, the impact of contamination could cause deterioration of a quality element to a lower status class and/or prevent the recovery of and/or cause deterioration of a protected area: The Lower Thames Gravel groundwater body.

Officer's Comments: The suggested conditions have been attached to the recommendation for approval with the exception of the initial condition. This condition has been amended so as to be a compliance condition in accordance with 'Geo-Environmental Investigation and Assessment - Project Altitude, Great South West Road, Feltham (Revision A), by Capita for Unitair General Partner Limited dated 24 January 2014'.

#### Hounslow Council

In response to this application the London Borough of Hounslow would have no objection to the development proposal for the following reasons:

"The Local Planning Authority considers that, given the site's location next to the Great South West Road in an existing industrial area and the scale of the development that previously occupied it, 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 Unitary Development Plan".



Health and Safety Executive:  
No objections to the proposed development.

### **Internal Consultees**

Environmental Protection Unit: 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 (NO<sub>2</sub>-40.0 mg/m<sup>3</sup>). The air quality statement submitted actually appears to be an air quality assessment which has modelled the area with a background NO<sub>2</sub> of 26.6 mg/m<sup>3</sup>. This seems rather low, however for the modelled baseline year (2012) at the nearest receptor in Hounslow (appears to be on Bedfont Close on the opposite site of the Great South West Road) NO<sub>2</sub> is indicated to be 41 mg/m<sup>3</sup>. It is possible, it is higher than this.

AADT data provided in the report indicates an increase in traffic in the surrounding roads (it is not clear if the baseline AADT includes vehicle movements for the former use at the site. The report does state traffic flows from the former site use were not modelled), with less of an increase with option 2, which is assumed to be the option that includes the car showroom. Based on the Transport Assessment, the car showroom option had nearly 50 percent fewer vehicle movements compared to the former use, including fewer HGV movements, which are more polluting. For the residential receptor in Hounslow, option 2 results in an increase to the annual mean NO<sub>2</sub> by 0.7 mg/m<sup>3</sup> and all the other options by 1.1 mg/m<sup>3</sup>. All are considered small increases, but increases none the less.

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

Section 106

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

It appears the former use was not modelled, however it is assumed to be more polluting as the Transport Assessment refers to 2866 two-way daily vehicle movements of which 316 were HGVs. (It should be noted the figures quoted in the air quality assessment states 'the former development could have generated 3052 two-way daily car trips and 634 HGV movements per day.') Based on the information submitted, the worst options would have 2127 two-way daily vehicle movements of which 235 were HGVs. Option 2 is indicated to have 1534 two-way daily vehicle movements of which 150 are HGVs.

Towards minimising emissions from the vehicle fleet, the following condition is recommended. The condition would apply to PM<sub>10</sub> as well, to ensure filters are well maintained to reduce tailpipe emissions.

The applicant has provided a framework travel plan and a template for a tenant specific travel plan. It may be advisable to condition for this. We would encourage the use of an onsite no idling policy to be incorporated into on site plans to reduce emissions from the site.

The Energy Strategy indicates CHP/CCHP and biomass are not viable for the proposed development. Renewables being considered include air source heat pumps, solar PV and solar thermal. No references have been made the use of gas boilers, which is assumed to be required for the site. We would recommend the development use low or ultralow NO<sub>x</sub> boilers to limit NO<sub>2</sub> emissions further at the site.

## 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 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](http://www.defra.gov.uk).

The air quality assessment did not consider the impact of air quality on the development as it is an industrial/commercial use. However, as there will be an office element to the development, these either need to be located away from roads or the office spaces suitably ventilated with clean air. The ingress of polluted air condition is recommended for the office areas.

## Environmental Protection Unit: Contaminated Land

I refer to the above application for a development of a now demolished warehouse with an attached commercial site. The sites comprise the former Unitair Centre and Wayfarer House. There appears to have been car parking and an electricity sub station on the site. Our historic maps indicate that the site has had a warehouse and depot use however we do not know the occupiers at the site prior to Unitair. The report indicates this last use was for logistics. There are two buildings one has a commercial use.

The site investigation above provides a reasonable assessment of the site. Eight boreholes and seven trial pits are a reasonable coverage of the site. The site does not appear to have been landfilled or contaminated to an extent that would affect the application. However some contamination was found in the shallow soils and groundwater in the gravels. This is low mobility fuel oil, 'diesel'. This would need to be addressed in a remediation strategy. As some fuel has reached the water in the gravels the Agency will need to approve the remediation of this hot spot.

The boreholes confirm some made ground above the gravels but this does not appear to be ground likely to produce gas. There are a few landfills in Hounslow nearby that we have no knowledge of that may or may not produce gas. Gas has been measured on three occasions and the levels do not confirm a problem with only some slightly elevated methane and one carbon dioxide at 4%. Therefore no gas protection measures seem likely.

I would advise adding the commercial contaminated land condition, COM30 to any permission as below. This will ensure that the remediation of the hotspot and any contamination found during development is addressed. For the landscaping clean soils should also be used and this information can be included with the final verification report on the remediation of the hot spot at BH02 and any other later identified areas if present.

## 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 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).

Officer's Comments: The suggested conditions have been attached to the recommendation for approval with the exception of condition COM30 as this would be a replication of the amended Environment Agency condition.

Transport and Aviation:

I have reviewed the travel plan and only have one comment, the document needs to make sure that it contains how the developers of the site will ensure that any occupiers complete a travel plan, this could be that they put this as part of the lease agreement.

EIA:

EIA screening opinion received - EIA not required

Water and Flood Management Officer:

The applicant has assessed the risk to the site from the nearby watercourse and proposes to control surface water generated by the site and have demonstrated how they can do this to appropriate standards therefore I am happy to approve the application subject to the Suds condition.

Sustainable Water Management

Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it (follows the strategy set out in Flood Risk Assessment and Surface Water Drainage Strategy, produced by Capital dated 24/01/14 Revision A, and) incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

i. provide information on all Suds features including the method employed to delay and control the

surface water discharged from the site and:

- a. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume.
  - b. any overland flooding should be shown, with flow paths depths and velocities identified as well as any hazards, ( safe access and egress must be demonstrated).
  - c. measures taken to prevent pollution of the receiving groundwater and/or surface waters;
  - d. how they or temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.
- ii. provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues.
  - iii. provide details of the body legally responsible for the implementation of the management and maintenance plan.

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

- iii. incorporate water saving measures and equipment.
- iv. provide details of water collection facilities to capture excess rainwater;
- v. provide details of how rain and grey water will be recycled and reused in the development.

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

#### REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) Policy 5.12 Flood Risk Management of the London Plan (July 2011) and National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014). 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).

Officer's Comments: The suggested conditions have been attached to the recommendation for approval.

#### Trees and Landscape:

The proposed site is occupied by a large industrial unit situated on the west side of, and parallel to the Great South-West Road (A30), from which it is accessed. The Longford River wraps around the northern boundary and the new industrial warehouses accessed from Scylla Road and Shrewsbury Road lie to the east. The site is predominantly flat and open following the demolition of the former warehouse buildings, the main site previously occupied by DB Schenker, with the Wayfarer Building to the south. The site itself is devoid of vegetation. However, there is a footpath within a grass verge, with occasional trees, along the boundary with the main road. There are no TPO's or Conservation Area designations affecting the site.

#### PROPOSAL:

The proposal is an outline proposal (all matters reserved) to provide up to 14,750sqm of B1c/B2/B8/Sui Generis (Car Showroom) uses (up to a maximum of 1,700sqm of sui generis floorspace) with associated landscaping and access.

#### LANDSCAPE CONSIDERATIONS:

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

- The Design & Access Statement confirms in the Outline Strategy & Design Code (6.5), that strategic landscaping to car park areas are to be a vital element of any future development. The landscape buffer alongside the A30 will be brought forward with the submission of Reserved Matters and high quality materials will be used throughout the development with appropriate surface materials used to suit each area.
- Section 6.11 of the D&AS refers to an Ecological Assessment (walk over survey) which confirms that the site is of low ecological value and that no additional surveys are recommended. It also recommends that any landscape design incorporates native species, or non-native species with high nectar and pollen yielding flowers of value to native fauna.
- Section 6.12 of the D&AS describes the landscape concept for the front boundary onto the A30 with a suggested palette of trees and shrubs. A cross-section through the boundary explains the relationship of the site edge with the highway verge.
- The Planting Scheme notes that planting will need to be in accordance with the CAA's guidance regarding bird hazard management - which is likely to conflict with the ecological enhancement suggested by the ecologist.
- A Tree Survey drawing by TALA assesses the trees within the highway verge which should be unaffected by the proposals.
- Drawings by Michael Sparks indicate the developable area and the proposed landscaping points alongside the A30 and Longford River boundaries. These are then picked up in the series of drawings showing various site layout options.
- While all matters are reserved (including landscape) the Design & Access Statement and site layout options indicate a commitment to landscape through the reservation of these landscape buffer zones.
- Given the relatively restricted area available for landscaping/environmental enhancement throughout the site - and the scale of the buildings, the incorporation of green walls should be considered in association with the building(s).
- If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and appearance of the area.

#### RECOMMENDATIONS:

No objection subject to the above comments and conditions COM2, COM6, COM7, COM7, COM9 (parts 1, 2, 3, 4, 5, and 6).

#### Conservation and Urban Design:

The existing warehouse site is situated adjacent the Great South West Road and the Longford River. The Great SW Road is a busy route and a highly visible location. This side of the road is characterised by such businesses and warehouses of a similar nature. There are no designated heritage assets. The existing building is of no interest (and has already been demolished) and the site requires upgrading and enhancing. The proposal involves the erection of new buildings for use as car workshop, showroom and a warehouse as well as associated landscaping.

COMMENTS: There is no objection to the outline scheme as whole, particularly the aspiration to upgrade the area and provide new units. A number of options are proposed for siting and layout, of which, options 1, 4 and 6 are preferred. This is because servicing will be hidden - mainly to the rear - although a variation on option 2 would also be possible. These layouts will also provide a buffer to the road, and sustain the appearance of the area. There is no objection to the general height and bulk, which is similar to what existed, and in scale with the surrounding streetscene. However, please note, there should be a significant gap (up to 10 metres) between the existing (units/structures) and proposed units within the streetscene.

However, a very standard design approach has been taken with all the facades mainly finished in a combination of metal cladding profiles and metallic colours. The elevations are really only broken down by vertical flashings which marginally, visually break the panels into smaller components.

Unfortunately, there is no real depth to the elevations or articulation and certainly no visual interest with broad expanses of varying grey cladding. Nevertheless, this application is only in outline, and the finishes could be finalised/improved at the Full application stage.

This is a major thoroughfare and the site fronts established housing estates. A good design and finish is a key aspect of sustainable development. The new building and final elevations could therefore contribute more positively to streetscene. I would encourage the applicant to at least consider a more articulated design and finish which would also help raise the standard of design more generally in the area.

The proposed soft landscaping is very limited. The curtilages and boundaries should be well defined with more soft landscaping to relieve the insipidness of the elevations required. Although the proposed layout for vehicles and pedestrians appears rational and logical it is important that it is robust. More detail over materials and layout will be required with the Full submission.

CONCLUSION: Acceptable.

Sustainability:

Energy

I have no objections to the proposed development based on the submitted energy strategy. However, as the proposal is for reserved matters and the energy strategy presents a couple of options the following condition is necessary to ensure the final detailed designs comply with the outline strategy:

CONDITION

Prior to the commencement of each unit a detailed energy assessment shall be submitted showing how the unit will reduce carbon emissions by 40% from a 2010 Building Regulations compliant development. The assessment shall clearly show compliance with the outline energy strategy but clearly detail:

- 1) the baseline energy demand (kwhr and kgCO<sub>2</sub>) for each element of the regulated energy use (e.g. space heating, hot water and electricity)
- 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 renewable energy to reach the 40% target including details of the technology to be used and how this relates to the baseline carbon emissions.
- 4) the inclusion of renewable technology within the scheme (e.g. roof plans and elevations showing the inclusion of the PVs.)
- 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.

Sustainability:

The development also needs to include living walls and roofs and the following conditions is therefore necessary:

Condition

Prior to commencement of each unit a scheme for the inclusion of living walls, roofs and screens shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall provide details of the types of living material to be used and the locations and methods of

maintenance where necessary. The development should proceed in accordance with the approved plans.

#### Reason

To ensure the development contributes to a number of objectives in compliance with Policy 5.11 of the London Plan and Policy EM1 of the Local Plan.

Officer's Comments: The suggested conditions have been attached to the recommendation for approval.

#### Highways:

The above proposals seek outline planning consent for the construction of a building or buildings to be used the B1c/B2/B8/Sui Generis Use Classes within the boundary of the site. As part of the development a number of options have been submitted that detail the makeup and layout of the site, with an option to include the provision of a Car Showroom. It is proposed to provide between 62 to 128 parking spaces within the site, subject to the final development option chosen. Access to the site will be provided from Great South West Road via one or both of the existing points of access, which will require minor improvements (kerb realignment works) to be undertaken. The means of access to the site is also subject to the selected development option.

When considering the proposals, it is noted that a Transport Statement (TS) has been submitted in support of the development, which in part, considers the trip generation of the proposed and previous uses at the site. However, this methodology is not representative as the site is vacant, (with all buildings demolished) and could not be brought back into use without the benefit of planning consent.

Nevertheless, as the adjacent highway network is under the control of the London Borough of Hounslow and Transport for London, there would be no impact on local highway, which is under the control of the London Borough of Hillingdon. In addition, it is noted that the proposed means of access to the site will be provided from Great South West Road, which forms part of Transport for London's road network. As a result, the London Borough of Hounslow and Transport for London should be consulted in relation to these proposals.

When considering the proposed car and cycle parking provision within the site, it has not been possible to undertake a formal assessment as the associated Gross Floor Area of each option has not been provided. Furthermore, an assessment of the internal site layout has not been provided within the submitted TS. However, it is considered that these can be dealt with under a suitability worded planning condition.

Therefore, it is considered that the principle of the development would not be contrary to the Policies of the adopted Hillingdon Local Plan, 2012, (Part 2) and an objection is not raised in relation to the highway and transportation aspect of the proposals provided that the following details are covered through a suitable planning condition/S106 Agreement.

1 Notwithstanding the submitted plans, details of the proposed car parking provision within the site shall be provided in accordance with the councils parking standard as part of the Reserved Matters Planning Application.

2 Notwithstanding the submitted plans, details of the proposed cycle parking provision within the site shall be provided in accordance with the councils parking standard as part of the Reserved Matters Planning Application.

3 As part of the Reserved Matters Planning Application, details of all traffic arrangements (including where appropriate carriageways, footways, turning space, safety strips, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, loading facilities, closure of existing access and means of surfacing) including vehicle swept paths of the proposed means of access, parking, servicing and circulation areas within the site are required to be provided for approval by the Local Planning Authority.

Officer's Comments: The suggested details have been requested by conditions attached to the recommendation for approval.

## **7. MAIN PLANNING ISSUES**

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

The site is located within a Business and Industrial Area (IBA) as identified by the Policies of the Hillingdon Local Plan (November 2012) and as a Locally Significant Industrial Site within the Hillingdon Local Plan: Part 1 Strategic Policies.

This application is for Outline planning permission (with all matters reserved) to provide up to 14,750sqm of B1c/B2/B8/Sui Generis (Car Showroom) uses (up to a maximum of 1,700 sqm of sui generis floorspace) with associated landscaping and access.

The Hillingdon Local Plan (November 2012) states that IBAs are allocated locations for new industrial and warehousing development, and are deemed the most appropriate for accommodating employment generating uses in terms of access, layout and where there is a need on amenity grounds to separate development from residential and other sensitive uses. The LPA considers that offices and other B1 Use Class activities are acceptable in principle in IBAs. Other employment uses may also be acceptable when there is no realistic prospect of an industrial or warehousing use or such a use would be undesirable, particularly on residential amenity grounds.

Policy LE2 of the Hillingdon Local Plan states that Industrial and Business Areas (IBAs) are designated for business, industrial and warehousing purposes (Use Classes B1-B8) and for Sui Generis Uses appropriate in an industrial area. The proposed mix of uses therefore adhere to IBA policy and will replace previous IBA uses on the site.

The Hillingdon Local Plan: Part 1 Strategic Policy E2 designates Locally Significant Industrial Sites as locations where industrial and warehousing activities can operate and 'locations of employment growth' with a commitment to provide 9,000 jobs throughout the plan period.

The Sui Generis Use proposed is for a car showroom with a maximum floor space of 1700 sqm. The applicant states that market testing has identified potential demand for a car showroom use on the site, where it is associated with a car workshop (Use Class B2). This use has therefore been included as one of the six options within the illustrative schemes for the site to demonstrate that this could be accommodated along with other employment-generating uses. Illustrative Option 2 (Plan reference: PL-103) sets out these indicative proposals for a car workshop with associated car showroom. A car showroom would only be brought forward as ancillary to a car workshop (B2 use) and would not exceed 1700sq.m. The applicant has stated that the site is particularly attractive given that the car showroom could utilise the frontage along the Great South West Road (A30) to enhance business.

This use is considered to be appropriate, particularly as the car showroom would be associated with a car workshop (B2) and would be an employment generating use. As an allocated LSIS/IBA, planning policy allows some flexibility beyond B-class uses where jobs are created as part of new development on such sites. It is recommended that a condition be attached to any consent limiting the floorspace of the Sui Generis use to be utilised for sales purposes to be a maximum of 50% of the 1,700 sq m. to ensure that the development site fulfils its employment potential in accordance with Policy E2 of the Hillingdon Local Plan: Part 1 Strategic Policies and Policy LE2 of the Hillingdon Local Plan (November 2012).



Whilst the proposed uses are deemed appropriate in this location, a Data Centre is not deemed to be appropriate due to the energy demand concerns. The applicant has stated that a data centre could be accommodated and could still achieve a 40% reduction in CO2 in line with Part L of the Building Regulations (2010). However these calculations would relate to the building itself and not take into account the potential use of a building internally as a data centre.

Subject to recommended conditions relating to the Sui Generis use and preventing use of the site as a Data Centre, there are no objections in principle to the proposal.

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

The application does not relate to residential development and as such density is not directly relevant. Consideration of overall site coverage and intensity of use can not be considered as the application is for outline consent with all such matters being reserved.

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

English Heritage/GLAAS have considered the proposals and whilst the site lies within the Council's proposed Heathrow Archaeological Priority Zone, there is clear evidence for multiple phases of modern ground disturbance including extensive truncation of historic ground levels such that survival of archaeological remains would be at best very fragmentary. They have therefore raised no objection to the scheme nor recommended any conditions be attached to any approval.

#### **7.04 Airport safeguarding**

Heathrow Airport Safeguarding and the National Air Traffic Services (NATS) have responded with no objection to the proposals subject to appropriately worded conditions (which are recommended) for issues relating to the reserved matters stages of the development of the site.

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

The site is not within or close to the Green Belt.

#### **7.06 Environmental Impact**

An Environmental Impact Assessment (EIA) screening opinion has been received that determined an EIA was not required for the proposals.

The Environment Agency and the Council's Environmental Protection Unit have been consulted with regards to the application. Subject to the attachment of conditions relating to protecting air quality, water quality and contaminated land (recommended) they raise no objections to the proposal.

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

Saved policy BE25 of the Local Plan: Part Two seeks to ensure the modernisation and improvement of Industrial and Business Areas through careful attention to the design and landscaping of buildings and external spaces. Where appropriate, the policy seeks to improve vehicular and pedestrian access and circulation routes through the area and environmental improvements.

Whilst the applicant has provided six potential schemes detailing how the site could potentially be redeveloped, the outline proposals are for all matters to be reserved and as such only the details of the parameters plan can be considered in relation to the current development.

The parameters plan submitted with the application sets out the following:

Maximum floor area: 14,750sqm of B1c/B2/B8/Sui Generis

Maximum Sui Generis (Car Showroom): 1,700 sqm

Maximum Height: 42.5m AOD

Maximum Access Points: Two HGV/Light Vehicle Access/Egress points to be located within the southern half of the eastern boundary.

A landscaping strip/buffer is also shown along the eastern boundary. Details of this strip are to be resolved at reserved matters stage.

In terms of understanding if the maximum height of 42.5 AOD (approx. 20m above finished floor level) would be acceptable in this location consideration is taken of the large scale building previously located on the site and those existing in the vicinity.

This height proposal would be in keeping with other large buildings in relatively close proximity to the application site and, accordingly it would have limited visual impact. This area is characterised by a significant number of large scale buildings and is commercial/industrial in character. It is considered that in this particular context buildings with a maximum height of 20m could be accommodated without causing any unacceptable harm to the character and appearance of the area and would replace a previous building of a similar scale on the site.

Some concerns are raised regarding the potential scale, bulk and massing of a development on the site and its relationship with the existing buildings to the south. In order to ensure an appropriate visual gap is maintained between the development sites it is recommended that a condition is attached to any approval that ensures a 5.0m wide buffer/undevelopable strip is maintained on this boundary. This strip could be utilised for parking or landscaping.

Subject to the issues discussed above and the outline nature of the proposal, no concerns are raised regarding the design of the scheme or its impact on the character of the area in relation to the outline application. Issues relating to design will be dealt with at reserved matters stage.

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

The nearest residential units to the site are situated approximately 40m to the east of the site, on the opposite side of Great South Western Road (A30). The Hilton London Heathrow Airport Hotel is located approximately 500m to the northeast of the site.

Access to the site is only from the Great South West Road at present and this will remain the case. It is not considered that residential amenity would be unacceptably affected by traffic associated with the proposed use as the Great South West Road already carries high vehicle numbers.

The site is in close proximity to the Heathrow Airport, and noise from planes taking off and landing means that this area is already noisy. In this particular case, given the existing context and separation from residential dwellings and hotel uses, it is considered that noise or disturbance associated with the proposal would not cause any unacceptable impacts.

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

The application is for outline consent only with all matters reserved and no residential uses are proposed for the site. No concerns or issues are therefore raised regarding future living conditions in connection with the current application.

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

The application is for outline consent only with all matters reserved and therefore no

proposed car or cycle parking layouts are proposed. No concerns or issues are therefore raised regarding parking in connection with the current application. Parking levels and issues will be resolved at the reserved matters stage.

The Great South West Road (A30) is part of the Transport for London Road Network (TLRN) and also provides two access points to the site at present which remain from the previous developments on the site. As the adjacent highway network is under the control of the London Borough of Hounslow and Transport for London, there would be no impact on local highway under the control of the London Borough of Hillingdon.

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

The application is for outline consent only with all matters reserved. No concerns or issues are therefore raised in connection with the current application. Appropriate conditions are recommended to be attached to any approval and issues relating to design, access and security would be dealt with at reserved matters stage.

#### **7.12 Disabled access**

The application is for outline consent only with all matters reserved. No concerns or issues are therefore raised in connection with the current application. Appropriate conditions are recommended to be attached to any approval and issues relating to access would be dealt with at reserved matters stage.

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

Not relevant to this application.

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

There are no TPO's or Conservation Area designations affecting the site and the site itself is devoid of vegetation. However, there is a footpath within a grass verge, with occasional trees, along the boundary with the main road.

The Council's Trees and Landscape Officer has been consulted and raised no objection to the proposed subject to the attachment of appropriate conditions, which are recommended, to any approval.

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

The application is for outline consent only with all matters reserved. No concerns or issues are therefore raised on sustainable waste management grounds in connection with the current application.

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

The Council's Sustainability Officer has raised no objections to the proposed development based on the submitted energy strategy. However, as the proposal is for reserved matters and the energy strategy presents a couple of options conditions are recommended to be attached to any consent to ensure the final detailed designs comply with the outline strategy. These conditions relate to a reduction in carbon emissions by 40% from a 2010 Building Regulations and the provision of renewable energy technology. Also proposed is a condition relating to the introduction of green walls and roofs.

Subject to the attachment of the relevant conditions the proposal is deemed to be in compliance with Policy 5.11 of the London Plan and Policy EM1 of the Local Plan.

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

The Council's Water and Flood Management Officer has assessed the proposals and details regarding the risk to the site from the nearby watercourse. The applicant proposes to control surface water generated by the site and have demonstrated how they can do this to appropriate standards. The Council's Water and Flood Management Officer therefore raises no objection to the application subject to a SUDS condition being

attached to any approval (recommended).

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

##### **AIR QUALITY**

The site falls within an Air Quality Management Area and, as such, an Air Quality Assessment has been submitted. Whilst officers in the Council's Environmental Protection Unit have raised no objections to the scheme they have advised that the development could lead to a minor increase in pollutants and, as such, given the existing poor air quality in the area, a number of mitigation measures should be put in place, including a S106 contribution of £25,000 towards air quality monitoring in the area. It is considered that these measures would be sufficient to offset the impact of the development on local air quality.

Notably no objections have been received from officers in the Council's Environmental Protection Unit regarding potential noise or disturbance impacts, subject to conditions.

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

The application was advertised under Article 8 of the Town and Country Planning Act (1990) as major development. Four signs were erected on the site and nearby and adjoining occupiers were directly notified via letter. A public notice was placed in a local paper. No replies have been received.

#### **7.20 Planning obligations**

Policy R17 of the Hillingdon Local Plan (November 2012) states that:

'The Local Planning Authority will, where appropriate, seek to supplement the provision of recreation open space, facilities to support arts, cultural and entertainment activities, and other community, social and educational facilities through planning obligations in conjunction with other development proposals'.

The Council's S106 officer has advised that contributions should be provided towards construction training, air quality monitoring, provision of a comprehensive green travel plan, and project management and monitoring.

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

Not applicable to this 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**

## **10. CONCLUSION**

This application is for Outline planning permission (with all matters reserved) to provide up to 14,750sqm of B1c/B2/B8/Sui Generis (Car Showroom) uses (up to a maximum of 1,700 sqm of sui generis floorspace) with associated landscaping and access.

The site is identified as an Industrial and Business Area (IBA) within the Hillingdon Local Plan (November 2012) and as a Locally Significant Industrial Site within the Hillingdon Local Plan: Part 1 Strategic Policies. The site is also in close proximity to Heathrow Airport, and is adjoined by industrial buildings to the west and south. There are residential properties on the opposite side of the Great South West Road (A30) to the east. There

are two rivers to the north of the site (the Longford and Duke of Northumberland rivers), which are culverted. Access to the site is from the Great South West Road.

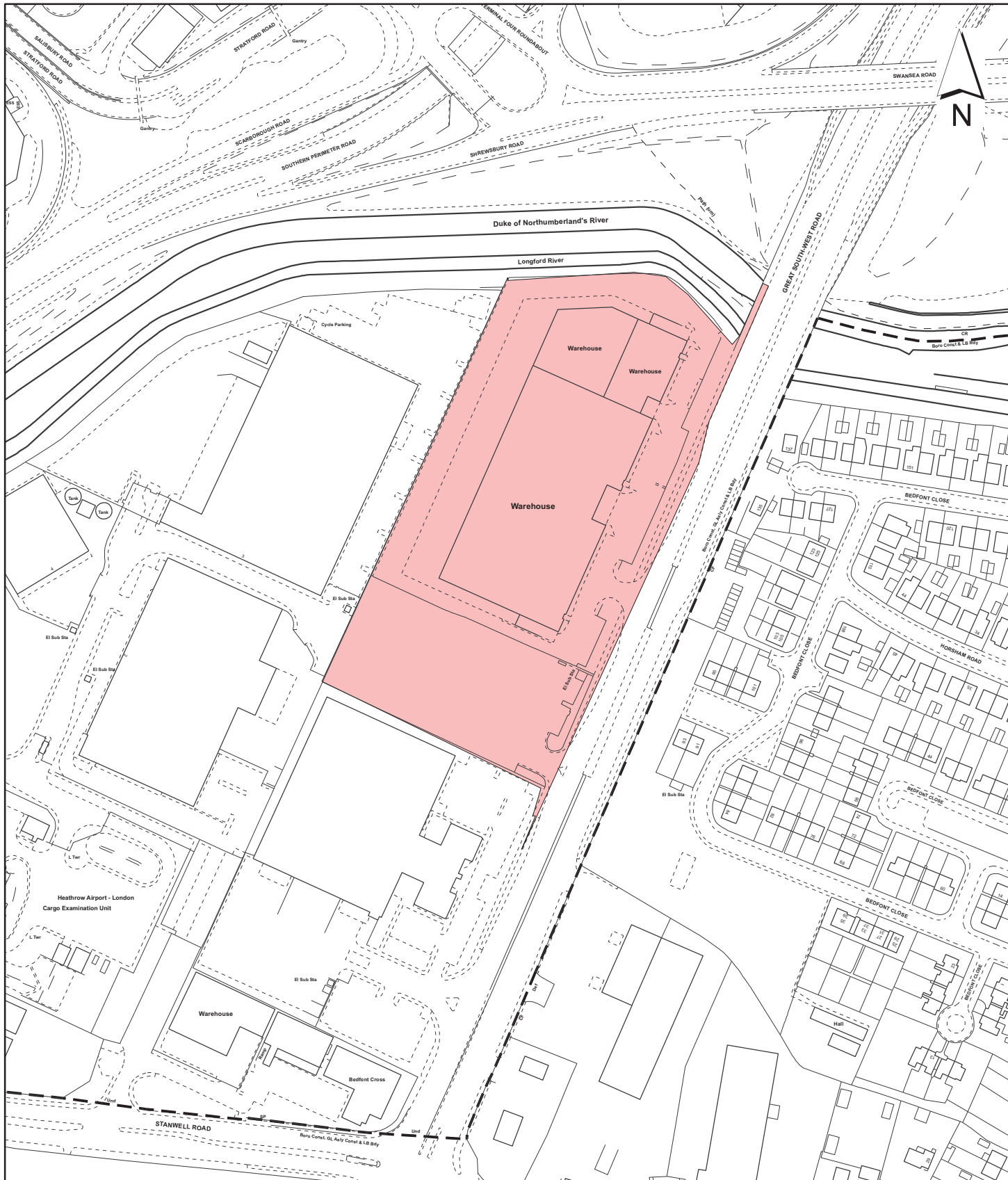
While all matters are reserved, the proposed parameters of development are, given the context in which the site is set, considered acceptable. Subject to planning obligations and conditions (which are recommended) no objection is raised.

## **11. Reference Documents**

Hillingdon Local Plan: Part 1 Strategic Policies.  
Hillingdon Local Plan (November 2012)  
Supplementary Planning Document 'Accessible Hillingdon'.  
Supplementary Planning Document Noise.  
Supplementary Planning Document Air Quality.  
Supplementary Planning Guidance Planning Obligations.  
The London Plan (July 2011).

**Contact Officer:** Ed Laughton

**Telephone No:** 01895 250230



**Notes**

 Site boundary

For identification purposes only.  
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Site Address

**Unitair Centre  
 Great South West Road  
 Feltham**

**LONDON BOROUGH  
 OF HILLINGDON  
 Residents Services**

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

Planning Application Ref:  
**49559/APP/2014/334**

Scale  
**1:2,500**

Planning Committee  
**Major Application**

Date  
**April 2014**



**HILLINGDON**  
 LONDON

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

**Address** FORMER THE BRIDGE & EARLY YEARS CENTRES ACOL CRESCENT  
RUISLIP

**Development:** Redevelopment of the site to provide a residential block containing 28 units for social and supported housing including parking and ancillary works (involving demolition of existing buildings).

**LBH Ref Nos:** 65847/APP/2014/427

**Drawing Nos:** 2013/D122/P/03 Rev. A - Proposed Site Plan  
2013/D122/P/01 - Site Location Plan  
2011/D1/P/02 Existing Site Plan, Topographical and Tree Survey  
2013/D/122/P/04 - Ground Floor Plan  
2013/D/122/P/05 - First Floor Plan  
2013/D122/P/06 - Second Floor Plan  
2013/D122/P/07 - Roof Plan  
2013/D122/P/08 - Southwest Southwest and Northeast Elevations  
2013/D122/P/09 - Northwest Elevation Sections X-X, Y-Y, Z-Z  
Energy Statement by Frankham Consultancy Group dated 5th February 2014  
PPG24 Assessment Ref 4969.PPG24.02  
Arboricultural Impact Survey Ref: 2011/ LBH/HNC/AIA/01 A  
Design and Access Statement Version 2.0 dated 19th January 2014

**Date Plans Received:** 07/02/2014                      **Date(s) of Amendment(s):** 25/02/2014  
**Date Application Valid:** 07/02/2014                      07/02/2014

### 1. SUMMARY

Planning permission is sought for the demolition of the existing buildings on the site and its redevelopment of the site to provide a residential block containing 28 units for social and supported housing including parking and ancillary works.

The development is acceptable in principle having regard to the extant planning permission and would provide for much needed supported and affordable housing.

The development would achieve an appropriate appearance within the street scene, provide an appropriate landscape setting, appropriate living conditions for future occupiers and have no unacceptable impacts on the amenity of nearby residential occupiers.

Subject to conditions and planning obligations the development would be acceptable in all other regards and is recommended for approval.

### 2. RECOMMENDATION

**A) That the Council enter into a Statement of Intent/Legal Agreement under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or Section 278 of the Highways Act 1980 (as amended) or other appropriate legislation to secure the following:**

1. Affordable Housing: 100% affordable housing with 50% of the units to be

supported housing

2. Education: £15,439

3. Health: £7514.12

4. Libraries: £797.64

5. Community Facilities: £10,000

6. Construction Training in line with the Council's SPD.

7. Project Management & Monitoring Fee: 5% of total cash contributions.

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/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 9th May 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, education, health, libraries, community facilities, construction training or project management). The proposals therefore conflict with Policy R17 of the adopted Local Plan and the Council's Planning Obligations SPG.'

E) That subject to the above, the application be deferred for determination by the Head of Planning, Green Spaces and Culture under delegated powers, subject to 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 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 RES3 Time Limit**

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

**REASON**

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

**3 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:

2013/D122/P/03 Rev. A - Proposed Site Plan;  
2013/D122/P/01 - Site Location Plan;  
2011/D1/P/02 Existing Site Plan, Topographical and Tree Survey;  
2013/D/122/P/04 - Ground Floor Plan;  
2013/D/122/P/05 - First Floor Plan;  
2013/D122/P/06 - Second Floor Plan;  
2013/D122/P/07 - Roof Plan;  
2013/D122/P/08 - Southwest Southwest and Northeast Elevations; and  
2013/D122/P/09 - Northwest Elevation Sections X-X, Y-Y, Z-Z

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).

#### **4 RES5 General compliance with supporting documentation**

The development hereby permitted shall not be occupied until the following has been completed in accordance with the specified supporting plans and/or documents:

Frankham Consultancy Group Building Services Engineering Energy Statement Project Number 225356 Date 5th February 2014  
Acoustics Report 4969.PPG24.02 (April 2011)  
Arboricultural Impact Survey Ref:2011/LBH/HNC/AIA/01 A (John Bartlett)

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).

#### **5 RES6 Levels**

No development shall take place until plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings have been submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and known datum point. Thereafter the development shall not be carried out other than in accordance with the approved details.

#### REASON

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

#### **6 RES7 Materials (Submission)**

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

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

## REASON

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

### **7 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)

### **8 RES9 Landscaping (car parking & refuse/cycle storage)**

No development shall take place until a landscape scheme has been submitted to and approved in writing by the Local Planning Authority. 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 which shall appropriately screened
  - 2.b Cycle Storage for 18 cycles which shall be secure and covered
  - 2.c Means of enclosure/boundary treatments
  - 2.d Car Parking Layouts for 17 cars (including demonstration that 2 parking spaces are served by electrical charging points)
  - 2.e Hard Surfacing Materials

- 2.f External Lighting
- 2.g Other structures

### 3. Details of Landscape Maintenance

- 3.a Landscape Maintenance Schedule for a minimum period of 5 years.
- 3.b Proposals for the replacement of any tree, shrub, or area of surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

### 4. Schedule for Implementation

### 5. Other

- 5.a Existing and proposed functional services above and below ground
- 5.b Proposed finishing levels or contours

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

### REASON

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

### **9 RES10 Tree to be retained**

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

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

### REASON

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

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

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

- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. include a timetable for its implementation; and
- iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

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

- iv. provide details of water collection facilities to capture excess rainwater;
- v. provide details of how rain and grey water will be recycled and reused in the development.

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

#### REASON

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

#### **11 RES16 Code for Sustainable Homes**

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

The development must be completed in accordance with the principles of the design stage certificate and the applicant shall ensure that completion stage certificate has been attained prior to occupancy of each dwelling.

#### REASON

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

#### **12 RES18 Lifetime Homes/Wheelchair Units**

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

#### REASON

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

#### **13 RES22 Parking Allocation**

No unit hereby approved shall be occupied until a parking allocation scheme has been submitted to, and approved in writing by, the Local Planning Authority. Thereafter the parking shall remain allocated for the use of the units in accordance with the approved scheme and remain under this allocation for the life of the development.

#### REASON

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

#### **14 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.

#### **15 RES26 Contaminated Land**

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

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

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

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

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

(iii) Any soils imported to the site shall be tested and certified as free from contamination.

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

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

**16 NONSC Carbon Dioxide Reductions**

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 kgCO<sub>2</sub>) for each element of the regulated energy use (e.g. space heating, hot water and electricity) for all the relevant uses (e.g. residential, commercial etc.).
- 2) the methods to improve the energy efficiency of the development and how this impacts on the baseline emissions.
- 3) the inclusion of CHP (if appropriate) to service the development, the specification of the technology to be used, the inputs and outputs (in kwhr and associated kgCO<sub>2</sub>) of the CHP unit and the impacts on the baseline emissions.
- 4) the use of renewable energy to help meet the 40% target including full details of technology including the location within the development (e.g. roof plans and elevations showing the inclusion of the PVs.)
- 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.

**17 RES13 Obscure Glazing**

The first floor corridor window facing Bourne Court shall be glazed with permanently obscured glass and non-opening below a height of 1.8 metres taken from internal finished floor level for so long as the development remains in existence.

REASON

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

**18 NONSC Glazing specification**

The external building fabric design shall achieve, as a minimum, a sound reduction performance which accords with the specification set out within section 6.0 of the submitted PPG24 Assessment (Report PPG24 Assessment4969.PPG24.02) prepared by Practical Acoustics.

REASON

To ensure that an appropriate internal living environment is provided for future residents of the development in accordance with Policies OE1 and OE5 of the Hillingdon Local



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

**19 NONSC Access Gate Details**

Notwithstanding the plans hereby approved, prior to the commencement of the development details of the access gate to the car park shall be submitted to, and approved in writing by, the Local Planning Authority.

The details shall demonstrate that the access gate:  
is set back at least 5.0m from the boundary of the adjacent highway;  
does not open out over the public highway;  
incorporates facilities for its operation by disabled persons, service delivery vehicles, emergency vehicles and local authority service vehicles; and  
is capable of being manually operated in the event of a power failure.

Thereafter the access gate shall be installed in accordance with the approved details and maintained for so long as the development remains on site.

**REASON**

To provide safe and adequate access for pedestrians and vehicles accessing the new parking area in accordance with policy AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**20 RES23 Visibility Splays - Pedestrian**

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

**REASON**

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

**21 NONSC Non Standard Condition**

The development shall not be occupied until the redundant access from the site to Acol Crescent has been permanently closed and any kerbs, verge, footway, fully reinstated by the applicant, in a manner to be agreed in writing with the Local Planning Authority; and only the approved details shall be implemented.

**REASON**

To restrict access onto the public highway where it is necessary in the interest of highway safety in accordance with policy AM7 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](http://www.hillingdon.gov.uk/noise) Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

## **2            I2            Encroachment**

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

## **3            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).

## **4            I23            Works affecting the Public Highway - Vehicle Crossover**

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

## **5            I25A            The Party Wall etc. Act 1996**

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

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

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

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

## **6            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).

#### **7            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).

#### **8            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.

AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H4	Mix of housing units
H5	Dwellings suitable for large families
HDAS	Residential Developments
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
R11	Proposals that involve the loss of land or buildings used for education, social, community and health services
R16	Accessibility for elderly people, people with disabilities, women and

R17 children  
Use of planning obligations to supplement the provision of recreation, leisure and community facilities

**9 159 Councils Local Plan : Part 1 - Strategic Policies**

On this decision notice policies from the Councils Local Plan: Part 1 - Strategic Policies appear first, then relevant saved policies (referred to as policies from the Hillingdon Unitary Development Plan - Saved Policies September 2007), then London Plan Policies.

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

### **3. CONSIDERATIONS**

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

The site is situated in a residential area near to South Ruislip Station, along Station Approach and the junction with Acol Crescent. The area in the immediate vicinity of the site is characterised by flatted development and semi detached and detached properties, situated along Acol Crescent, as well as Canfield Drive and Station Approach.

Access for vehicles is via Canfield Drive, which leads to a service Road at the rear of the site. The service road terminates at the rear of The Early Years Nursery.

The site contains a vacant single storey building, last used as the South Ruislip Early Years Centre and a single storey building which was last used as a temporary children's centre.

The application site consists of the application sites of two extant planning permissions, which at the time were known as plots 1 and 2.

Plot 1 has extant permission for the erection of a two storey building to provide 14 one-bedroom, supported housing units together with ancillary office accommodation, landscaping and parking

Plot 2 has extant permission for for the erection of a part two, part three storey block comprising 7, one-bedroom and 5, two-bedroom flats, together with associated car parking and landscaping.

Accordingly, the application site currently has extant planning permission for the erection of 26 units. A total of 13 of the units to be provided by the previous consents were to be delivered as affordable housing.

To the north east is Bourne Court, a residential development comprising 4, three storey blocks of flats. Between the application site and Bourne Court, there is a private alleyway. Further along Station Approach to the east, there is a parade of shops, which leads up to the South Ruislip London Underground railway station. Shops also occur to the west near the junction with West End Road and on the opposite side of Station Approach to the south.

### 3.2 Proposed Scheme

Planning permission is sought for the demolition of the existing buildings on the site and its redevelopment of the site to provide a residential block containing 28 units for social and supported housing including parking and ancillary works.

The units would be accommodated within a roughly L-shaped block, there would be a linear frontage along Station Approach and a curved frontage facing Acol Crescent, in order to address the primary building lines on these roads. The western part of the building would be 2 storeys in height with a shallow pitched roof, this would step up to a taller lift/stair overrun and 3 storey element with a flat roof along Station Approach and step back down to a two storey flat roofed structure approximately 15.3m from the eastern edge of the building along Station Approach.

It is noted that the western portion of the building when viewed from Station Road will appear very similar to the building previously granted consent. The eastern portion would differ by way of the building stepping down from 3 storeys to two storey, whereas the previously consented scheme maintained a consistent 3 storey height.

17 Car Parking Spaces would be located in a communal car parking area accessed from Canfield Drive.

### 3.3 Relevant Planning History

65847/APP/2011/1132 Day Centre - Plot 1 Acol Crescent Ruislip

Erection of a two storey building to provide 14 one-bedroom, supported housing units together with ancillary office accommodation, landscaping and parking (involving demolition of existing buildings).

**Decision:** 25-08-2011 Approved

67607/APP/2011/1122 South Ruislip Early Years Centre - Plot 2 Acol Crescent Ruislip

Erection of a part two, part three storey block comprising 7, one-bedroom and 5, two-bedroom flats, together with associated car parking and landscaping (involving demolition of existing buildings).

**Decision:** 15-09-2011 Approved

#### Comment on Relevant Planning History

The site contains a vacant single storey building, last used as the South Ruislip Early Years Centre and a single storey building which was last used as a temporary children's centre.

The application site consists of the application sites of two extant planning permissions, which at the time were known as plots 1 and 2.

Plot 1 has extant permission for the erection of a two storey building to provide 14 one-bedroom, supported housing units together with ancillary office accommodation, landscaping and parking

Plot 2 has extant permission for for the erection of a part two, part three storey block comprising 7, one-bedroom and 5, two-bedroom flats, together with associated car parking and landscaping.

While the current proposal is for 28 units within a single building, rather than 26 units contained within 2 buildings, the overall design approach and layout on site is very similar to that of the previously consented scheme. The main difference being that the current proposal steps down to two storeys towards the eastern end of the Station Approach Elevation and amendments to the layout and parking arrangements.

#### **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:

PT1.BE1 (2012) Built Environment

PT1.EM1 (2012) Climate Change Adaptation and Mitigation

PT1.H2 (2012) Affordable Housing

Part 2 Policies:

AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities

BE19 New development must improve or complement the character of the area.

BE20 Daylight and sunlight considerations.

BE21 Siting, bulk and proximity of new buildings/extensions.

BE22 Residential extensions/buildings of two or more storeys.

BE23 Requires the provision of adequate amenity space.

BE24 Requires new development to ensure adequate levels of privacy to neighbours.

BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.

H4 Mix of housing units

H5 Dwellings suitable for large families

HDAS Residential Developments

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
R11	Proposals that involve the loss of land or buildings used for education, social, community and health services
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities

## 5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **14th March 2014**

5.2 Site Notice Expiry Date:- Not applicable

## 6. Consultations

### External Consultees

The application was advertised as a major development under Article 8 of the Town and Country Planning (General Development Procedure) Order 1995 and 53 nearby owner/occupiers were consulted, including the South Ruislip Residents Association. 6 letters of comment have been received:

- letters in objection and
- letters of comment.

The comments received are summarised below and officer responses provided.

(i) Congestion Traffic

Officer comment: It is not considered that the development would have any significant impacts on traffic when compared to the extant consents as there is an increase of only 2 units.

(ii) Parking Concerns

Officer comment: The Council's Highways Officer has reviewed the proposals and considered adequate parking is provided having regard to the nature and scale of the development.

(iii) Noise pollution

Officer comment: The development is for residential uses which are compatible with the surrounding residential area and it is not therefore considered it would have any adverse impact in respect of noise generation.

(iv) Do not wish there to be flats built on the site

Officer comment: The principle of the proposed uses is considered acceptable as discussed in the relevant section of this report.

(v) Large proportion of flats already around this area

Officer comment: Government policy seeks to provide additional housing to meet the demand of a growing population. The provision of additional housing is supported by adopted policy.

(vi) Over-development of the Site

Officer comment: The density of the development and its impacts are discussed in detail within this report. It is not considered the proposal represents an over-development of the site.

(vii) Impact on amenity of neighbouring occupiers.

Officer comment: The relationship of the development with neighbouring properties and its potential impact on their amenity is discussed in the relevant section of this report. It is considered that the development accords with the Council's policies and guidance and would not have any unacceptable impacts on the amenity of nearby residential occupiers.

#### DEFENCE ESTATES

No objection.

#### GREATER LONDON ARCHAEOLOGICAL ADVISORY SERVICE:

No objection, and no archaeological requirements.

#### Internal Consultees

##### HIGHWAYS:

The development is for the demolition of existing buildings within the site and the construction of 26 x 1 bedroom and 2 x 2 bedroom apartments that will be allocated as social and supported housing at a 50% ratio. As part of the proposals, 17 car and 6 cycle parking spaces will be provided, with 14 car parking spaces allocated to residents of the social housing apartments and remaining 3 parking spaces, allocated for the operational requirements of the supported housing units.

Vehicle access to the site will be provided from Canfield Drive via the existing site access. Pedestrian access will be provided from Station Approach with the provision of new access gates. In addition, the existing vehicle crossover located along Acol Crescent will be reinstated as a pedestrian footway.

When undertaking assessment of the proposals it is noted that the PTAL index within the surrounding area is classified as 3, which indicates that the site has moderate access to public transport facilities. Furthermore, it is noted that the site is located within the recommended walking distances (as stated by Transport for London) to all public transport facilities, including local bus stops and South Ruislip rail station.

As a result, based on the nature of the development and the availability of public transport facilities, the proposed car parking provision is considered acceptable. However, when reviewing the provision of cycle parking, this is below the council's minimum standard. Nevertheless, this can be dealt with by way of planning condition.

Therefore, it is considered that the development would not be contrary to the Policies of the adopted Hillingdon Local Plan, 2012 and an objection is not raised in relation to the highway and transportation aspect of the proposals, provided that the details below are made conditional to the planning consent.

#### Conditions

1. The vehicular access shall be provided with those parts of 2.4m x 2.4m pedestrian visibility splays, which can be accommodated within the site in both directions and shall be maintained free of all obstacles to the visibility between heights of 0.6m and 2.0m above the level of the adjoining highway.
2. The proposed gates located at the vehicle access shall be set back into the site at a distance of 5.0m from the boundary of the adjacent highway.
3. 18 Cycle parking spaces shall be provided secured and undercover within the boundary of the site to serve the development.



4. No gates shall be permitted to open over the adjacent highway.
5. The development hereby approved shall not be occupied until the redundant vehicle crossover located along Acol Crescent has been reinstated to footway.

#### Informatives

1. 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.
2. The applicant is advised to contact the Council's Highways Team in respect of the footway/crossover works.

#### PLANNING OBLIGATIONS OFFICER:

##### Proposal:

28 units  
14 x supported housing units (14 x 1bed)  
14 x social rent (12 x 1 bed and 2 x 2bed)  
Resulting population: 34.68

##### Obligations Sought:

1. Affordable Housing: 100% affordable (please check however if the supported housing element is constitutes affordable housing - i understand that the supported housing will be offered at affordable rent)
2. Education: £15,439 with full nominations rights.
3. Health: £7514.12
4. Libraries: £797.64
5. Community Facilities: £10,000
6. Construction Training: Training Costs: £2500 for every £1m build cost + Coordinator Costs: 28/160 x £71,675
7. Project Management & Monitoring Fee: 5% of total cash contributions.

#### HOUSING SERVICES:

No objection.

#### TREES & LANDSCAPE OFFICER:

The site is occupied by a social services centre and day centre at the junction of Station Approach and Acol Crescent - from which it is accessed. There are two buildings currently occupying the site together with a service road, car parking and some open space. The area is dominated by Station Approach which has a mix of residential dwellings and retail which intensifies to the east towards South Ruislip. Acol Crescent and the surrounding side streets are characterised by semi-detached and terraced housing.

This site is bounded by utilitarian galvanized chain link fencing, but benefits from a mature and dense Privet (evergreen) hedge along the Acol Crescent frontage. There are a number of trees on the site, none of which are protected by TPO or Conservation Area designation.

#### PROPOSAL:

The proposal is to demolish the existing buildings and redevelop the site to provide a residential block containing 28 units for social and supported housing including parking and ancillary works. (The site has been the subject of previous proposals, 2011/1132 and 2011/1122).

#### 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 refers to the importance of the amenity areas 'for outdoor enjoyment of residents' at 3.2.1 and the provision of private gardens, balconies and shared landscaped areas. The Arboriculturalists report is mentioned in 3.5.1. This should refer to the 2012 version of BS5837 (not the superseded 2005 version).
- Specific landscape objectives are set out in section 8.0 of the D&AS.
- A Tree Survey and Arboricultural Impact Assessment has assessed the condition and value of 11No. individual trees and 1no. Hedge.
- Of the 11No. trees, 9No. are rated 'B' grade (fair) and 2No. 'C' grade (poor). The Leyland hedge (H1) in the middle of the site has been rated 'B'. The Privet hedge along the west boundary has not been assessed.
- There is no objection to the assessment of the trees. The results confirm that none of the trees are 'A' grade, which should be retained as part of a re-development proposal. The 'B' grade trees are worthy of retention where possible, with 'C' grade trees having a limited useful life expectancy.
- There is a discrepancy between the Tree Survey Plan ref. 2011/D1/P02 and the Proposed Site Layout Plan, ref. 2013/D122/P/03. - The survey indicates that the cypress hedge (H1) is 'to be retained' and makes no reference to the Privet hedge. The layout plan confirms that the cypress hedge will be removed and the boundary hedge (Privet) retained.
- The proposed plan indicates little in the way of new planting to supplement the existing trees. The final landscape scheme should include additional tree planting and hedging (notably along the Station Approach boundary).
- If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and local distinctiveness of the surrounding natural and built environment.

#### RECOMMENDATIONS:

No objection, subject to the above observations and RES7, RES8, RES9 (parts 1,2,4,5, and 6), RES10.

#### SUSTAINABILITY OFFICER:

No objection.

The submitted energy report does not demonstrate an adequate reduction in carbon dioxide emissions to comply with Policy 5.2 of the London Plan, however this appears to be because it was prepared with reference to an incorrect policy context (e.g. the reports authors were aiming for a 25% reduction rather than the required 40% reduction). Having regard to the type of development proposed there is no reason why the development could not achieve the necessary 40% reduction in carbon dioxide emission if further design work were undertaken with the correct objectives.

Accordingly, subject to a condition ensuring that a 40% reduction in carbon dioxide emissions is achieved the development would comply with Policy 5.2 of the London Plan.

#### FLOOD AND DRAINAGE OFFICER:

The site is under 1 hectare and therefore a Flood Risk Assessment is not required. However the Station Approach is an areas where the Thames Water surface water mains are overwhelmed in heavy rain causing flooding and therefore the surface water on the site will need to be controlled to green field run off rates.

No objection is raised subject to the imposition of the Council's Sustainable Water Management Condition.

## **7. MAIN PLANNING ISSUES**

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

The principle of the removal of the community building at the site (the nursery and former Bridge Day Care Social Services Centre) and the redevelopment of the site for a mixture of housing and supported housing has been established through the grant of the extant planning permissions in 2012.

Accordingly, the current proposal is considered to remain compliant with Policy R11 of the Hillingdon Local Plan Part Two: Saved Policies UDP (November 2012).

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

Policy 3.4 of the London Plan (2011) advises that Boroughs should ensure that development proposals achieve the highest possible intensity of use compatible with local context and the site's public transport accessibility. The London Plan provides a density matrix to establish a strategic framework for appropriate densities at different locations.

The site has a PTAL of 2 and is located within a suburban setting. The London Plan provides for a residential density between 50 - 95 u/ha and 150 - 250 hr/ha at an average of 2.7 - 3.0 hr/unit.

The proposed density for the site would be 214 hr/ha, which is within the London Plan guidelines, having regard to the site's Public Transport Accessibility Level. In terms of the number of units, the proposed density would be 104 units/ha, which just exceed London Plan guidance. However, given the predominance of one bedroom apartments and that good environmental conditions can be provided for surrounding and future occupiers, (issues of which are dealt with elsewhere in the report), the proposed density is considered appropriate in this case.

Policies H4 and H5 seek to ensure a practicable mix of housing units are provided within residential schemes. One and two bedroom developments are encouraged within town centres, while larger family units are promoted elsewhere. In this case the scheme has been specifically designed to provide a mixture of affordable housing and supported living units for individual persons. As such, the proposed units are considered to be appropriate for their intended and no objections are raised to the proposed mix.

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

There are no archaeological or historic issues associated with this site.

### **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**

Not applicable. There is no green belt land within the vicinity of the site.

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

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. The scale, bulk and siting of buildings are key determinants in ensuring that the amenity and character of established residential areas are not compromised by new development.

The units would be accommodated within a roughly L-shaped block, there would be a linear frontage along Station Approach and a curved frontage facing Acol Crescent, in

order to address the primary building lines on these roads. The western part of the building would be 2 storeys in height with a shallow pitched roof, this would step up to a taller lift/stair overrun and 3 storey element with a flat roof along Station Approach and step back down to a two storey flat roofed structure approximately 15.3m from the eastern edge of the building along Station Approach.

The development is considered to respect the building lines in the locality and is of an appropriate scale and massing with regard to its context. The overall design of the building is similar to the two extant planning permissions with the main differences being:

- (i) The provision of single building, rather than two buildings separated by a 1m gap in the extant permissions.
- (ii) The fact that the building drops to two storeys in height adjacent to Bourne Court, instead of maintaining the three storey height in the extant schemes.
- (ii) Amendments to the layout of the landscaping and parking within the rear of the development.

It is considered that the design of the two buildings within the extant schemes had a slightly stronger relationship between the scale of the proposed development and Bourne Court and had a slightly better appearance within the street scene. However, the building now proposed is of a very similar design overall and it is not considered that the current proposal would have an unacceptable appearance within the street scene. Further, the proposed development provides an additional two units and a layout which better meets the needs of the future tenants and occupiers than the extant permissions.

It is considered that overall the scheme would have an acceptable appearance within the street scene and that having regard to the current national and local policy context refusal of the scheme could not be justified because of a slight design preference for the previous proposals. As such, the development is considered to comply with Policies BE13 and BE19.

## **7.08 Impact on neighbours**

### **OUTLOOK**

Policy BE21 of the Unitary Development Plan Saved Policies September 2007 states that planning permission will not be granted for new development, which by reason of its siting, bulk and proximity, would result in a significant loss of residential amenity of established residential areas. The Council's Supplementary Planning Document HDAS: Residential Layouts states that where a two or more storey building abuts a property or its garden, adequate distance should be maintained to overcome possible over domination. The distance provided will be dependent on the bulk and size of the building but generally 15m would be the minimum acceptable separation distance.

As part of the design, there is a substantial area of open space between the rear of the new building and the nearest existing private residential house in Canfield Drive. A distance of between 21 and 22 metres is maintained between the proposed building and the side boundary with No.2 Canfield Drive to the north of the site.

With regard to the impact of the proposed development on occupiers to the east, the two storey element of the proposed building and the adjacent Bourne Court is separated by 7.8m, with the three storey element being set back some 23 metres. The layout of the development is such that the two storey element falls outside the 45 degree angle of vision from the rear windows of that block. There are no windows in the flank elevation of

Bourne Court facing the application site. In addition, an existing 2.2 metre wide alleyway is located between the application site and the adjoining Bourne Court. Although private gardens serving Nos. 5 and 7 Bourne Court exist beyond this alleyway, it is considered that the siting and height of the proposed block, relative to the adjoining gardens is satisfactory. It is therefore considered that the proposal would not result in an over dominant form of development which would detract from the amenities of neighbouring occupiers, in compliance with Saved Policy BE21 of the UDP and relevant design guidance.

#### DAYLIGHT/SUNLIGHT

Policy BE20 of the Unitary Development Plan Saved Policies September 2007 states that the Local Planning Authority will seek to ensure that buildings are laid out so that adequate daylight, sunlight and amenities of existing houses are safeguarded. Saved Policy BE21 states that planning permission will not be granted for new development, which by reason of its siting, bulk and proximity, would result in a significant loss of residential amenity of established residential areas.

The supporting text to saved Policies BE20 and BE21 states 'that while some proposals of substantial width, height and depth, may not cause loss of amenity by reason of daylight or sunlight, these may nonetheless still be over-dominant in relation to the adjoining property and/or its private amenity space. This in turn can result in a depressing outlook detracting from residential amenity'.

Having regard to the relationship of the proposed building with Bourne Court it is considered that there will be no loss of direct sunlight to any of the habitable windows serving Bourne Court as a result of the development. Although there would be some loss of direct sunlight to the garden area of Nos. 5 and 7 Bourne Court in the afternoon, it is considered that this would not have a significantly detrimental impact, and would not be sufficient reason on its own to refuse the application.

With regard to the impact on properties to the north in Canfield Drive, it is not considered that there would be a material loss of daylight or sunlight to these neighbouring occupiers, as the proposed building would be sited a sufficient distance away from those adjoining properties. It is also considered given its layout, that there will be a good level of day lighting for the proposed development. The proposal is therefore considered to be consistent with Policy BE20 of the Hillingdon Unitary Development Plan Part Two - Saved Policies UDP (November 2012).

#### PRIVACY

Policy BE24 of the UDP Saved Policies September 2007 seeks to ensure that the design of new buildings protects the privacy of the occupiers and their neighbours. The supporting text to this policy states that 'the protection of privacy, particularly of habitable rooms (including kitchens) and external private amenity space is an important feature of residential amenity'.

The Council's SPD also provides further guidance in respect of privacy, stating in particular that the distance between habitable room windows should not be less than 21m and at paragraph 4.12 states that 'new residential development should be designed so as to ensure adequate privacy for its occupants and that of the adjoining residential property from windows above ground floor, an angle of 45 degrees each side of the normal is assumed in determining facing, overlooking distances. This requirement has been

adhered to so as to respect the residential amenity of existing residents.

To the rear of the proposed building, a minimum distance of 21 metres is maintained from the first and second floor windows to the sensitive part of the private amenity area adjacent to the back doors of number 2 Canfield Drive. In addition, only a non-opening window to the corridor will be provided on the flank elevation facing Bourne Court and this can be ensured by way of a condition. The proposal will therefore not result in overlooking or loss of privacy issues to residents of that block. The proposal is therefore considered to be consistent with Saved Policy BE24 of the Hillingdon Unitary Development Plan Part Two - Saved Policies UDP (November 2012).

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

All units comply with the Council's SPD and London Plan standards for minimum internal floor areas. With the one bedroom units ranging between 51m<sup>2</sup> and 60m<sup>2</sup>, and the two bedroom units providing 72m<sup>2</sup>. It is therefore considered that the proposed units would provide adequate internal floorspace.

Policy BE23 of the Unitary Development Plan Saved Policies September 2007 requires the provision of external amenity space which is sufficient to protect the amenity of the development and surrounding buildings and which is usable in terms of its shape and siting, for future occupiers. For one bedroom flats a minimum 20m<sup>2</sup> per unit should be provided and for two bedroom flats a minimum of 25m<sup>2</sup> per unit should be provided. In accordance with this standard, a total of 570m<sup>2</sup> of amenity space is required.

The application identifies two communal amenity area at the rear of the site comprising 490m<sup>2</sup> of amenity space. In addition, private gardens serving the ground floor flats totalling 302m<sup>2</sup> are also provided, together with balconies to the upper floor flats. The amenity space provision is therefore in excess of the SPD requirements. Any future landscaping scheme could also incorporate low hedge borders around the rear ground floor level patio area, which allows the demarcation between private and communal amenity areas. Overall, it is considered that the proposed development would provide good living conditions for all of the proposed units in accordance with Policies BE23, BE24, OE1 and OE5 of the UDP, the SPD HDAS: Residential Layouts and the provisions of the London Plan.

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

##### **ACCESS**

Vehicular access to the new development will utilise the existing entrance to the rear of the site via Canfield Drive. Pedestrian access to the proposed development is also provided off Station Approach.

Three bin storage locations are shown, one being close to the vehicular entrance to the site, adjacent to the car parking areas, and the other two being located along Station Road to the front of the building. The refuse stores are location a convenient distance from the residential units they serve and appropriate distance from the public highway to enable collection on waste days. The details design of the bin stores could be secured by condition to ensure an appropriate appearance within the street scene.

Overall, the Highway Engineer raises no objections to the access arrangements, subject to conditions requiring adequate sight lines and an appropriate set back of the access gate. Subject to the implementation of these measures, it is considered that adequate vehicular access to the site can be provided, and highway and pedestrian safety would not be prejudiced, in compliance with Policy AM7 of the Hillingdon Unitary Development Plan

Part Two - Saved Policies UDP (November 2012).

## PARKING

The development is for the demolition of existing buildings within the site and the construction of 26 x 1 bedroom and 2 x 2 bedroom apartments that will be allocated as social and supported housing at a 50% ratio. 17 car parking spaces will be provided, with 14 car parking spaces allocated to residents of the social housing apartments and remaining 3 parking spaces, allocated for the operational requirements of the supported housing units. Two spaces are designed as disabled parking bays in accordance with the Council's standards. The Council's Highways Engineer has raised no objection to the level of car parking and has confirmed that all parking spaces would be of sufficient dimensions and usable. As such, it is considered that the application complies with UDP Saved Policies AM14 and AM15 of the Hillingdon Unitary Development Plan Part Two - Saved Policies UDP (November 2012).

The Council's Highways Engineer has indicated that 18 Cycle parking spaces should be provided, as opposed to the 6 spaces referenced within the application documents. There is adequate space within the site to provide 18 cycle parking spaces in an appropriate secure and covered manner. Subject to this matter being dealt with by condition the development would comply with Policy AM9 the Hillingdon Unitary Development Plan Part Two - Saved Policies UDP (November 2012).

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

- Urban Design

Issues relating to design are addressed in section 7.07 of this report.

- Access

Issues relating to access are addressed in section 7.12 of this report.

- 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 provision of secure boundary treatment, 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.

Subject to appropriate conditions securing compliance with Lifetime Homes standards it is considered that the development would achieve an appropriate level of accessibility.

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

All units proposed would be dedicated to supported living for those with learning difficulties or for social housing. The applicant has confirmed that the development would provide 100% affordable housing. The legal agreement would ensure no change of use

away from affordable housing could happen in the future.

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

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

A Tree Survey and Arboricultural Impact Assessment has assessed the condition and value of 11No. individual trees and 1no. Hedge. Of the 11No. trees, 9No. are rated 'B' grade (fair) and 2No. 'C' grade (poor). The Leyland hedge (H1) in the middle of the site has been rated 'B'. The Privet hedge along the west boundary has not been assessed.

There is no objection to the assessment of the trees. The results confirm that none of the trees are 'A' grade, which should be retained as part of a re-development proposal. The 'B' grade trees are worthy of retention where possible, with 'C' grade trees having a limited useful life expectancy. The proposed layout of the development makes adequate provisions for the retention of the 'B' grade trees.

The development also provides for a generous communal amenity space to the rear and soft landscaping between the building and the surrounding roads in the form of private gardens or landscaping stripes. Subject to a landscape conditions these areas could all be landscaped in appropriate way which would give the development an appropriate appearance within the area and provide a high quality environment for future occupiers. Accordingly, the development is considered to comply with Policy BE38 subject to landscaping conditions.

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

The plans indicate that refuse storage facilities will be provided in three stores, one located towards the northwest of the building and the other two located on the Station Road Frontage. Subject to a condition the stores would provide for an appropriate appearance and are located in a convenient location for use by residents and for refuse collection.

#### **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, which sets out a number of measures such as ensuring the building is well insulated, energy efficient lighting and the inclusion of photovoltaic panels to reduce energy demand.

Notwithstanding the above proposed measures, only a 25% reduction in carbon dioxide emissions above Part L of the Building Regulations is demonstrated by the report. The Council's Sustainability Officer has reviewed the report and has concluded that the reason the report only demonstrates a 25% reduction is because it was prepared with reference to an incorrect policy context (e.g. the reports authors were aiming for a 25% reduction rather than the required 40% reduction). Having regard to the type of development proposed the Council's Sustainability Officer can see no reason why the development could not achieve the necessary 40% reduction in carbon dioxide emission if further design work were undertaken with the correct objectives.

Accordingly, subject to a condition ensuring that a 40% reduction in carbon dioxide emissions is achieved it is considered that the development would comply with Policy 5.2 of the London Plan.



### **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**

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

The acoustic assessment contains recommendations which, if implemented, would reduce noise to levels that comply with reasonable standards of comfort, as defined in British Standard BS8233:1999 'Sound insulation and noise reduction for buildings - Code of Practice'. It is considered that the issue of sound insulation can be addressed by the imposition of a suitable condition. Subject to compliance with this condition, it is considered that the scheme is in compliance with Saved Policy OE5 of the UDP.

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

The comments arising from the public consultation are addressed within the External Consultees section of this report, by way of condition or are not material planning considerations.

### **7.20 Planning obligations**

Policy R17 seeks to supplement the provision of recreational open space and other community, social and educational facilities through planning obligations. The applicant has agreed to a full range of planning obligations required to offset the impact of the development, including contributions towards the provision of education, healthcare, community/recreational open space, and libraries. A contribution can also be secured in respect of project management and monitoring.

The following planning obligations have been agreed:

1. Affordable Housing: 100% affordable (please check however if the supported housing element is constitutes affordable housing - i understand that the supported housing will be offered at affordable rent)
2. Education: £15,439 with full nominations rights.
3. Health: £7514.12
4. Libraries: £797.64
5. Community Facilities: £10,000
6. Construction Training: Training Costs: £2500 for every £1m build cost + Coordinator Costs:  $28/160 \times £71,675$
7. Project Management & Monitoring Fee: 5% of total cash contributions.

The applicant has agreed to these proposed Heads of Terms, which are to be secured by way of a Statement of Intent or a 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 UDP.

**7.21 Expediency of enforcement action**

Not applicable to this 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**

Planning permission is sought for the demolition of the existing buildings on the site and its redevelopment of the site to provide a residential block containing 28 units for social and supported housing including parking and ancillary works.

The development is acceptable in principle having regard to the extant planning permission and would provide for much needed supported and affordable housing.

The development would achieve an appropriate appearance within the street scene, provide an appropriate landscape setting, appropriate living conditions for future occupiers and have no unacceptable impacts on the amenity of nearby residential occupiers.

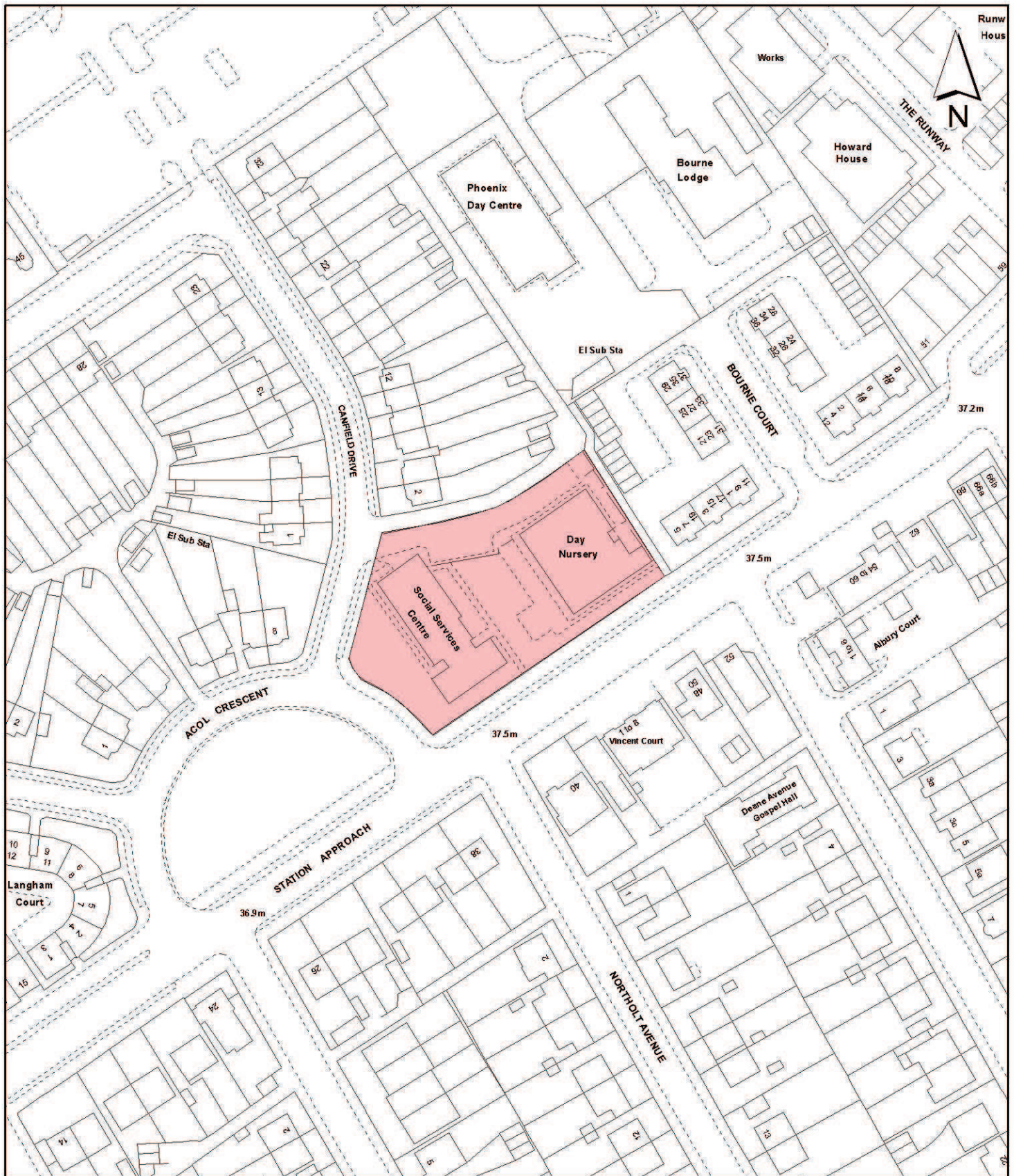
Subject to conditions and planning obligations the development would be acceptable in all other regards and is recommended for approval.

#### **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  
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

**Contact Officer:** Johanna Hart

**Telephone No:** 01895 250230



**Notes**

 Site boundary

For identification purposes only.

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Site Address

**Former The Bridge & Early Years Centre  
Acol Crescent  
Ruislip**

**LONDON BOROUGH  
OF HILLINGDON  
Residents Services**

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

Planning Application Ref:

**65847/APP/2014/427**

Scale

**1:1,250**

Planning Committee

**Major Application**

Date

**April 2014**



**HILLINGDON**  
LONDON

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

**Address** BUILDING 63 PHASE 500 RIVERSIDE WAY UXBRIDGE MIDDLESE

**Development:** Redevelopment of the site to provide 1 industrial unit (2361sqm) for B1(c), B2 and B8 uses and a 80 bedroom hotel (C1 use) with associated restaurant, bar and meeting facilities (755sqm), car parking, landscaping, lighting, plant and equipment and associated works.

**LBH Ref Nos:** 56862/APP/2014/170

**Drawing Nos:** 30357/PL/11  
30357/PL/12  
30357/PL/13  
619.19.01  
619.29.02  
619.39.01 rev A  
30357/PL/01  
30357/FE/37  
30357/PL/03  
30357/PL/04  
30357/PL/05  
30357/PL/06  
30357/PL/07  
30357/PL/08  
30357/PL/09  
30357/PL/10

**Date Plans Received:** 17/01/2014                      **Date(s) of Amendment(s):**

**Date Application Valid:** 21/01/2014

### 1. SUMMARY

This application seeks full planning permission for the redevelopment of the site to provide a 2,361 sq.m industrial unit for flexible B1(c), B2 and B8 uses; a three storey 80 bedroom hotel (Use Class C1) and 755sqm of associated restaurant/bar and meeting facilities including 3 meeting rooms, car parking and landscaping, on a site known as Phase 500, located at the southern end of the Riverside Way Estate in Uxbridge.

No objections are raised to the principle of the development for a commercial unit and a hotel and restaurant facility, it is also considered that the proposed development would be visually acceptable in this location. The proposed hotel in this Industrial Business Area is not in strict accordance with planning policies for Industrial Business Areas, however on balance, the proposals seek to enhance the vitality of the North Uxbridge and Uxbridge Industrial Area in order to support their growth and continued viability. There has been no demand to build out the previously approved planning consents at this site for industrial warehouses and marketing information submitted demonstrates that there has been a concerted effort to market the site but without success. Significant enhancements would be made to the surrounding Green Belt, which are considered to significantly enhance the accessibility and visual appearance of this land including the extension of a publicly accessible pedestrian route which runs around the boundary of the site providing opportunities to access to the green belt land and nature reserve from Riverside Way.

The proposal is considered to comply with relevant UDP and London Plan policies and, accordingly, approval is recommended subject to the applicant entering into an agreement with the Council under Section 106 of the Town and Country Planning Act 1990 as amended and relevant conditions.

## **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:**

- i) Air Quality Management contribution £25,000;**
- ii) Construction Training (financial sum for workplace coordinator and in-kind delivery of training scheme);**
- iii) Employment and Training Initiatives end user phase/operators (strategy currently being considered by Officers);**
- iv) Hospitality training contributions (an in-kind scheme is currently being negotiated with the Councils Economic Development Team)**
- v) Green Travel Plan and Construction and Logistics Plan including Service and Delivery Plan;**
- vi) Highways/S278 works;**
- vii) Provision of a publicly accessible pedestrian footpath running along the sites southern and eastern boundary;**
- viii) Financial contributions towards Tree Works within the adjoining nature reserve; £5,000;**
- ix) Financial contribution towards maintenance of the footpath; £575 per annum for a period of 10 years;**
- x) Energy contribution of £45,000; and**
- xi) 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 30th May 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 deliver necessary offsite highway works and to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of employment, hospitality and construction training, air quality management, Green Travel Plan and Logistics Plan, Highway/S278 works, provision of a publicly accessible pedestrian route, tree works and footpath maintenance contributions and in-lieu energy contributions). 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 date of this permission.

**REASON**

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

**2 COM4 Accordance with Approved Plans**

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

30357/PL/11  
30357/PL/12  
30357/PL/13  
619.19.01  
619.29.02  
619.39.01 rev A  
30357/PL/01  
30357/FE/37  
30357/PL/03  
30357/PL/04  
30357/PL/05  
30357/PL/06  
30357/PL/07  
30357/PL/08  
30357/PL/09  
30357/PL/10

and shall thereafter be retained/maintained for as long as the development remains in existence.

**REASON**

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

**3 COM5 General compliance with supporting documentation**

The development hereby permitted shall not be occupied until the following has been completed in accordance with the specified supporting plans and/or documents:

WSP note dated Feb 2014  
Response to GLA comments prepared by Watkins Payne ref MDC-03-14  
CHP Technical Assessment prepared by Watkins Payne  
Letter from WSP re Generic Quan Risk assessment dated 21.02.014  
Revised Transport Statement v1 dated 18.02.14  
Framework Travel Plan; Hotel (Revised) dated 18.02.14  
Framework Travel Plan; Beefeater (Revised) dated 18.02.14  
Framework Travel Plan; Industrial (Revised) dated 18.02.14

Plants Schedule prepared by TALA  
Letter from WSP dated 10.01.14; Groundwater sampling  
Quantitative Risk assessment ref v1  
Flood Risk Assessment Rev 1  
Cultural Heritage Desk-Based Assessment  
Flood Risk Note dated Dec 2013  
External Lighting and CCTV dated Dec 2013  
Energy Strategy dated Dec 2013  
Design and Access Statement dated Jan 2014  
Air quality assessment  
Utilities Appraisal dated Dec 2013  
Town Centre Statement dated Jan 2014  
Planning Statement dated Jan 2014  
Odour Assessment dated Jan 2014  
Ecological Assessment dated Nov 2013  
Noise impact assessment dated Jan 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 that the development complies with the objectives of Policies . Specify Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

#### **4 COM10 Tree to be retained**

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

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

#### REASON

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

#### **5 COM9 Landscaping (car parking & refuse/cycle storage)**

Prior to the commencement of the relevant part of the development, details of the



following shall be submitted to and approved in writing by the Local Planning Authority:

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 86 bikes throughout the site
  - 2.c Means of enclosure/boundary treatments
  - 2.d Car Parking Layouts (including demonstration that 5% of all parking spaces are served by electrical charging points)
  - 2.e Hard Surfacing Materials
  - 2.f External Lighting
  - 2.g Other structures (such as play equipment and furniture)
  
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).

#### **6 COM7 Materials (Submission)**

Prior to the commencement of the relevant part of the development, samples of all external materials for the new buildings shall be submitted to the Local Planning Authority and approved in writing for the following:

External facade materials  
Details of window/door design and materials  
Construction details of canopies and supports  
Details of gabion wall  
Details of lamps and columns  
Boundary treatments  
Signage on the building and also ground mounted signage on the site  
Location and type of pvs

Manufacturers details of cameras

Details of hard surfacing and surface treatments for the parking areas

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 in accordance with Policy BE13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

**7 COM17 Control of site noise rating level**

The rating level of the noise emitted from the site shall be at least 5dB below the existing background noise level. The noise levels shall be determined at the boundary of the nearest noise sensitive premises. The measurements and assessment shall be made in accordance to the latest British Standard 4142, 'Method for rating industrial noise affecting mixed residential and industrial areas'.

REASON

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

**8 NONSC Accessibility Management Plan**

Prior to the first occupation of the development hereby approved a comprehensive accessibility Management Plan for the hotel/restaurant facility building shall be submitted to and approved in writing by the Local Planning Authority. The Accessibility Management Plan shall include details of how the continuing management of the hotel will ensure the accessible rooms are maintained and managed, helping inclusive access to become part of the overall operation and business of the hotel.

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).

**9 NONSC Car Parking restricted to hotel guests and employees**

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).

**10 NONSC Air Extraction and Plant**

No air extraction system or plant shall be used on the premises until a scheme for the

control of noise and odour emanating from the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of measures as may be approved by the LPA. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

**REASON**

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

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

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

**REASON**

To enable the Local Planning Authority to assess all the implications of the development and in accordance with policies AM14 and OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**12 COM21 No additional internal floorspace**

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

**REASON**

To enable the Local Planning Authority to assess all the implications of the development and in accordance with policies AM14 and OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**13 COM23 Hours of Use (Restaurant etc.)**

The restaurant facilities shall not be open for customers outside the following hours: - 0600 to 2300, Mondays - Sundays, Public and 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)

**14 COM31 Secured by Design**

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

**REASON**

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

**15 NONSC Restriction of Use; Data Centre**

Notwithstanding the Town and Country Planning (Use Classes) Order (as amended), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification, the units shall not be used as a data centre.

**REASON**

To ensure compliance with the energy and sustainability details hereby approved and to accord with policies 4.4, 5.2, 5.7 and 5.9, of the London Plan 2011.

**16 NONSC Sustainability**

Prior to the occupation of the development a scheme for the inclusion of living walls and screens (where feasible) 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 shall not be occupied until all approved plans have been implemented.

**Reason**

To ensure the development contributes to a number of objectives in compliance with Policy 5.11 of the London Plan 2011.

**17 NONSC Implementation of car/cycle parking**

Prior to the occupation of any part of the development, the following shall be implemented in full in accordance with the details shown on, drawing no 30357/FE/37, hereby approved:

- Electric Vehicle Charging Points;
- Disabled Car Parking Spaces;
- Cycle Parking Spaces;
- Motorcycle Parking Spaces;
- Coach Parking space;
- Taxi-drop off points; and
- Car parking spaces.

Thereafter the facilities shall be retained for the lifetime of the development.

**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).

**18 NONSC floodlighting Details**

Prior to the commencement of the relevant part of the development, details of floodlighting and an annual maintenance plan shall be submitted to and approved by the Local Planning Authority. The details should include fixtures such as Cowls, to prevent light spill in the local area.

**REASON**

To safeguard the residential amenity of the occupiers of adjoining and nearby properties in accordance with policy BE19 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

**19 NONSC GLAAS condition**

A) No development shall take place until the applicant (or their heirs and successors in title) has secured the implementation of a programme of archaeological evaluation in accordance with a written scheme which has been submitted by the applicant and approved by the local planning authority in writing and a report on that evaluation has been submitted to the local planning authority.

B) If heritage assets of archaeological interest are identified by the evaluation under Part A, then details of the foundation and groundworks design and methodology must be submitted by the applicant and approved in writing by the planning authority before development commences and the applicant (or their heirs and successors in title) shall secure the implementation of a programme of archaeological investigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority in writing.

C) No development shall take place other than in accordance with the foundation and groundworks design and Written Scheme of Investigation approved under Part (B).

D) 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 (B), and the provision for analysis, publication and dissemination of the results and archive deposition has been secured.

#### REASON

Heritage assets of archaeological interest may survive on the site. The planning authority wishes to secure the provision of appropriate archaeological preservation or investigation, including the publication of results, in accordance with Section 12 of the NPPF.

#### **20 NONSC EA condition 1**

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

1) A preliminary risk assessment which has identified:

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

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

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

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

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

#### REASON

To protect groundwater and surface water. The site lies above a principal aquifer and the groundwater below the site is likely to be in connectivity with the adjacent River Colne.

Hence, any polluted groundwater present at the site may pollute the river.

**21 NONSC EA condition 2**

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

**REASON**

To prevent pollution of ground and surface water. The verification report should be undertaken in accordance with our guidance Verification of Remediation of Land Contamination <http://publications.environment-agency.gov.uk/pdf/SCHO0210BRXF-ee.pdf>.

**22 NONSC EA condition 3**

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

**REASON**

To protect groundwater quality from further deterioration.

**23 NONSC EA condition 4**

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 protect groundwater. Some piling techniques can cause preferential pathways for contaminants to migrate to groundwater and cause pollution.

**24 NONSC EA condition 5**

The development hereby permitted shall not be commenced until such time as a scheme to dispose of foul and surface water has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved. No infiltration of surface water drainage into the ground is permitted unless where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. All surface water drainage from parking areas for fifty car park spaces or more and hardstandings should be passed through an oil interceptor designed compatible with the site being drained.

**REASON**

SUDs are proposed as a means of disposing of surface water at the site. Some forms of

SUDs (primarily soakaways) can result in groundwater pollution. Hence, details of the proposed drainage regime at the site are required to ensure that the groundwater and the adjacent river remain free from pollution.

**25 NONSC EA condition 6**

Prior to the commencement of development a scheme for the provision and management of the buffer zone alongside the River Colne shall be submitted to and agreed in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved scheme and any subsequent amendments shall be agreed in writing with the Local Planning Authority. The scheme shall include:

- plans showing the extent and layout of the buffer zone;
- details of the planting scheme (using locally native plant species, of UK genetic provenance);
- details of any lighting scheme;
- details demonstrating how the buffer zone will be protected during development and managed/maintained over the longer term.

This buffer zone shall be measured from the top of the bank (defined as the point at which the bank meets the level of the surrounding land) and shall be free of structures, hard standing and fences. All buildings including balconies and cantilevered structures, must be set back at least 8 metres from the bank top of the watercourse. Formal landscaping should not be incorporated into the buffer zone.

**REASON**

To maintain the character of the River Colne and provide undisturbed refuges for wildlife using the river corridors and in order to avoid problems such as fragmentation of the buffer by fencing; the placing of rubbish near the bank; the introduction of non-native species into the buffer; and pressure for inappropriate bank retention works.

**26 NONSC EA condition 7**

Prior to the commencement of development a landscape management plan, including long- term design objectives, management responsibilities and maintenance schedules for all landscaped areas shall be submitted to and approved in writing by the local planning authority. The landscape management plan shall be carried out as approved and any subsequent variations shall be agreed in writing by the local planning authority. The scheme shall include the following elements:

- detail extent and type of new planting (NB planting within the buffer zone to be of native species);
- details of maintenance regimes;
- details of any new habitat created on site;
- details of treatment of site boundaries and buffer zones to the River Colne.

**REASON**

This condition is necessary to ensure the protection of wildlife and supporting habitat and secure opportunities for the enhancement of the nature conservation value of the site in line with national planning policy.

**27 NONSC Sustainable Water management**

Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it follows the strategy set out in Flood Risk Assessment and Surface Water Drainage Strategy, produced by WSP dated 29/01/2014 Revision1, and incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

- i. provide information on all Suds features including the method employed to delay and control the surface water discharged from the site and:
    - a. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume.
    - b. any overland flooding should be shown, with flow paths depths and velocities identified as well as any hazards, ( safe access and egress must be demonstrated).
    - c. measures taken to prevent pollution of the receiving groundwater and/or surface waters;
    - d. how they or temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.
  - ii. provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues.
  - iii. provide details of the body legally responsible for the implementation of the management and maintenance plan. The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:
    - 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). Residents Services London Borough of Hillingdon.

#### **28 NONSC Non Standard Condition**

No part of the hotel development shall be occupied until the industrial unit has been substantially completed. Substantial completion is defined as delivery of foundation works, provision of a shell and core building (excluding operator fit out).

#### REASON

To secure the delivery of employment development alongside the proposed hotel use in accordance with policy E2 of the Local Plan Part 1 (2012).

#### **29 COM30 Contaminated Land**

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

(a) A desk-top study carried out by a competent person to characterise the site and provide information on the history of the site/surrounding area and to identify and



evaluate all potential sources of contamination and impacts on land and water and all other identified receptors relevant to the site;

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

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

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

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

(iv) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

#### REASON

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

#### **30 COM11 Restrictions on Changes of Use for meeting rooms**

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 meeting room facilities within the Hotel/restaurant building shall be used only for the purpose of meeting/conferencing facilities purposes within Use Class B1 (Meeting Places) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended).

#### REASON

To secure the provision of meeting room facilities and ancillary employment uses within the IBA in accordance with Policy E2 of the Local Plan Part 1 (2012).

#### **31 COM14 No External Storage above 2 metres in height**

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), external storage associated with the use of any part of the site shall not exceed 2 metres in height within any part of the development hereby approved.

## REASON

To enable the Local Planning Authority to assess all the implications of the development and to ensure the development does not detrimentally impact upon the adjoining Green Belt and Nature Reserve designations, in accordance with Policy BE13 and OL1 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

### **32 NONSC Non Standard Condition**

No shuttle bus service or other alternative provision for the transfer of visitors from the site to Heathrow Airport or other transport nodes shall be carried out from the site.

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.

## REASON

To prevent unsustainable use of the site and impacts on the local highway network in accordance with policies AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (July 2011).

## INFORMATIVES

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

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

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

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

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

BE13	New development must harmonise with the existing street scene.
BE25	Modernisation and improvement of industrial and business areas
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.
EC3	Potential effects of development on sites of nature conservation importance
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LE7	Provision of planning benefits from industry, warehousing and business development
LPP 2.17	(2011) Strategic Industrial Locations
LPP 2.7	(2011) Outer London: economy
LPP 4.1	(2011) Developing London's economy
LPP 4.11	(2011) Encouraging a connected economy
LPP 4.4	(2011) Managing Industrial Land & Premises
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 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.3	(2011) Sustainable design and construction
LPP 5.5	(2011) Decentralised energy networks
LPP 5.6	(2011) Decentralised Energy in Development Proposals
LPP 5.7	(2011) Renewable energy
LPP 6.1	(2011) Strategic Approach
LPP 6.13	(2011) Parking
LPP 6.3	(2011) Assessing effects of development on transport capacity
LPP 6.8	(2011) Coaches
LPP 6.9	(2011) Cycling
LPP 7.14	(2011) Improving air quality
LPP 7.16	(2011) Green Belt
LPP 7.18	(2011) Protecting local open space and addressing local deficiency
LPP 7.19	(2011) Biodiversity and access to nature
LPP 7.21	(2011) Trees and woodland
LPP 7.4	(2011) Local character
LPP 7.5	(2011) Public realm
LPP 8.3	(2011) Community infrastructure levy
NPPF	National Planning Policy Framework
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
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  
POBS Planning Obligations Supplementary Planning Document, July 2008

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

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

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

## **5            I60            Cranes**

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

## **6**

You are advised that the development hereby approved represents chargeable development under the Community Infrastructure Levy. The applicant will be liable to pay the Community Infrastructure Levy to the sum of £63,727.94 on commencement of this development. A separate liability notice will be issued by the Local Planning Authority, however you are advised that it is your responsibility to notify the Local Planning Authority of the anticipated commencement date and any changes in liability through submission of the appropriate forms.

Should you require further information please refer to the Council's Website (<http://www.hillingdon.gov.uk/index.jsp?articleid=24738>).

## **7            I28            Food Hygiene**

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

## **8**

GLAAS informative

The planning authority wishes to secure preservation of the site's archaeological interest. Written schemes of investigation will need to be prepared and implemented by a suitably qualified archaeological practice in accordance with English Heritage Greater London Archaeology guidelines. They must be approved by the planning authority before any on-site development related activity occurs.

## **9**

## Environment Agency Informatives

We recommend that developers should:

- 1) Follow the risk management framework provided in CLR11, Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination.
- 2) Refer to the Environment Agency Guiding Principles for Land Contamination for the type of information that we require in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, such as human health.
- 3) Refer to our website at [www.environment-agency.gov.uk](http://www.environment-agency.gov.uk) for more information.

The developer should consult with the Environment Agency on measures for the prevention of pollution, with particular reference to the delivery, storage and use of oils, chemicals and pesticides and the drainage of vehicle washing areas. Further information regarding pollution prevention control can be found on the netregs website at [http://www.netregs.org.uk/library\\_of\\_topics/pollution\\_prevention\\_guides.aspx](http://www.netregs.org.uk/library_of_topics/pollution_prevention_guides.aspx)

## Flood Defence Consent

Under the Water Resources Act 1991 and the Land Drainage Byelaws 1981, the prior written consent of the Environment Agency is required for any works in, over, under or within 8m of the river Colne, designated a main river.

## 10

### Tree/Landscaping Informatives

- All tree work should be carried out in accordance with the recommendations of BS3998:2010 'Tree Work-Recommendations'.
- The Wildlife and Countryside Act 1981: Note that it is an offence under the Wildlife and Countryside Act 1981 to disturb roosting bats or nesting birds or other species. It is advisable to consult your tree surgeon/consultant to agree an acceptable time for carrying out any work.
- Japanese Knotweed is designated as an invasive species by the Environment Agency and 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.

## 11            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.

## 12            I25            **Consent for the Display of Adverts and Illuminated Signs**

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

## 13

#### Accessibility Comments:

The applicants should consider the following in preparation of the Accessible Management Plan.

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;
- 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).

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. An evacuation lift should be incorporated into the scheme. The lift should be designed and integrated to support Horizontal Evacuation.

3. 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.

### **3. CONSIDERATIONS**

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

The site currently comprises an approximately 1.7ha irregularly shaped site, at the southern end of the Riverside Way Estate, off Rockingham Road. The site is currently vacant comprising hard landscaping. It is bound to the north by Riverside Way, the main access into the estate, and industrial warehouse buildings; to the west by the River Colne, which demarks the London Borough of Hillingdon/South Buckinghamshire borough boundaries, and beyond by residential properties on large open plots; to the south by open Green Belt land; and to the east also by the River Colne, beyond which is St. John's Road.

The majority of the site falls within the North Uxbridge Industrial and Business Area as shown on the Hillingdon Unitary Development Plan Proposals Map. The southern and western most part of the site falls within the Green Belt and is designated as a Nature Conservation Site of Metropolitan or Borough Grade I Importance. Parts of the River Colne to the east and west of the site, in addition to some land to the south, are designated as a nature reserve managed by the London Wildlife Trust and form part of London's Blue Ribbon Network. The application site lies within Flood Zone 2, and small sections of the site adjacent to the watercourses lie within Flood Zone 3. Rockingham Road and St. John's Road are designated as London Distributor Roads.

#### **3.2 Proposed Scheme**

The application proposes a mixed-use development comprising 2,361 sq.m industrial unit for flexible B1(c), B2 and B8 uses; a three storey 80 bedroom hotel (Use Class C1) and 755sqm of associated restaurant/bar and meeting facilities including 3 meeting rooms. The proposal also includes car parking provision, lighting, plant and equipment and associated works. The applicants are also proposing to deliver a publicly accessible pedestrian route around the site which provides unrestricted access to the Green Belt land located to the south of the site.

All works within this full planning application submission would be delivered as a single phase of development, seeking to provide a speculative industrial unit alongside the hotel and restaurant.

### 3.3 Relevant Planning History

56862/APP/2001/2595 Land At North East And South Areas Of Riverside Way Estate Rockir  
REDEVELOPMENT OF SITES TO PROVIDE CLASS B1(a), (b) AND (c), B2 AND B8 USE  
WITH ASSOCIATED PARKING AND LANDSCAPING (OUTLINE APPLICATION)

**Decision:** 25-05-2004 Approved

56862/APP/2006/2311 Land At North East And South Of Riverside Way Estate Rockingham  
VARIATION OF CONDITION 1(ii) ( TO ALLOW AN EXTENSION OF TIME TO SUBMIT  
RESERVED MATTERS) OF OUTLINE PLANNING PERMISSION REF: 56862/APP/2001/2595  
DATED 25/05/2004 'REDEVELOPMENT TO PROVIDE B1 (a), (b) & (c) B2 AND B8 USES  
WITH ASSOCIATED PARKING AND LANDSCAPING'

**Decision:** 11-09-2006 Approved

56862/APP/2009/2247 Building 63 Phase 500 Riverside Way Uxbridge Middlesex  
Redevelopment of the site to provide up to 7,200 sq. m of light industrial (Class B1c) and/or  
general industrial (Class B2) and/or storage and distribution (Class B8) floorspace, including  
ancillary office floorspace together with associated car parking and landscaping (Outline  
application.)

**Decision:** 18-01-2010 Approved

56862/APP/2010/1694 Building 63 Phase 500 Riverside Way Uxbridge Middlese  
Variation of condition listing approved plans of planning permission 56862/APP/2009/2247  
(which should be read in conjunction with application for a non-material amendment  
56862/APP/2010/1355) to replace approved drawing ref: Q2/189/PL/0002 Rev. E (Parameters  
Plan) with amended drawing ref: 10780/SK/019 (Parameters Plan).

**Decision:** 29-10-2010 Approved

#### Comment on Relevant Planning History

Permission was granted for industrial use of this site in 2001. This consent was subsequently renewed and was valid until November 2013. Over the period of 2001-2013, the applicants have failed to secure occupiers for the consented scheme and as such have submitted the current proposals in an effort to bring forward a viable development at the site.



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

National Planning Policy Framework (2012)  
Technical Guide to the National Planning Policy Framework (online 2014)  
The London Plan (2011)  
Draft further alterations to the London Plan (2014)  
Hillingdon Unitary Development Plan Saved Policies  
Hillingdon Local Plan Part 1 (Nov 2012)  
Council's Supplementary Planning Guidance - Accessibility  
Council's Supplementary Planning Guidance for Planning Obligations

The relevant policies of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and the Local Plan Part 1 are referenced in the relevant section below.

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

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

##### Part 1 Policies:

PT1.BE1 (2012) Built Environment  
PT1.E1 (2012) Managing the Supply of Employment Land  
PT1.E4 (2012) Uxbridge  
PT1.E7 (2012) Raising Skills  
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.EM7 (2012) Biodiversity and Geological Conservation  
PT1.HE1 (2012) Heritage  
PT1.T1 (2012) Accessible Local Destinations

##### Part 2 Policies:

AM1 Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations  
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  
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
BE13	New development must harmonise with the existing street scene.
BE25	Modernisation and improvement of industrial and business areas
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.
EC3	Potential effects of development on sites of nature conservation importance
LE1	Proposals for industry, warehousing and business development
LE2	Development in designated Industrial and Business Areas
LE7	Provision of planning benefits from industry, warehousing and business development
LPP 2.17	(2011) Strategic Industrial Locations
LPP 2.7	(2011) Outer London: economy
LPP 4.1	(2011) Developing London's economy
LPP 4.11	(2011) Encouraging a connected economy
LPP 4.4	(2011) Managing Industrial Land & Premises
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 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.3	(2011) Sustainable design and construction
LPP 5.5	(2011) Decentralised energy networks
LPP 5.6	(2011) Decentralised Energy in Development Proposals
LPP 5.7	(2011) Renewable energy
LPP 6.1	(2011) Strategic Approach
LPP 6.13	(2011) Parking
LPP 6.3	(2011) Assessing effects of development on transport capacity
LPP 6.8	(2011) Coaches
LPP 6.9	(2011) Cycling
LPP 7.14	(2011) Improving air quality
LPP 7.16	(2011) Green Belt
LPP 7.18	(2011) Protecting local open space and addressing local deficiency
LPP 7.19	(2011) Biodiversity and access to nature
LPP 7.21	(2011) Trees and woodland
LPP 7.4	(2011) Local character
LPP 7.5	(2011) Public realm
LPP 8.3	(2011) Community infrastructure levy
NPPF	National Planning Policy Framework
OE1	Protection of the character and amenities of surrounding properties and the local

	area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
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
POBS	Planning Obligations Supplementary Planning Document, July 2008

## 5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **19th February 2014**

5.2 Site Notice Expiry Date:- **19th February 2014**

## 6. Consultations

### External Consultees

The application was advertised as a major development under Article 8 of the Town and Country Planning (General Development Procedure) Order 1995 and 115 neighbours were consulted. 18 letters of comment have been received:

- 4 letters in objection/comment' and
- 14 letters of support.

The comments received are summarised below.

#### LETTERS OF OBJECTION OR COMMENT:

In principle the redevelopment of the site is supported subject to the scheme providing sufficient car parking, avoiding overspill parking effecting local residential roads;

(Officer Comment: It is considered that sufficient car parking has been provided on-site for the industrial unit, hotel and restaurant and the parking provision accords with local planning policies.)

Any signage at this site is proportionate and does not block views.

(Officer Comment: No application has been made for signage, a separate advertisement application is required for any signage proposals at this site.)

Provision of tree planting along the sites eastern boundary to provide a natural barrier.

(Officer Comment: Some tree planting is proposed along the eastern boundary of the site, however much of the land along St Johns road is not under the ownership of the applicant and therefore tree works in this area are outside of the control of the applicant and this planning application.)

The wildlife in and around the site comprises a variety of wildlife, will provisions/precautions be made for the wildlife?

(Officer Comment: Improvements are proposed to the landscaping and biodiversity around the southern site boundary are set out within the landscaping plan. The applicant is also in dialogue with the London Wildlife Trust to agree the improvements.)

During the build phase, trucks should not restrict access to the street/offices.

(Officer Comment: A condition requiring submission and approval of a construction and logistics

plan will be added to the decision notice to ensure details of construction access are secured to avoid any impact upon surrounding businesses.)

During the build period, ensure there is no disruption to power.

(Officer Comment: This is not a material planning consideration. The applicants will be required to apply to infrastructure providers to ensure the relevant consents are in place and no disruption is caused to adjoining businesses.)

Adjoining businesses should be made aware of any infrastructure benefits, e.g. fibre optic cables.

(Officer Comment: The current planning application does not relate to any such infrastructure works/improvements.)

To alleviate car parking resulting from the restaurant, a formal evening car parking agreement should be provided with the industrial unit.

(Officer Comment: This is not a feasible solution for overspill car parking as this has a material impact on the operation of the industrial unit.)

Comments within the Travel Plans are considered to inaccurately refer to cycle routes linking the site to the town centre.

(Officer Comment: The site has provision of a cycle route link to Uxbridge town centre and therefore it is encouraging and supported that the Travel Plan promotes the use of this sustainable mode of transport.)

The "2.0m footway provision along the A4007 to the town centre" mentioned in the documents has one significant gap outside the Dolphin public house, where an unkerbed shared pedestrian/car parking area often causes pedestrians to have to walk in the road at a particularly dangerous point with poor visibility.

(Officer Comment: The Dolphin Public House is located some distance from the site and it is not considered that it is in accordance with guidance to seek contributions for public realm works to the footway in this location, Highways Officers have also not considered this to be an area of concern/need to seek contributions.)

Bus routes 7 and 58 mentioned in supporting documents and elsewhere are commercially-operated, not contracted by TfL, and so do not accept TfL tickets/passes or Oyster cards and may not have the long-term stability of a TfL service.

(Officer Comment: Due to the route of these buses, they are controlled and operated by the adjoining County Council Transport services and not TfL. The operator does not impact upon the long term stability of these or other TfL routes, it will be subject to TfL or County Council service provision and is not a material consideration of this planning application.)

LBH Officers advised the applicants that resident consultation was not necessary during the pre-application stage of the application.

(Officer Comment: Officers have not previously advised this and in all instances, in accordance with Localism, discussions with local residents are encouraged of all applicants, but are not a mandatory requirement.)

Objection raised to the principle of providing a Hotel and restaurant in this site

(Officer comment: This is fully addressed in 'Principle of Development' , section 7.01 of this report.)

Views of the site should include landscaping to protect the view from St Johns Road through prevention of the removal of trees on the eastern boundary and provision of new tree planting on this boundary.

(Officer comment: The trees referred to which run along the eastern boundary of the site are not in the ownership of the applicant. All trees along the eastern boundary are also proposed to be

retained. The London Wildlife Trust (LWT) have sought to secure monies towards tree works in and around the site however it is the LWT who will implement additional tree planting in this location and it is not within the control of the applicant. At present LWT have indicated that there is a programme of tree planting proposed, but this runs along the west boundary of the site, not the eastern.)

Objection raised to provision of a stone filled gabion wall running along the eastern boundary of the site.

(Officer Comment: Following discussions regarding the design of boundary treatment, it was considered that a natural stone wall integrated with climbing plants and landscaping along what is otherwise a prominent elevation was an appropriate design solution. This boundary will also be highly used once the publicly accessible route is in place and therefore this is considered an appropriate design solution over other options such as heras fencing or timber panelled fencing.)

Confusion over tree works on the eastern boundary.

(Officer Comment: The application proposes no loss of trees along the eastern boundary of the site. Whilst the applicants may suggest in their submission that there is a need to reduce/prune trees along the St Johns Road frontage. Any such works are not under consideration under this planning application as they fall outside the site boundary. In any event, the applicants would require the consent of the landowners; London Wildlife Trust as these trees are not in the ownership of the applicant.)

Additional tree planting requested along the eastern boundary of the site

(Officer Comment: As stated earlier, the applicants are seeking to provide some additional tree planting on land in their ownership, however tree planting outside the application site is under the control of LWT.)

Height of hotel is greater than other buildings and should therefore be of a high quality.

(Officer Comment: The councils urban design officer considers the proposed design to be of a high quality and suitable to the site and surroundings of this site. Indicative details of materials are considered appropriate but samples will be requested by condition for approval by the Council. The height of the hotel is 10.5metres to the ridge and is in line with the scale of existing buildings within the IBA.)

Signage is unnecessary and should be removed.

(Officer Comment: The current planning application does not grant consent for any signage on this building. Any future signage will be subject to a separate advertisement consent application which will be considered at a later date, residents will be notified of any future advertisement applications.)

Lighting proposed along the east elevation should minimise light spillage.

(Officer Comment: The lighting is proposed to be shielded by cowls which direct light downwards and avoid light spill. A condition will be imposed to ensure cowls are installed (directing light away from residents) and annual maintenance of these cowls is undertaken to ensure light spill does not impact local residential amenity.)

Development should not impact on flood risk.

(Officer Comment: The Environment Agency and the Councils Water Management Officer have advised that the proposal will not impact on local flood risk.)

Noise from plant associated with the C1 and A3 unit should be mitigated to avoid impacting on local residents.

(Officer Comment: A condition will be imposed to secure silencers and acoustic enclosures to minimise the impact on local residents.)

The proposed restaurant may impact on local pubs and restaurants in the area.

(Officer Comment: A Sequential Test and Impact Assessment has been submitted alongside the planning submission and it is considered that there are no other sequentially preferable sites for a large restaurant facility and as such there will be a limited impact on local businesses. The conclusions of the assessment are accepted by both LB Hillingdon and the GLA. It should also be noted that the primary use of the restaurant will be to serve business users within the local area. In addition, those visiting the hotel may not wish to eat on site and are therefore likely to frequent local venues in the vicinity of the site.)

#### LETTERS OF SUPPORT:

- Will benefit the area by creating jobs;
- Improve the existing streetscene;
- Hotel will allow us to host business partners;
- Meeting rooms will be useful for companies to host lunches/conferences;
- Redevelopment of a long term unsightly plot;
- The proposal will assist the retention and growth of local existing businesses;
- Proposals would create the generation of inward investment;
- The hotel, meeting rooms and restaurant would be convenient for both visitors and staff; and
- The proposals will provide training and job opportunities to benefit the local community and students of Uxbridge College.

#### EXTERNAL CONSULTEE COMMENTS

##### NATIONAL AIR TRAFFIC SERVICES (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. 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.

##### LONDON WILDLIFE TRUST

The London Wildlife trust have asked for contributions towards the following:

Annual maintenance contributions for the footpath which come to 50p per linear metre. Based on the size of the footpath, this comes to £575 per annum, based on the length of the footpath which is 1150 linear metres. In the interests of fairness, it is considered appropriate that the sum is provided for a 10 year period only and not in perpetuity.

In addition, £5,000 is requested towards tree works within the wider Nature Reserve area, which is a one off payment.

(Officer comment: The requested obligations would be secured through the S106 agreement.)

##### NATURAL ENGLAND

No objection in principle.

##### GREATER LONDON ARCHAEOLOGY ADVISORY SERVICE

### Evaluation

The evaluation should take the form of a grid of archaeological test pits which are sieved for worked flint and other anthropogenic material and recorded/sampled for evidence of formation processes and palaeo-environmental data. An archaeological field evaluation involves exploratory fieldwork to determine if significant remains are present on a site and if so to define their character, extent, quality and preservation. Field evaluation may involve one or more techniques depending on the nature of the site and its archaeological potential. It will normally include excavation of trial trenches. A field evaluation report will usually be used to inform a planning decision (pre-determination evaluation) but can also be required by condition to refine a mitigation strategy after permission has been granted.

### Refer to Science Advisor

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 ensuing archaeological 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.

### Condition

A) No development shall take place until the applicant (or their heirs and successors in title) has secured the implementation of a programme of archaeological evaluation in accordance with a written scheme which has been submitted by the applicant and approved by the local planning authority in writing and a report on that evaluation has been submitted to the local planning authority.

B) If heritage assets of archaeological interest are identified by the evaluation under Part A, then details of the foundation and groundworks design and methodology must be submitted by the applicant and approved in writing by the planning authority before development commences and the applicant (or their heirs and successors in title) shall secure the implementation of a programme of archaeological investigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority in writing.

C) No development shall take place other than in accordance with the foundation and groundworks design and Written Scheme of Investigation approved under Part (B).

D) 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 (B), and the provision for analysis, publication and dissemination of the results and archive deposition has been secured.

Reason: Heritage assets of archaeological interest may survive on the site. The planning authority wishes to secure the provision of appropriate archaeological preservation or investigation, including the publication of results, in accordance with Section 12 of the NPPF

Informative :The planning authority wishes to secure preservation of the site's archaeological interest. Written schemes of investigation will need to be prepared and implemented by a suitably qualified archaeological practice in accordance with English Heritage Greater London Archaeology guidelines. They must be approved by the planning authority before any on-site development related activity occurs.

(Officer comment: Due to the flooding and severe weather experienced in February 2014, the applicants have been unable to undertake the further ground investigation survey work requested. GLAAS have agreed to impose the condition above and will assess further survey work through the planning condition details.)

HEATHROW AIRPORT LIMITED

We have now assessed the application against safeguarding criteria and can confirm that we have no safeguarding objections to the proposed development.

#### CANAL AND RIVERS TRUST

I can confirm that the site fronts the River Colne, and not the Grand Union Canal, which the Canal & River Trust owns and manages. We therefore consider that there will be limited direct impact on the canal environment.

However, given that the site is walking distance from the canal and its towpath, we would support any improvements to the canal environment, which is likely to be used as amenity for visitors to the hotel and for employees of the business units.

(Officer comment: The proposal seeks to deliver enhancements to the canal environment through the provision of a publicly accessible pedestrian route around the site which will be secured through the S106 agreement.)

#### TRANSPORT FOR LONDON

##### Access

The main vehicle, pedestrian and cycle access to the hotel is proposed directly from Riverside Way. Service access to both the hotel and industrial plots will be provided via a shared access road located south of an existing hammer head junction that leads to the remainder of the industrial estate. This road will also provide access to the operational car park for the proposed industrial unit

##### Land Use

TfL expects that given the nature of the proposed uses in an area of low accessibility with limited access to public transport, the private car is likely to be the preferred mode of travel for employees and visitors. That said, the design of scheme should where possible, facilitate sustainable travel.

##### Car parking

The proposed car park will contain a total of 138 spaces of which 11 will be for disabled use and one coach bay. Of these, 113 spaces will be allocated for the hotel and restaurant (8 of these will be accessible) and 25 are operational spaces to serve the industrial/warehouse unit (3 of these will be accessible). It is noted that the total number of car parking spaces has in fact increased by 11 spaces since the original pre-application meeting in December 2013. At the meeting TfL requested that the Transport Assessment provides justification for the level of provision, and how the spaces are expected to be managed and allocated. This information is still outstanding and the applicant should therefore provide justification for this increase.

As stated above, in this location, the private car use may be the main mode of travel but an appropriate balance must be struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use.

With specific regard to the proposed B class uses, the London Plan states that a maximum of one space per 100-600 sqm should be created. As this would equate to 4-25 parking spaces for this development, the proposal for 25 spaces would therefore be reasonable.

Electric Vehicle Charging Points (EVCPs) will also be provided (20% active and 10% passive provision) to comply with the standards set in London Plan.

##### Cycling and walking

86 cycle parking spaces are proposed for use by employees and visitors, which are welcomed by TfL. Of these, 32 cycle stands will be allocated to the industrial unit and 54 to the hotel and



restaurant. As the transport assessment acknowledges the close proximity of local cycle routes (including the nearby tow path), the design of the site should ensure that it links into such facilities. Local cycle routes should be promoted to increase the uptake of cycling at this site, as part of the travel plan measures. The applicant should also consider whether the proposed cycle racks could be more conveniently located close to the hotel, restaurant and bar.

TfL further notes that the applicant is proposing a new pedestrian path encircling the site. The proposed cycling and walking routes within the site should therefore link with this path to provide a convenient and safe access for all users.

TfL also requests that all cycle parking facilities should be secured, covered and shower/ changing facilities be provided to encourage staff/visitors cycling to and from the site.

#### Trip generation and modal split

TfL understands that the site is currently operating as a temporary car park. The Transport Assessment however, does not provide current trip generation data for the existing use. This information is needed to establish the net increase in vehicle trips and their impact on the surrounding highway network. The applicant should therefore provide this data.

Two TRICS sites have been consulted for the estimation of trip generation for the proposed hotel and restaurant. It is noted that both of these sites are located outside the Greater London area (Milton Keynes and Tonbridge), where car use is relatively high compared to London. Whilst TfL notes that there is a limited range of suitable sites on the TRAVL database, the current choice is not representative of these proposals. The applicant should interrogate the TRICS database to see if survey data from the London area for each of the proposed uses are available.

The transport assessment does not include a full mode share assessment for the proposed development and should be revised thereby disaggregating public transport trips.

#### Highway and traffic impacts

Both manual and automatic traffic counts were used to determine current vehicle flow at the St John's Road/Rockingham Road and Riverside Way junctions. The trip generation assessments predict that the hotel and restaurant will generate 795 two way car movements and the industrial unit will generate 221 two-way car movements per day. A junction capacity assessment using PICADY modelling software was also undertaken, concluding that there was enough capacity to accommodate the increase in the road traffic. This is welcomed by TfL. The highway impact on the nearest section of the SRN or TLRN is therefore expected to be minimal mostly due to the distance from the network as well as the dispersal of traffic.

#### Public transport

Given the location of the proposed development, the impact on the public transport network is expected to be limited, but this would be confirmed by the submission of a mode split assessment as requested above.

#### Travel plan

The applicant has submitted three separate workplace travel plans for each element of the proposals which is welcomed by TfL. Regrettably, the content of each plan failed the ATTrBuTE assessment as essential baseline data has been omitted. In addition to this, the travel plans must clearly state how they will be secured. A copy of the ATTrBuTE assessment is attached for reference and the applicant is recommended to review the content of their plan accordingly.

#### Construction and delivery

The applicant is required to submit a Construction Logistics Plan (CLP) in line with London Plan policy 6.14 'Freight'. The CLP should be secured by condition or through section 106 agreements

as appropriate and should also accord with TfL guidance. The plan should identify efficient, safe and sustainable arrangements to be employed at each stage of implementation of the development to reduce and mitigate impacts of freight vehicle movements arising from the scheme, including impacts on the expeditious movement of traffic, amenity and highway safety. Details should, where relevant, include FORS or similar accreditation, site access, loading/unloading and parking arrangements, booking systems and timing of arrivals at and departures from the site, vehicular routes, scope for load consolidation and the use of alternative modes and measures to reduce risks and impact of collisions with vulnerable road users. The submission and the according implementation of these plans should be secured by conditions/s106 obligations.

A draft delivery servicing plan (DSP) should also be secured by a planning condition, to comply with London Plan policy 6.14 'Freight'.

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 is paid by most new developments in Greater London. Boroughs are arranged into three charging bands with rates of £50 / £35 / £20 per square metre of net increase in floorspace respectively. You will be aware that the current rate for Hillingdon is £35 per square metre.

#### Summary

In summary, the main issues raised above need to be resolved before the application can be considered in line with the transport policies set out within the London Plan (2011). These include:

- (a) Clarify how a hotel in this location will encourage sustainable travel choice for visitors and staff given the low PTAL ;
- (b) Justify the increased number of car parking spaces now proposed;
- (c) Provide EVCPs in line with the London Plan standards;
- (d) Provide current trip rates for the site;
- (e) Review trip generation in light of comments above;
- (f) Provide a breakdown of the expected mode share together with baseline figures of visitors and staff travelling to/from the proposed development
- (g) Review the content of all three travel plans in light of comments above;
- (h) Secure a CLP/DSP via appropriate conditions/ obligations.

(Officer comment: A revised transport statement has been received to address the points raised above. The travel plan will be secured through legal agreement, the logistics plan and the delivery and servicing plan will be secured by planning condition. The level of car parking has been reduced across the site and TfL Officers have welcomed the reduction but encourage a further reduction in overall spaces. A direct pedestrian route has also been secured to the cycle parking provision and therefore no further concerns are raised with regard to this cycle parking area. TfL have also inaccurately assessed this scheme based on 138 spaces, subsequent discussions have clarified that this was not the proposal (127 spaces originally proposed and 118 spaces provided in amended plans). TfL have requested the relocation of cycle parking located to the NW of the hotel/restaurant. The applicants are reviewing the layout but at the time of writing this report had made no formal changes. an update on these matters will be provided in the Committee Update Report.)

#### ENVIRONMENT AGENCY

Thank you for consulting us on the above application. We have no objections to the proposed development as submitted subject to the following conditions. Without these conditions we consider the proposed development on this site poses an unacceptable risk to the environment and we would object to the application.

#### Condition 1

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

1) A preliminary risk assessment which has identified:

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

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

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

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

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

Reason: To protect groundwater and surface water. The site lies above a principal aquifer and the groundwater below the site is likely to be in connectivity with the adjacent River Colne. Hence, any polluted groundwater present at the site may pollute the river.

The GQRA document doesn't identify the previous use of the site specifically, other than it has been a former industrial site. As there is no explanation of how sources of contamination may have arisen on site it we consider it appropriate to undertake further investigation as no initial site investigation can fully characterise a site. The report doesn't include the groundwater monitoring results for the elevations and contours for groundwater flow directions. A groundwater monitoring programme (elevations and quality) is required prior, during and for a period after the ground works.

The proposed development should not cause further deterioration to groundwater quality.

National Planning Policy Framework (NPPF) paragraph 109 states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of water pollution. Government policy also states that planning policies and decisions should also ensure that adequate site investigation information, prepared by a competent person, is presented (NPPF, paragraph 121).

#### Condition 2

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

Reason: To prevent pollution of ground and surface water. The verification report should be

undertaken in accordance with in our guidance Verification of Remediation of Land Contamination <http://publications.environment-agency.gov.uk/pdf/SCHO0210BRXF-ee.pdf>

#### Condition 3

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

Reasons: To protect groundwater quality from further deterioration.

#### Condition 4

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 protect groundwater. Some piling techniques can cause preferential pathways for contaminants to migrate to groundwater and cause pollution.

#### Condition 5

The development hereby permitted shall not be commenced until such time as a scheme to dispose of foul and surface water has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved. No infiltration of surface water drainage into the ground is permitted unless where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. All surface water drainage from parking areas for fifty car park spaces or more and hardstandings should be passed through an oil interceptor designed compatible with the site being drained.

Reason: SUDs are proposed as a means of disposing of surface water at the site. Some forms of SUDs (primarily soakaways) can result in groundwater pollution. Hence, details of the proposed drainage regime at the site are required to ensure that the groundwater and the adjacent river remain free from pollution.

#### Condition 6

Prior to the commencement of development a scheme for the provision and management of the buffer zone alongside the River Colne shall be submitted to and agreed in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved scheme and any subsequent amendments shall be agreed in writing with the Local Planning Authority. The scheme shall include:

- plans showing the extent and layout of the buffer zone;
- details of the planting scheme (using locally native plant species, of UK genetic provenance);
- details of any lighting scheme;
- details demonstrating how the buffer zone will be protected during development and managed/maintained over the longer term.

This buffer zone shall be measured from the top of the bank (defined as the point at which the bank meets the level of the surrounding land) and shall be free of structures, hard standing and fences. All buildings including balconies and cantilevered structures, must be set back at least 8 metres from the bank top of the watercourse. Formal landscaping should not be incorporated into the buffer zone.

Reason: To maintain the character of the River Colne and provide undisturbed refuges for wildlife

using the river corridors and in order to avoid problems such as fragmentation of the buffer by fencing; the placing of rubbish near the bank; the introduction of non-native species into the buffer; and pressure for inappropriate bank retention works.

#### Condition 7

Prior to the commencement of development a landscape management plan, including long-term design objectives, management responsibilities and maintenance schedules for all landscaped areas shall be submitted to and approved in writing by the local planning authority. The landscape management plan shall be carried out as approved and any subsequent variations shall be agreed in writing by the local planning authority.

The scheme shall include the following elements:

- detail extent and type of new planting (NB planting within the buffer zone to be of native species);
- details of maintenance regimes;
- details of any new habitat created on site;
- details of treatment of site boundaries and buffer zones to the River Colne.

Reason: This condition is necessary to ensure the protection of wildlife and supporting habitat and secure opportunities for the enhancement of the nature conservation value of the site in line with national planning policy.

#### Advice to LPA

The Flood Risk Assessment has been based on the new detailed modelling obtained from the Environment Agency, which demonstrates that the site lies within flood zone 1 and outside the 1 in 100yr plus climate change flood extent. Under the memorandum of understanding with Hillingdon for responding to surface water flood risk Hillingdon have the responsibility for assessing the application in this respect.

We note that the site does fall within Flood Zone 3b, however this is likely to be based on superseded modelling data and we have no objections.

#### Advice to applicant

We recommend that developers should:

- 1) Follow the risk management framework provided in CLR11, Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination.
- 2) Refer to the Environment Agency Guiding Principles for Land Contamination for the type of information that we require in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, such as human health.
- 3) Refer to our website at [www.environment-agency.gov.uk](http://www.environment-agency.gov.uk) for more information.

The developer should consult with the Environment Agency on measures for the prevention of pollution, with particular reference to the delivery, storage and use of oils, chemicals and pesticides and the drainage of vehicle washing areas. Further information regarding pollution prevention control can be found on the netregs website at [http://www.netregs.org.uk/library\\_of\\_topics/pollution\\_prevention\\_guides.aspx](http://www.netregs.org.uk/library_of_topics/pollution_prevention_guides.aspx)

#### Flood Defence Consent

Under the Water Resources Act 1991 and the Land Drainage Byelaws 1981, the prior written consent of the Environment Agency is required for any works in, over, under or within 8m of the river Colne, designated a main river.

(The requested conditions and informatives will be added to any future decision notice.)

GREATER LONDON AUTHORITY

The Mayor considers that the application does not comply with the London Plan for the following reasons:

-The hotel and industrial unit should be bought forward as a single development;

(Officer Comment: This will be secured through planning condition)

-The applicant should reconsider the siting, layout and access arrangements for the hotel and restaurant and the layout of the car park;

(Officer Comment: The council's urban design and conservation officer considers the current/proposed layout to be the most suitable for the site and as such, no changes have been requested of the applicant.)

-The applicant should submit an Accessibility Management plan that set out how the continuing management of the hotel will ensure accessible rooms are maintained and managed.

(Officer Comment: An Accessible Management Plan will be secured by planning condition.)

-The applicant should provide further information on the energy strategy including the demand for cooling; TER calculations and CHP calculations. Further information is also requested on the potential for green roofs and the response to the London Plan drainage hierarchy;

(Officer Comment: A condition will be imposed asking the applicant to investigate the feasibility of providing a green roof. Further information has been prepared and passed onto the GLA.)

-Further information is required on the level of parking provision; the location and design of cycle parking; the trip rate assessment; a mode share assessment; the travel plans; a construction logistics plan and a delivery and servicing plan.

(Officer comment: Additional details have been submitted with regard to the points raised above, the travel plan will be secured through legal agreement, the logistics plan and the delivery and servicing plan will be secured by planning condition. The level of car parking has been reduced across the site and TfL have welcomed the reduction although they also stated that they encourage further reduction at the site or robust justification to provide this level of parking.)

### **Internal Consultees**

#### **FLOODWATER MANAGEMENT OFFICER**

Following the submission of the Design and Access Statement which includes access around the site and links with the waterways addressing the Blue Ribbon Policy requirements, and the Flood Risk Assessment which demonstrates that surface water will be controlled on site reducing the flood risk from the site, and the shows the site is not at risk and the occupants will have a suitable safe access, I am happy to support the approval of the application and recommend approval subject to the following conditions:

#### **Sustainable Water Management**

Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it follows the strategy set out in Flood Risk Assessment and Surface Water Drainage Strategy, produced by WSP dated 29/01/2014 Revision1, and incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

i. provide information on all Suds features including the method employed to delay and control the surface water discharged from the site and:

a. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume.

b. any overland flooding should be shown, with flow paths depths and velocities identified as well as any hazards, ( safe access and egress must be demonstrated).

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

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

ii. provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues.

iii. provide details of the body legally responsible for the implementation of the management and maintenance plan. The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:

iii incorporate water saving measures and equipment.

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

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

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

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

#### TREES/LANDSCAPE OFFICER

The site is occupied by a cleared and vacant plot on a prominent brownfield site at the southern end of Uxbridge Moor. Situated on an island site, tributaries of the River Colne run to the east and west of the site. The southern part of the site and Council-owned land to the south and east of the site lie within the Green Belt. Land to the north, across Riverside Way, has been the subject of phased re-development of this industrial / business park over recent years by SEGRO. This is the largest single plot to be developed on this industrial estate, and situated immediately to the south-west of the road junction of Riverside Way and Rockingham Road / St John's Road.

The previous phases of development are characterised by well-landscaped plots featuring semi-mature trees. The local landscape character also owes much to the proximity of the mature tree-lined river corridor, the triangle of mature landscape to the south of the site, and associated landscape enhancements along the corridor which have been secured through the recent developments.

There are a number of trees on, and close to, the edges of the site. The most conspicuous landscape feature, from the site entrance is the line of mature London plane trees which line the northern boundary. However, none of the trees are protected by Tree Preservation Order or Conservation Area designation.

#### Proposal

The proposal is to redevelop the site to provide 1 x industrial unit (2361sqm) for B1c, B2 and B8 uses and a 80 bedroom hotel (C1 use) with associated restaurant, bar and meeting facilities (755sqm), car parking, landscaping, lighting, plant, equipment and 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.

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 principle of this mixed use development was secured by planning approval ref. 56862/APP/2010/1355. In the interim period, the site has been the subject of pre-application discussions with Hillingdon Council officers, including matters relating to trees and landscape.

· In the previously approved application, the local planning authority had agreed, in principle, that the loss of the line of London plane trees along the frontage is acceptable, subject to the replacement with a new line of trees along this boundary, as part of a comprehensive landscape plan. - In spite of their presence as a landscape feature in this location, the roots of these trees have been lifting the public footway and causing physical damage over a number of years. Root

pruning or other management measures aimed at retaining these trees are not considered to be feasible, without causing irreparable damage to the trees.

- According to the Design & Access Statement (4.7), the proposed site layout has been 'designed to address the public realm and to take advantage of the site context'. The industrial plot (unit 1, plot 2) is sited to the west of the site, while the hotel, with bar and restaurant (plot 1) occupies the eastern area of the site where it will take advantage of the site's prominence at the gateway to Riverside Way - and proximity to St John's Road.

- The Landscape Design section of the D&AS (p.18) describes the site and the evolution of the landscape proposals. Landscape features include the restoration of the southern part of the site (formerly developed) to Green Belt, the provision of a footpath link from Riverside Way around the south of the hotel to link with an existing footpath, the softening of the hotel boundary with post and rail fencing and hedging.

- More detailed proposals are described under 'Landscaping' (section 8.0). This describes the landscape rationale.

- The 36 No. trees to be removed are to be replaced by 100 No. new ones.

- Spoil heaps within the Green Belt are to be removed and the land restored to open Green Belt as a wetland wildflower meadow, thereby enhancing the Uxbridge Moor Nature Reserve.

- In total, 29% of the 1.69Ha site is to be landscaped.

- Specific landscape objectives are set out in this section and illustrated in a Site Landscape Strategy drawing (p.38). The objectives seek to enhance the existing Green Belt and riverside landscape, provide publicly accessible pedestrian routes, provide generous tree-lined landscape buffers around the site perimeters, and filter views of the building elevations and car parks.

- The planting palette includes native planting and non-native plants (berry-bearing and nectar-producing, which have been selected to promote biodiversity and the ecological value of the site), to promote the establishment of a woodland edge and wetland meadow. Ornamental planting will be restricted to the amenity areas close to the hotel and car park.

- On p.29 of the D&AS the public consultation responses include reference to discussions with the London Wildlife Trust (LWT) regarding the landscape proposals for the Green Belt and riverside landscape which is currently managed on behalf of Hillingdon by LWT. Landscape and landscape management proposals (to be conditioned) should refer to the LWT's input.

- Reference is also made to a gabion wall between the restaurant and the river and the site fencing strategy. Details of both should be conditioned will be required.

- The submission includes a Phase 1 Habitat Survey, by Richard Kilshaw, dated November 2013. The conclusions and recommendations in section 4 should be incorporated within the proposals.

- At 4.4 of the Habitat Survey, the presence of two stands of the non-native and highly invasive Japanese Knotweed is noted. Measures to isolate and eradicate this plant in accordance with EA guidance is required.

- 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 proposals are acceptable subject to the above observations. At a recent site meeting with Terry Andersen Landscape Architects it became apparent that more detailed landscape plans have been prepared than those submitted as part of this proposal. This includes drawing No. 619.19.05 Planting Strategy, Nos.619.39.01 Rev A and 29.02 Rev B, Planting Plan (West) and Planting Plan East.

In the absence of a formal submission of these documents, and responses to the above comments, the following conditions should be imposed: COM6, COM7, COM8, COM9 (parts 1,2,4,5 and 6), COM10.

#### Informatives:

- All tree work should be carried out in accordance with the recommendations of BS3998:2010 'Tree Work-Recommendations'.

- The Wildlife and Countryside Act 1981: Note that it is an offence under the Wildlife and



Countryside Act 1981 to disturb roosting bats or nesting birds or other species. It is advisable to consult your tree surgeon/consultant to agree an acceptable time for carrying out any work.

· Japanese Knotweed is designated as an invasive species by the Environment Agency and 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.

(Officer Comment: Further revised drawings have been submitted and considered by the Landscape Officer and it is now considered that only the following conditions are required, COM 9 (parts 1, 2, 4, 5 and 6) and COM10.)

#### URBAN DESIGN

Comments: This site is not located in a designated area, although it lies within the proposed Colne Valley Archaeological Priority Zone. GLAAS have raised concerns re the archaeology of the site and require further site investigation as part of the application process.

The design of the scheme has been subject to pre application discussion, and the current proposal addresses many of the issues raised during this process. There are no objections in principle to the development, although the height of the unit is questioned, given that it is taller than the existing adjacent industrial unit.

If minded to approve, then it is suggested that the following conditions are attached:

Samples of all external materials for the new buildings to be submitted for agreement

Details of window/door design and materials

Construction details of canopies and supports

Details of gabion wall

Details of lamps and columns (do they all need to be 8m in height, particularly along the footpath adjacent to the river? Low level lighting might be better in these more sensitive areas)

Boundary treatments

Signage on the building and also ground mounted signage on the site

Location and type of pvs

Manufacturers details of cameras

Details of hard surfacing and surface treatments for the parking areas

No objection in principle.

(Officer comment: A condition requesting the above details will be added to any future decision notice.)

#### LBH HIGHWAYS OFFICER

The development is for the construction of an 80 bedroom hotel with associated restaurant/bar and meeting facilities and an industrial unit, which will be used under the B1c, B2 or B8 Use Classes. Access to the proposed hotel, restaurant/bar and meeting facility will be provided via a new vehicle crossover constructed along Riverside Way. The existing hammerhead that provides access to the site along Riverside Way will be used as a shared access with the proposed industrial unit. The two existing vehicle crossovers along Riverside Way will be stopped up and reinstated as a footway.

As part of the development, it is proposed to provide a total of 105 car, 54 cycle and 6 motorcycle parking spaces that will be allocated for the hotel, restaurant/bar and meeting facilities. In addition, 1 coach parking space will be provided for the use of the hotel. 22 car, 32 cycle and 1 motorcycle

parking space will be provided for the use of the proposed industrial unit.

When considering the proposed car parking provision, it is noted that 80 car parking spaces will be allocated for the use of the hotel, 13 parking spaces for the use of the restaurant/bar and 12 parking spaces for the use of the proposed meeting facility. However, it is considered that the proposed car parking for the hotel and meeting facilities are excessive and therefore, required to be reduced. The car parking provision for the hotel should be reduced to 60 car parking spaces (0.75 spaces per guest room). The car parking provision for the meeting facility should be removed, as this use will be ancillary to the hotel and restaurant and will be subject to a different demand profile.

The traffic generation associated with the proposed development has been assessed using the TRICS and TRAVL Databases. However, the number of selected sample sites in relation to the proposed hotel, restaurant/bar and meeting facilities are limited and their locations are not considered to be representative. Nevertheless, it is considered that the identified traffic generation would be similar to that, which would be expected of the proposed development. In terms of the traffic generation associated with the proposed industrial use, this is considered acceptable. A capacity assessment has been undertaken of the priority junction of St John's Road and Riverside Way for the base year - 2013 and future year - 2018, with and without development traffic assigned to the highway network, using the PICADY computer programme.

The assessment shows that the junction will operate within capacity, with minimal delays during the AM and PM peak hours in the future year, with development traffic assigned to the highway network. However, the PICADY output for the AM peak hour or information in relation to the geometry of the junction has not been provided. Furthermore, no evidence has been submitted to demonstrate that the model is calibrated and validated.

Nevertheless, from site observations undertaken during the morning and evening peak periods, it is noted that the junction operates within capacity with minimal queuing and delays. As a result, based on the likely increase in vehicular traffic associated with the development, it is considered that there would be no material impact at the junction.

Therefore, provided that the proposed car parking at the site is reduced, it is considered that the development would not be contrary to the Policies of the adopted Hillingdon Local Plan, 2012, Part 2, subject to the details below being secured under suitable planning condition/S106 Agreement.

#### Conditions/S106

The proposed car parking provision shall include 10% of all parking spaces to be allocated and designed for the use of disabled users;

In accordance with the London Plan, the development is required to provide 20% (10% active and 10% passive) of all car parking spaces with electrical charging points.

A taxi drop off/pickup area is required to be provided within the site to accommodate 2 No. taxis.

A Car Parking Management Strategy detailing how the car parking provision within the site will be managed is required to be submitted and approved in writing by the LPA prior to first occupation.

The development shall not be occupied until details of the proposed cycle parking facilities have been submitted to and approved in writing by the LPA. Thereafter, the approved cycle parking facilities shall be provided before occupation and maintained and retained at all times for the use of the development.

The development shall not be occupied until the means of vehicular access has been constructed in accordance with the details first submitted to and approved in writing by the Local Planning Authority.

A Traffic Management plan is required to be submitted and approved in writing by the LPA prior to commencement of any works at the site. The Traffic Management plan shall provide the details in relation to access (vehicular and pedestrian) and the parking provision for contracting staff and the

delivery of materials' during construction.

The details provided within the submitted Travel Plan, including the baseline travel surveys are required to be implemented upon first occupation of each of the proposed uses within the development site.

(Officer Comment: All requested conditions will be added to the decision notice. It is noted that Officers have requested a reduction in car parking provision at this site. Some car parking reduction has been achieved at this site, reduced down to 118 spaces, which is welcomed by TfL officers. Whilst it is noted that a further reduction is required by LBH Highways officers, taking into account local residential concerns about overspill parking on adjoining residential streets, it is not considered that any further reduction in car parking is required in order to ensure no overspill into local streets.)

#### LBH ACCESSIBILITY OFFICER

The proposal site comprises 1.69 ha and is 0.75 km from Uxbridge Town Centre. The proposal seeks planning consent for a mixed use development, providing an 80 bedroom hotel and a restaurant building with associated parking and landscaping, in addition to a single unit for employment use with ancillary offices, associated service yard and parking. An access road to service the development is also proposed, at the juncture with Riverside Way.

Access to the site is to be from Riverside Way. The spaces and pedestrian routes will be well defined routes with easy to recognise entrances to car parking areas. Pedestrian routes from the site boundaries and car parking areas to the building will be a minimum of 1200mm wide, with tactile paving provided at road crossing points. It is stated that accessible parking spaces are to be designed in accordance with Part M of the Building Regulations.

It is further stated that the entrance doors to the buildings would have a minimum opening width of 800mm, and the internal doors with surrounds and general compliant with Approved Document M to the Building Regulations.

Access to the upper floors in the industrial unit will be via a staircase and an 8 person passenger lift. It is stated that the hotel will have access to the upper floors via a staircase designed for ambulant disabled people, in addition to two, 8 person lifts suitable for wheelchair users.

It is anticipated that a public toilet accessible to disabled people will be provided on the ground floor of the hotel, in accordance with Part M. The industrial unit would similarly feature an accessible WC and additionally a level access shower. WC will be provided with a level access shower.

The hotel would have 80 bedrooms of which 10% are shown on plan to be fully accessible. However, the following observations are provided in respect of the proposed hotel:

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;
- 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).

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. An evacuation lift should be incorporated into the scheme. The lift should be designed and integrated to support Horizontal Evacuation.

3. 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.

(Officer Comment: GLA comments relating to accessibility have requested an Accessibility Management Plan to be submitted and approved for the hotel and this is considered to be a more appropriate means of securing the wider compliance of the hotel with the council and GLA policy requirements. The conditions set out above will not therefore be imposed.)

#### LBH ENERGY AND SUSTAINABILITY OFFICER

##### Energy

The development does not meet the 40% energy reduction target of the London Plan. However, the applicant has undertaken best endeavours to reach the target and I broadly satisfied with the approach adopted.

However, the development is 25tCO<sub>2</sub> short of the target and under Policy 5.2E, an offsite contribution is required to enable the Local Authority to make up for the shortfall.

The Council currently determines the value of the allowable solutions based on the mid price range of the recent consultation set out by the Government.

This advises that an allowable solution should be set at £60 per tCO<sub>2</sub> per annum for 30years.

Accordingly, the S106 contribution should be set at £45,000

(25tonnes shortfall x £60/carbon tonne x 30 year timeframe).

This contribution will allow the Council to find an annual saving of 25tonnes elsewhere in the borough.

In addition, the development must proceed in accordance with the approved energy assessment.

##### Living Walls and Roofs

The following condition is also required:

Condition: Prior to commencement of development a scheme for the inclusion of living walls, roofs and screens shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall provide details of the types of living material to be used and the locations and methods of maintenance where necessary. The development should proceed in accordance with the approved plans.

Reason: To ensure the development contributes to a number of objectives in compliance with Policy 5.11 of the London Plan and Policy EM1 of the Local Plan.

(Officer comment: The requested obligation would be secured as part of the S106 agreement at this site. With regard to living walls and roofs, Officers are advised that it is not feasible to provide living walls and roofs, however it is considered that the applicants should investigate the possibility of making provision and as such the following condition is proposed to be imposed:

Prior to the substantial completion of any part of this development a scheme for the inclusion of living walls and screens (where feasible) 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 shall not be occupied until all approved plans have been implemented.

#### Reason

To ensure the development contributes to a number of objectives in compliance with Policy 5.11 of the London Plan 2011.)

#### S106 OFFICER

I consider the following S106 Obligations need to be secured as a result of the proposed scheme:

- i) Air Quality Management contribution £25,000;
- ii) Construction Training (financial sum for workplace coordinator and in-kind delivery of training scheme);
- iii) Employment and Training Initiatives end user phase/operators (strategy currently being considered by Officers);
- iv) Hospitality training contributions (an in-kind scheme is currently being negotiated with the Councils Economic Development Team)
- v) Green Travel Plan and Construction and Logistics Plan including Service and Delivery Plan;
- vi) Highways/S278 works;
- vii) Provision of a publicly accessible pedestrian footpath running along the sites southern and eastern boundary;
- viii) Financial contributions towards Tree Works within the adjoining nature reserve; £5,000;
- ix) Financial contribution towards maintenance of the footpath; £575 per annum for a period of 10 years;
- x) Energy contribution of £45,000; and
- xi) Project Management and Monitoring Sum: a financial contribution equal to 5% of the total cash contribution.

(Officer Comment: The construction, employment and hospitality training strategies have also been agreed and will be secured in the legal agreement for the site.)

#### WASTE STRATEGY OFFICER

Detailed comments have been provided by the Waste Strategy Officer principally relating to the amount of waste and recycling provision that is required across the site.

The applicants have provided dedicated waste and recycling storage within both the industrial unit and the hotel/restaurant facility. The hotel/restaurant has a number of recyclables incorporated into the layout in an effort to minimise waste and maximise recycling. The proposals are therefore considered to be acceptable.

#### ENVIRONMENTAL PROTECTION UNIT

##### Air Quality

An air quality statement has been provided with the application, although it appears to include an assessment based on road transport contribution only, and it appears to make some conservative assumptions. It is not clear if the transport data used in the assessment is correct, however the assessment indicates the AADT data for road vehicles including HGVs was provided by the project transport consultants.

The proposed development is within the declared AQMA and in an area, that based on 2011 CERC modelling undertaken for Hillingdon, is below the European Union limit value (NO<sub>2</sub> - 40.0 mg/m<sup>3</sup>) for annual mean nitrogen dioxide at around 29 to 30 mg/m<sup>3</sup>. It is possible the modelling was underestimating NO<sub>2</sub> levels in this area based on available data at the time. The air quality assessment has used DEFRA background map levels for the area of 30.9 mg/m<sup>3</sup> for NO<sub>2</sub>.

The air quality assessment looked at the impact on the proposed development, excluding energy emissions from the site, at four nearby residential receptors, located at road junctions. The assessment indicates with baseline conditions there is already an exceedance at the junction of Rockingham Road (40.8 mg/m<sup>3</sup>) with the other receptor locations ranging from 38.7 to 39.6 mg/m<sup>3</sup>. With the development an additional 0.3 to 0.6 mg/m<sup>3</sup> of NO<sub>2</sub> is indicated at these locations, which varies from and imperceptible to a small change. No new exceedances are indicated at the receptors considered although two receptors would now only be marginally below the limit value as a consequence of the development.

#### Section 106

Section 106 obligation up to £25,000 should be sought for contribution to the air quality monitoring network in the area. Air quality impacts on the facade of the proposed hotel buildings has not been considered in the assessment. This need not be a significant issue, provided there are no permanent residents at the site. The ingress of polluted air condition is not being recommended in this instance, however any air inlets should be located away from flues and air outlets and extractors. Air should be drawn in from a 'clean' location. The energy strategy refers to the use of micro-CHP alongside solar water heating and PV for electricity generation, however details of the micro-CHP have not been provided.

#### 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 to the LPA for approval. This shall include suitable pollutant emission rates with and without mitigation technologies, which needs to be considered as part of a wider air quality assessment, as set out in the EPUK CHP Guidance 2012 (September 2007).

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

(Officer Comment: The applicants have submitted an Energy Statement Addendum document which confirms that micro CHP will not be used at his site, it is not therefore considered to be necessary to impose this condition.)

#### Land Contamination

Historically, the site was formerly a 'works' and has been in an industrial use since the industrial estate opened. Later Ordnance Survey maps show a large works on site. The nature of the works is unknown.

The contaminated land condition is recommended for inclusion on any permission that may be given along with the imported soils condition for any landscaping on site. The additional information submitted (listed above) goes most of the way towards discharging the pre-commencement part of the condition. However, it was noted based on the submitted information that there were spoil heaps on site that have not been investigated and clarification is required on if investigation of these will be undertaken, and if they will be re-used on site; if the additional gas monitoring will be undertaken at the site? There was also reference to some localised hydrocarbon contamination at the site, thought to be from an offsite source which may possibly impact on ground gas generation; it is noted the site is currently predominantly covered in hard standing, and a watching brief/discovery strategy needs to be submitted on how any areas of previously unknown contamination will be addressed once slabs are removed. There were references to 4 out of 7 samples having low levels of asbestos containing materials on site, there is a possibility of more from old demolished buildings for instance, and this would need to be taken into consideration. They need to provide the information regarding the above to address (i)(b) and (i)(c) fully, prior to development works commencing. Clarification is also sought with the human health risk assessment approach with regard to PAH contamination from the soil. It is advisable to consult

with the Environment Agency as well with regard to this application for controlled waters, as a number of groundwater contaminants were noted and the site is adjacent to a river on two sides.

#### 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).

(Officer comment: the applicants are seeking to undertake further investigations in order to address the comments raised. Should the information be submitted, this condition may be amended to a compliance condition. Should the details not be received, the condition will be imposed as drafted above.)

## **7. MAIN PLANNING ISSUES**

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

A large proportion of the site falls within the North Uxbridge Industrial and Business Area (IBA) as designated in the Hillingdon Unitary Development Plan Saved Policies September 2007 and the planning history indicates that industrial use of this site has been well established since at least the early 1980s. The Strategic Industrial Location seeks to accommodate growth and protection of employment land. The London Plan 2011 also designates the site as a Preferred Industrial Location.

The principle of providing a business, industrial and/or warehouse unit on the site for B1(c), B2 or B8 purposes can be established through saved policies LE1 and LE2 of the UDP and policy E2 of the Local Plan Part 1; 2012, providing site specific issues can be satisfactorily addressed. The provision of an industrial unit at this site fully accords with these policies and is therefore considered to be acceptable. It should be noted that insufficient information has been provided to accommodate a data centre facility (which can fall within the B2/B8 use classes) and as such a restrictive condition will be imposed

preventing the occupation of this unit by a data centre facility due to the high energy demands of such developments.

The North Uxbridge IBA comprises of 5.3 hectares alone, this does not include the Uxbridge Industrial Area located to the south. The hotel and associated restaurant is proposed to be located within the southern most part of the IBA and would comprise approximately 0.7 hectares of the IBA, which is not considered to be a substantial proportion of the wider IBA.

Evidence has been provided that the site has remained vacant since 2005, despite having been extensively marketed for a period of seven years. The applicants have also undertaken a further survey of local businesses within a two mile radius which all acknowledge that a hotel/restaurant and meeting room facility would assist in supporting local businesses and promoting growth and retention of businesses in the local IBAs.

Whilst the inclusion of a hotel, restaurant and meeting room facility does not fully accord with the IBA designation, policy E2 of the Local Plan Part 1; 2012 seeks to accommodate additional hotel accommodation in Uxbridge and this site is therefore considered to accord with policy E2. London Plan policies also allow limited release of industrial land and there is robust evidence and justification to support the limited transfer of this industrial land to provide alternative uses which would support the wider IBA and local businesses.

An indicative construction training, employment and hospitality strategy has also been submitted to the Council which seeks to secure a proportion of jobs during all phases of the development are for local/ LB Hillingdon residents and this further supports the redevelopment of this site which endeavours to provide local job creation within the Borough.

In order to ensure that the industrial unit which will provide the majority of employment at this site is delivered, a condition will be imposed on any future planning consent to prevent the occupation of the hotel until the industrial unit is substantially completed.

The provision of an ancillary restaurant at the site seeks to primarily serve those within the industrial estate and users of the meeting room facilities. A Sequential Test and Impact Assessment has also been undertaken to ensure this provision of retail has no unacceptable impact on the Uxbridge Town Centre and its conclusions show that the proposals will not impact existing, committed and planned investment in the town centre. As such, this out of town retail unit is considered to be acceptable.

On balance, the proposed hotel and restaurant use at the site is considered to be acceptable as it seeks to facilitate the growth and retention of local businesses in the area.

As the hotel and restaurant facility is only considered to be acceptable as a supporting use to serve the industrial estate, conditions will be imposed on any planning consent granted preventing long stay car parking associated with Heathrow Airport and a condition restricting the provision of any shuttle bus or other service which takes hotel visitors to and from Heathrow Airport. This seeks to ensure that the use of the hotel is for supporting the IBAs and the hotel does not lead to an increase in vehicle movements within the local highway network.

It should be noted that a similar proposals for the provision of a hotel facility within the IBA has been granted consent in recent years within Edmonton (North London), this scheme



was also GLA referable. The applicant has referenced this development as an example of a hotel assisting and facilitating the growth of an existing IBA site.

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

The application seeks outline planning permission for an industrial/commercial development. Accordingly, considerations relating to residential density are not pertinent.

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

The application site does not lie within an archaeological priority area, however the site is of a size whereby consideration of archaeology is necessary.

The application has been supported by a desk based archaeological assessment. The assessment has been reviewed by English Heritage who are of the view that the site has the potential to house archaeological remains, but that subject to a condition to ensure the undertaking of appropriate assessments prior to development the proposals would be acceptable.

Subject to an appropriate condition the proposal would comply with policy BE3.

The application site lies in proximity to the southern tip of the Uxbridge Moor Conservation Area and in proximity to the General Elliot PH (A Grade II Listed Building), However the proposals would retain a buffer of at least 38m, including landscaping, between the proposed development and either of these areas.

The Council's Conservation Officer considers that the proposals respect to character of the local area and accordingly no objection is raised to the proposal with respect to policies BE4 or BE10 of the Saved Policies UDP.

#### **7.04 Airport safeguarding**

The proposal does not conflict with aircraft safeguarding criteria as confirmed by NATS and Heathrow Airport Limited.

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

The site is currently hardstanding, surrounded by green Belt and the River Colne on three sides, the southern and western boundaries fall within the Green Belt.

Policy OL5 and London Plan policy 7.16 seek to secure the enhancement of the Green Belt by providing access, enhancing landscape and biodiversity.

The rear boundary of the existing industrial unit at number 25 Riverside Way mirrors the building line of the proposed industrial unit. The proposals seek to provide an industrial unit with a maximum height of 14m to be erected in this location.

The relationship on the western boundary is considered to be acceptable and would allow for an additional landscape buffer to be provided alongside the Green Belt, it should be noted that this area is covered with hard standing in the existing situation.

The application also provides for the soft landscaping of areas of land within the Green Belt, to the south and east of the application site, which are currently set as hardstanding, and these proposals would serve to further enhance the visual amenity of the Green Belt.

The current proposals also seek to provide a publicly accessible walkway running around the perimeter of the site and providing full public access to the Green Belt, this element of works fully accords with saved policies OL5 of the UDP and 7.16 of the London Plan.

Overall, the proposals would provide for an enhanced area of landscaping on the western boundary of the site with the Green Belt and enhance the landscape setting of Green Belt land to the south of the application site. Overall it is considered that the scheme would adequately enhance the western boundary to compensate for proposed built form and would enhance the visual amenity of the Green Belt as a whole. Accordingly the proposal is considered to comply with Policy OL5 of the Saved Policies UDP.

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

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

The application site forms the southern part of the Riverside Way Estate, which is largely characterised by relatively large scale industrial buildings and associated car parking. The existing estate has been developed to a high standard and, as such, it is important that the proposed development meets this design quality in terms of scale, massing, height, materials and landscaping.

To the east and west the site is surrounded by relatively narrow strips of Green Belt land beyond which is the River Colne. The southern part of the site is also designated as Green Belt, although this is currently poorly maintained, and still contains hardstanding from the previous building on the site.

The plans confirm that the proposed development would have a maximum height of 14m for the industrial units and 10.5 metres for the hotel development. The proposed industrial unit, located to the west of the site, would follow the building line established by existing buildings to the north, and the plans demonstrate that the built area would be respectful of the Green Belt land to the south and east.

Given the industrial nature of the area, it is not considered that the proposed industrial unit development would be unduly prominent in this location or out of keeping with the character and appearance of surrounding development.

The hotel, restaurant and meeting room facility occupy the eastern area of the site. The restaurant has been orientated to provide a point of visual interest as you enter the IBA via Riverside Way. The restaurant will also seek to accommodate external seating to provide an active frontage within a relandscaped setting. The restaurant building itself measures 6.3metres to its ridge. The hotel building is set behind, but connected internally to the restaurant building. The hotel building comprises three floors of accommodation and measures 10.5 metres to its ridge. The layout is considered to be appropriately set within the context of the site. The lower form of development fronts the Riverside Way frontage and the taller built form is set within the site providing some relief when viewed from Riverside Way. The built form of the hotel does not extend substantially into the site as car parking is laid out to the rear of the site, along the southern boundary. This layout provides an additional buffer of built form between the Green Belt and nature reserve to the south and the built form on site.

The Green Belt land to the south would be relandscaped and significant improvements would be made to the areas to the east and west of the built area, adjacent to the river corridors. It is considered that this would significantly enhance the character and appearance of the existing Green Belt, the future development on the site and the surrounding area in accordance with saved policy BE13 of the UDP.

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

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

The proposed development area is approximately 38m from the Pipemakers Arms PH, which is likely to have a residential unit above and approximately 50m from the nearest purely residential property and a maximum height of 14m is proposed for any buildings on site.

Accordingly it is considered that the proposed development area is sufficiently separated from residential properties that it would not give rise to any concerns regarding loss of light, overlooking or loss of amenity by way of dominance.

The proposal would therefore be appropriate with regard to Policies BE20, BE21 or BE24 of the Saved Policies UDP.

Potential impacts on neighbouring properties arising from the proposed use, with regard to noise, are addressed in the relevant section below.

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

The application seeks planning permission for a hotel, restaurant and meeting room facility and an industrial/commercial development. Accordingly, considerations relating to the living conditions of future residential occupiers are not pertinent to this scheme, however the hotel facility does provide adequate accommodation and facilities for future 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. The site has a PTAL of 1b with bus stops just outside the site on Rockingham Road.

##### **TRAFFIC IMPACT**

Vehicular access is facilitated via a new access road which would separate the industrial and hotel development, both would be accessed off Riverside Way. This arrangement is considered to be acceptable and raises no highways concerns.

The application has been supported by a transport statement, which indicates that the identified traffic generation would be similar to that, which would be expected of the proposed development. In terms of the of the traffic generation associated with the proposed industrial use, this is considered acceptable.

The Council's Highways Officer has reviewed the information and considers that it has been demonstrated the the junction would operate within capacity and that the proposal is acceptable in terms of traffic generation.

##### **CAR PARKING AND LAYOUT**

The hotel, restaurant/bar and meeting facilities currently propose the provision of 96 car, 54 cycle and 6 motorcycle parking spaces. In addition, 1 coach parking space will be provided for the use of the hotel and three taxi drop off points adjacent to the hotel entrance. In addition, the proposed industrial unit proposes 22 car, 32 cycle and 1

motorcycle parking space will be provided for the use of the proposed industrial unit.

This car parking provision at the site has been reduced following concerns raised by both TfL and LBH Highways Officers that the site was making an over provision for car parking associated with the hotel, restaurant and meeting room facilities. It is welcomed that the applicants have sought to reduce the car parking provision at the site, albeit a greater reduction of spaces is encouraged by TfL and LBH Highways.

Weighed in the balance, whilst the applicants may not have reduced the overall car parking as much as TfL and the LBH Highways Officers may have liked, local residents have raised concerns of overspill parking being of concern in local roads. As such, the level of car parking provision at the site is considered acceptable as the site is not well connected to local public transport links and survey data indicates that the majority of users for this site would travel by car.

Adequate provision has been made for the manoeuvring of HGV's on site, in relation to the industrial unit and service and refuse collection vehicles to the hotel and restaurant.

The application site is also considered to deliver sufficient cycle parking provision and motorcycle spaces.

A travel plan framework has been provided for the various uses across the site and the completion of a detailed travel plan and its implementation for an appropriate period would be secured through a S106 serving to minimise levels of car parking and traffic generation.

Overall, the submission indicates that the proposed development would be acceptable in terms of traffic generation site layout, highways considerations, and level of car parking. Subject to a legal agreement to secure the implementation of a Travel Plan the proposed development would accord with policies AM2, AM7, AM9, AM14 and AM15.

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

Issues relating to design and access are dealt with elsewhere within this report.

In relation to security the proposal contains adequate detail to demonstrate that an appropriate level of security could be achieved at the site.

#### **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.

Local and London Plan policies require the provision of 10% of hotel rooms to be wheelchair accessible, this has been achieved in the proposed layout. The submission and approval of an Accessibility Management Plan will be required to demonstrate how the continuing management of the hotel will ensure accessible rooms are maintained and managed. This will be secured by condition.

The industrial unit has also demonstrated that accessibility requirements accord with the Councils SPD and is therefore considered to be acceptable and accords with Policies R16 and AM13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

Subject to an appropriate condition it is considered that the hotel would provide an

inclusive environment for future users in accordance with Policies R16 and AM13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 7.1 and 7.2 of the London Plan.

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

The application seeks permission for a hotel, restaurant and meeting room facility and an industrial unit. Accordingly, considerations relating to affordable and special needs housing are not relevant.

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

Policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

#### TREES AND LANDSCAPING

The site is currently vacant hard-standing following the demolition of a former office building. It comprises a roughly triangular site at the southern end of the Riverside Way Estate, bounded to the north by the tree-lined estate road and to the east and west by two tree-lined arms of the River Colne which converge at the southern end (forming the apex of the triangular plot). In addition to the trees edging the riversides the southern end of the site comprises an area of deciduous woodland. An informal footpath provides access to the River Colne (west arm) and wraps around the south of the site from where it returns to Riverside Way via the west bank of the east arm of the river.

There are no Tree Preservation Orders affecting trees on, or close to, the site. Uxbridge Moor Conservation Area is situated to the east of St Johns Road (to the east of the R. Colne). The southern and western edges of the site fall within the Green Belt and is designated a Nature Conservation Site of Metropolitan or Borough Grade 1 Importance. Part of this land is a designated Nature Reserve (Uxbridge Moor), managed by the London Wildlife Trust.

An arboricultural implications assessment has been submitted in support of the application and concludes that, of the trees surveyed, 36No. are required to be removed but 100No. are to be planted in and around the site. The Council's Trees and Landscape Officer has reviewed the proposals for tree removals and has no objections with regard to the proposals for tree removals.

Substantial landscaping is proposed in and around both the hotel and industrial unit which seek to deliver enhancements to the wider setting of this site both in the context of the Green Belt to the south and the industrial area to the north. This also includes the provision of a landscaped publicly accessible pedestrian route which will further enhance the setting of the Green Belt and encourage access into the Green Belt. A direct access from the new access road into the Green Belt area is also proposed securing full pedestrian access.

The proposals are considered to comply with Policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

#### ECOLOGY

The Green Belt land to the south and west of the site and adjacent river corridors are designated as Nature Conservation Sites of Metropolitan or Borough Grade I Importance and also as Nature Reserves managed by the London Wildlife Trust.

The London Wildlife Trust have commented that they would be supportive of proposals subject to securing obligations towards tree works in the nature reserve and maintenance for the publicly accessible path to ensure it is usable and provides a continuous walking route. This has been secured and should ensure full access to the Green Belt and Nature Reserve.

A sufficient landscape buffer would be provided adjacent to the Nature Conservation Area to prevent the built form from having a detrimental impact on ecology and accordingly the proposal is considered to comply with Policy EC1 of the Saved Policies UDP.

#### **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 shows the location of dedicated waste and recycling facilities within the industrial unit and the hotel, restaurant and meeting room facility. Storage areas for both waste and recycling is appropriate in terms of access arrangements.

The proposals therefore accord with local planning policy requirements.

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

Policy 5.7 of the London Plan advises that boroughs should ensure that developments will achieve a reduction in carbon dioxide emissions of 40% from on site renewable energy generation (which can include sources of decentralised renewable energy) unless it can be demonstrated that such provision is not feasible. Policy 5.4 of the London Plan requires submission of an assessment of the energy demand and carbon dioxide emissions from proposed major developments, which should demonstrate the expected energy and carbon dioxide emission savings from the energy efficiency and renewable energy measures incorporated in the development.

##### Energy

The development does not meet the 40% energy reduction target of the London Plan 2011. However, the applicant has undertaken best endeavours to reach the target and this approach is broadly accepted.

However, the development is 25 tonnes short of the target and under Policy 5.2 of the London Plan, an offsite contribution is required to enable the Local Authority to make up for the shortfall. The applicant has agreed to provide a contribution to meet this shortfall which be secured through the S106 agreement at this site and therefore the proposals fully accord with the London Plan policy requirements.

##### Sustainability

Whilst both the Council and the GLA welcome the provision of urban greening across the development site, the applicants have not provided details of the potential to provide green roofs and walls. It is therefore considered appropriate to secure a condition which require the applicant to investigate the possibility of incorporating green roofs and walls within the overall development.

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

Policy OE7 of the Saved Policies UDP seeks to prevent developments in areas liable to flooding unless appropriate flood protection measures are proposed. Policy OE8 seeks to resist developments that would result in an increased risk of flooding elsewhere.

The site lies largely within Flood Zone 1, with small parts of the site closer to the

watercourses being within Flood Zone 2 and 3 and small areas within the site suffering surface water drainage issues. Accordingly consideration of flood risk is necessary in relation to the current proposals.

The application is supported by a detailed flood risk assessment and drainage strategy, which demonstrates that surface water will be controlled on site reducing the flood risk from the site, and the shows the site is not at risk and the occupants will have a suitable safe access.

The Environment Agency have reviewed the submission and consider that, subject to the imposition of conditions, the development would have no unacceptable impacts with regard to flood risk or the environment in general.

Overall, it is consider that flood risk has been adequately taken into account within the development proposals and that the development would not give rise to increased risk of flooding elsewhere or result in unacceptable risks for future employees. Subject to conditions the proposal would comply with Policies OE7 and OE8 of the Saved Policies UDP.

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

##### **NOISE**

The application is supported by a noise assessment. This assessment has been reviewed in detail by the Council's Environmental Protection Unit who have advised that the proposals were considered to be acceptable in principal. It is however proposed to seek to secure further details of plant enclosures to ensure mitigation measures can be put in place within the plant of the hotel/restaurant facility which is located closest to the nearest residential receptors.

Subject to the imposition of conditions, it is considered that the application is capable of providing for a development which accords with Policies OE1 and OE3 of the Saved Policies UDP.

##### **AIR QUALITY**

The application site lies within the South of the Borough where Air Quality is of significant concern and the application has been supported by an Air Quality Assessment, as such the applicants have agreed to provide a financial contribution of £25,000 towards air quality improvements in the borough.

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

Full comments have been provided on the issues raised through the public consultation in section 6.0 of this report.

#### **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:

- i) Air Quality Management contribution £25,000;
- ii) Construction Training (financial sum for workplace coordinator and in-kind delivery of training scheme);

- iii) Employment and Training Initiatives end user phase/operators (strategy currently being considered by Officers);
- iv) Hospitality training contributions (an in-kind scheme is currently being negotiated with the Councils Economic Development Team)
- v) Green Travel Plan and Construction and Logistics Plan including Service and Delivery Plan;
- vi) Highways/S278 works;
- vii) Provision of a publicly accessible pedestrian footpath running along the sites southern and eastern boundary;
- viii) Financial contributions towards Tree Works within the adjoining nature reserve; £5,000;
- ix) Financial contribution towards maintenance of the footpath; £575 per annum for a period of 10 years;
- x) Energy contribution of £45,000;and
- xi) Project Management and Monitoring Sum: a financial contribution equal to 5% of the total cash contribution.

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

Not Applicable.

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

General

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

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

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

Planning Conditions

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

Planning Obligations

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



## Equalities and Human Rights

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

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

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

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

Not Applicable

### **10. CONCLUSION**

This application seeks full planning permission for the redevelopment of the site to provide a 2,361 sq.m industrial unit for flexible B1(c), B2 and B8 uses; a three storey 80 bedroom hotel (Use Class C1) and 755sqm of associated bar and meeting facilities including 3 meeting rooms, car parking and landscaping, on a site known as Phase 500, located at the southern end of the Riverside Way Estate in Uxbridge. Details of access have been provided at this stage with details of appearance, landscaping, layout and scale reserved for future consideration.

No objections are raised to the principle of the development for a commercial unit and a hotel and restaurant facility, it is also considered that the proposed development would be visually acceptable in this location. The proposed hotel in this Industrial Business Area is not in strict accordance with planning policies for Industrial Business Areas, however on balance, the proposals seek to enhance the vitality of the North Uxbridge and Uxbridge Industrial Area in order to support their growth and continued viability. There has been no demand to build out the extant planning consents at this site for industrial warehouses and marketing information submitted demonstrates that there has been a concerted effort to market the site but without success. Significant enhancements would be made to the surrounding Green Belt, which are considered to significantly enhance the accessibility and visual appearance of this land including the extension of a publicly accessible pedestrian route which runs around the boundary of the site providing opportunities to access the green belt land from Riverside Way.

The proposed car parking is considered to be acceptable and no objections are raised on highway grounds. The proposal is considered to comply with relevant UDP and London

Plan policies and, accordingly, approval is recommended subject to the applicant entering into an agreement with the Council under Section 106 of the Town and Country Planning Act 1990 as amended and relevant conditions.

#### **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)

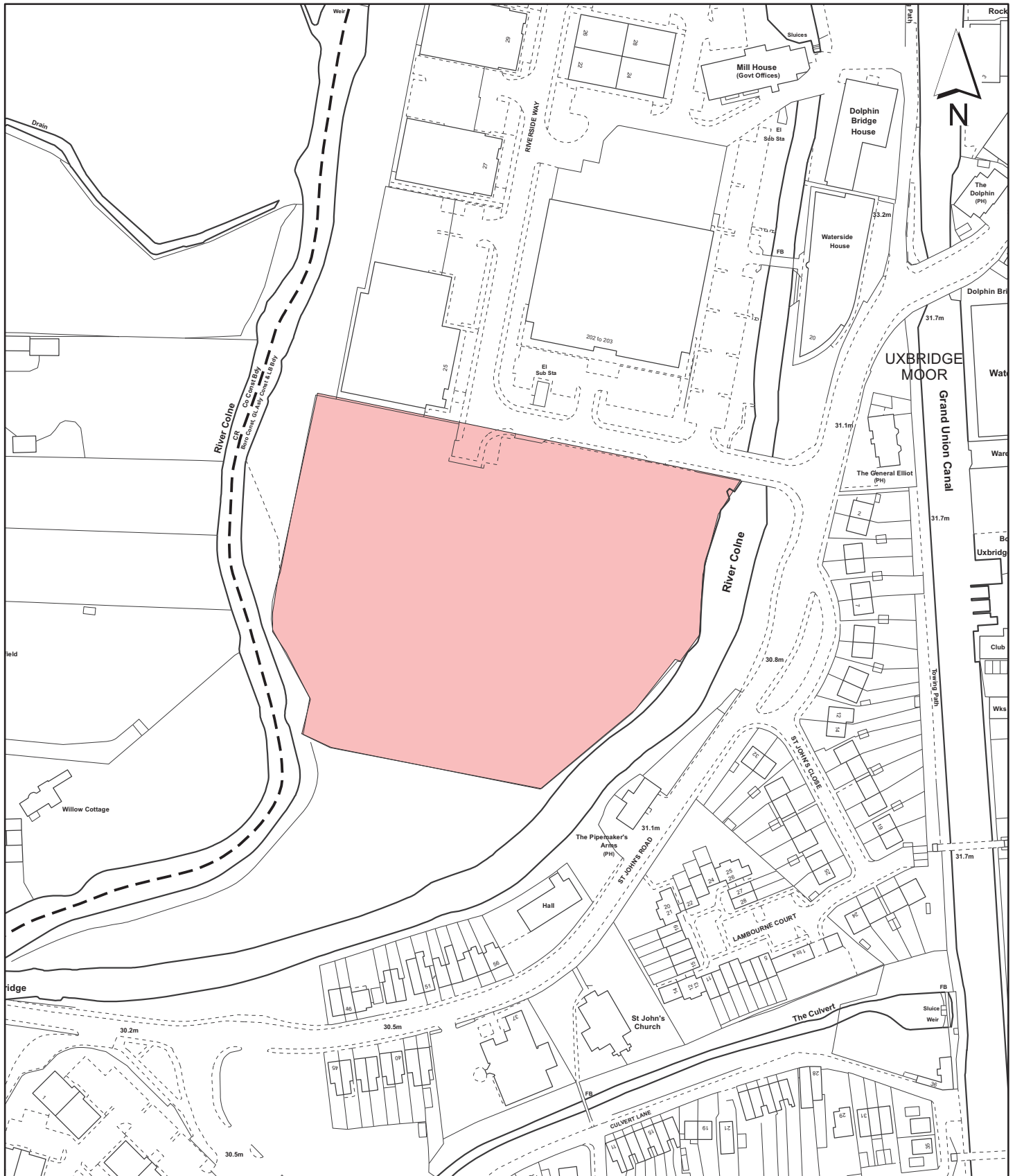
Revised Chapter 4: Education Facilities of the Planning Obligations SPD (adopted 23 September 2010)

London Plan (July 2011)

National Planning Policy Framework (March 2012)

**Contact Officer:** Mandip Malhotra

**Telephone No:** 01895 250230



**Notes**

 Site boundary

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Site Address

**Building 63 Phase 500  
 Riverside Way  
 Uxbridge**

**LONDON BOROUGH  
 OF HILLINGDON  
 Residents Services**

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

Planning Application Ref:  
**56862/APP/2014/170**

Scale  
**1:2,000**

Planning Committee  
**Major Application**

Date  
**April 2014**



**HILLINGDON**  
 LONDON

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# Plans for Major Applications Planning Committee

15th April 2014



HILLINGDON  
LONDON



INVESTOR IN PEOPLE

[www.hillingdon.gov.uk](http://www.hillingdon.gov.uk)

Page 167

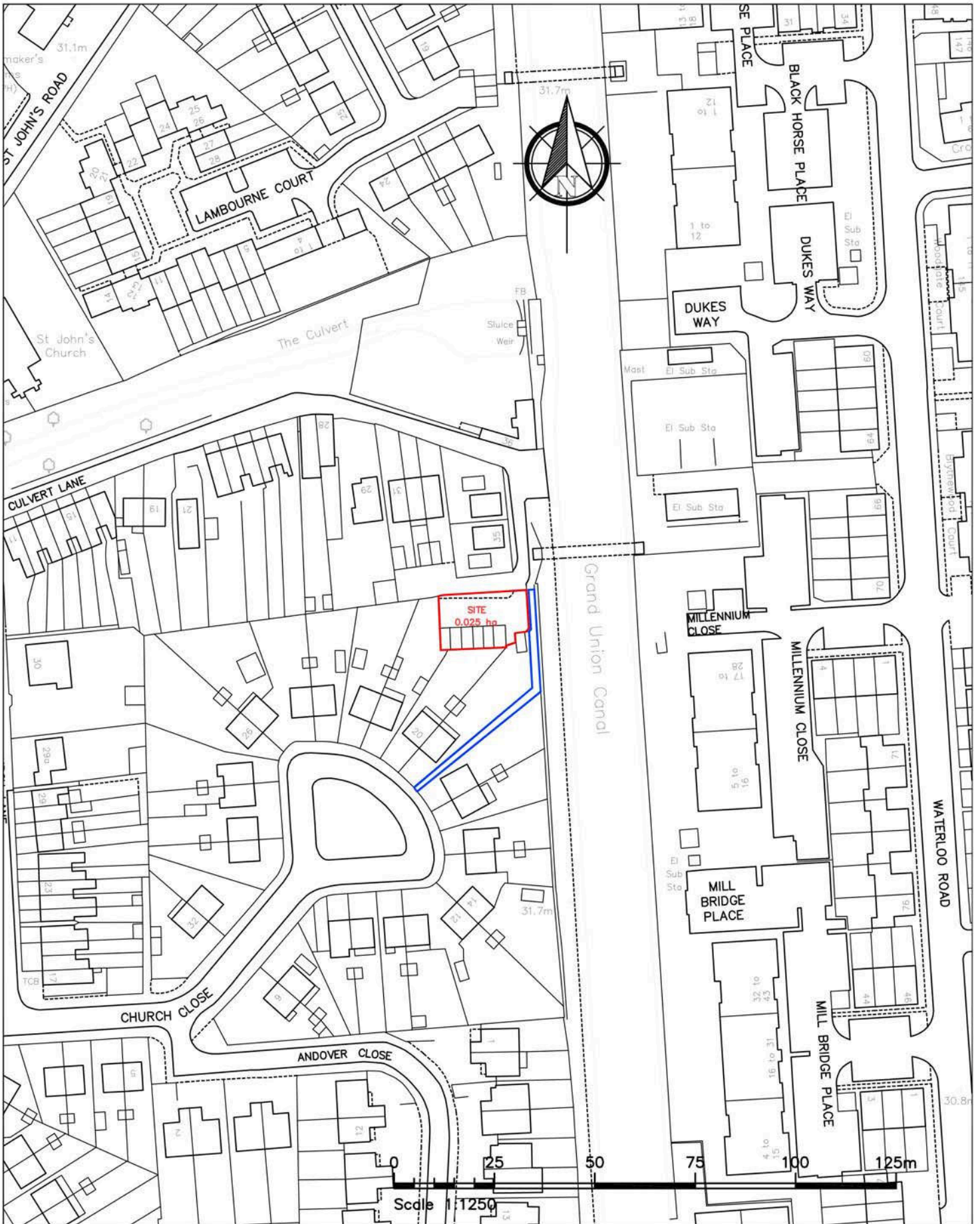
**Report of the Head of Planning, Sport and Green Spaces**

**Address** GARAGE BLOCK SITE CULVERT LANE UXBRIDGE

**Development:** Demolition of existing garage block and construction of bungalow with associated parking and external works.

**LBH Ref Nos:** 69659/APP/2013/3796

**Date Plans Received:** 19/12/2013                      **Date(s) of Amendment(s):** 24/01/2014  
**Date Application Valid:** 19/12/2013                      19/12/2013  
23/12/2013  
19/03/2014



CORPORATE LANDLORD GROUP  
 JAVILA ENVIRONMENT, LAMBING LANE, UXTON, LEICESTERSHIRE, LE19 1SW  
 Tel: 01895 320111  
 Fax: 01895 377224

NOTES: - DO NOT SCALE FROM THIS DRAWING. The Contractor must verify all dimensions at the site before setting out, commencing work, or making any shop drawings. Any discrepancies must be reported to the Contract Administrator before proceeding.

Rev	Revision notes	Initials	Date
-	-	-	-
Project LAND AT END OF CULVERT LANE, COWLEY, UXBRIDGE, UB8 2XB		Scale 1:1250 @ A4	Drawn by ST
Description SITE LOCATION PLAN		Date 10/12/13	Checked by SV
		Drawing No. 2013/D119/P/01	Rev.



**NOTES**  
 The Contractor must verify all dimensions at the site before starting work. Any discrepancy between the drawings and the site conditions must be reported to the Client immediately. The Contractor is responsible for obtaining all necessary permissions and consents from the relevant authorities. DO NOT SCALE FROM THIS DRAWING.

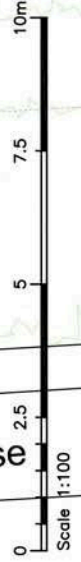
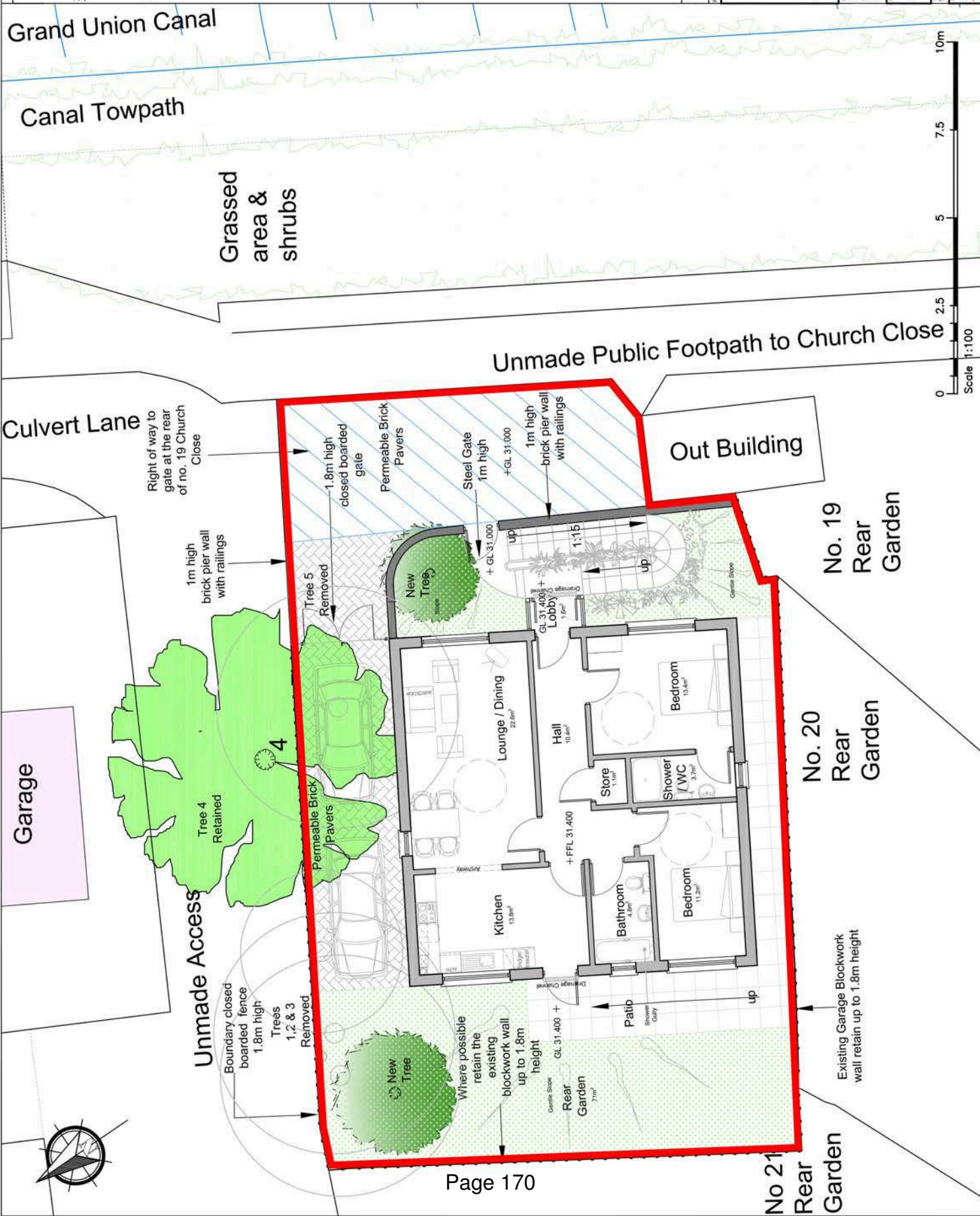
**Schedule of Accommodation**  
 1 No 2 Bed 3P bungalow  
 Parking: - 2 spaces  
 Private Garden 71m<sup>2</sup>

Rev	Revision notes	Issue	Date
A	Revised ground and unexcavated path marked. Drainage proposed to be installed. 1m high brick pier wall with railings to be installed. Scale increased to 1:100.	ST	22/01/14

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**CORPORATE PROPERTY & CONSTRUCTION GROUP**  
 25/10, CIVIC CENTRE, UXBIDGE, MIDDLESEX, UB8 3UW  
 Tel: 01895 250 111  
 Fax: 01895 277 224

PROJECT LAND AT END OF CULVERT LANE COWLEY, UXBIDGE UB8 2XB			
PROPOSED SITE PLAN			
Scale	1:100 @ A3	Author	SV
Checked	SV	Date	17/01/13
Reference			2013/D115/P/03
Revision			A





**NOTES**

The Contractor must verify all dimensions at the site before starting work. Any discrepancy must be reported to the Contractor immediately. Any dimensions must be confirmed with the Contractor before starting work. DO NOT SCALE FROM THIS DRAWING.

Rev	Revision notes	Issue	Date
A	Change Channel added to level threshold doors	ST	22/01/14



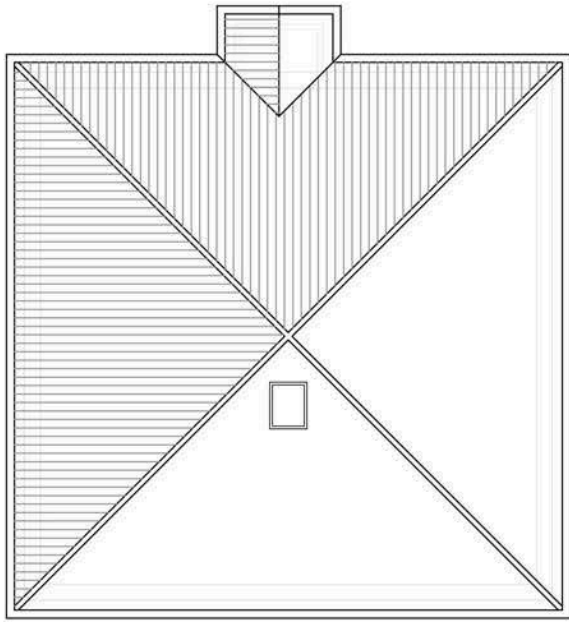
**HILLINGDON**  
LONDON

CORPORATE PROPERTY & CONSTRUCTION GROUP  
40/11, GINC CENTRE, UXBRIDGE, MIDDLESEX, URB 10W  
Tel: 01895 250 111  
Fax: 01895 277 224

PROJECT  
LAND AT END OF CULVERT LANE, COWLEY  
UXBRIDGE, URB2 2XB

PROPOSED FLOOR & ROOF PLAN

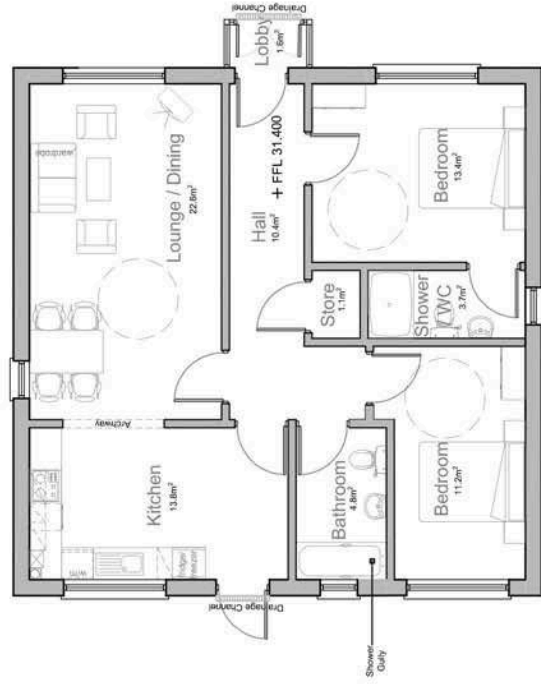
Scale	1:100 @ A3	Drawn by	SV	Checked by	SV	Date	21/08/13
Project No.	2013/D115/P/04						
Sheet No.	A						



**ROOF PLAN**

GIA for bungalow = 86.5m<sup>2</sup>  
NIA for bungalow = 82.6m<sup>2</sup>

+ GL 31.000

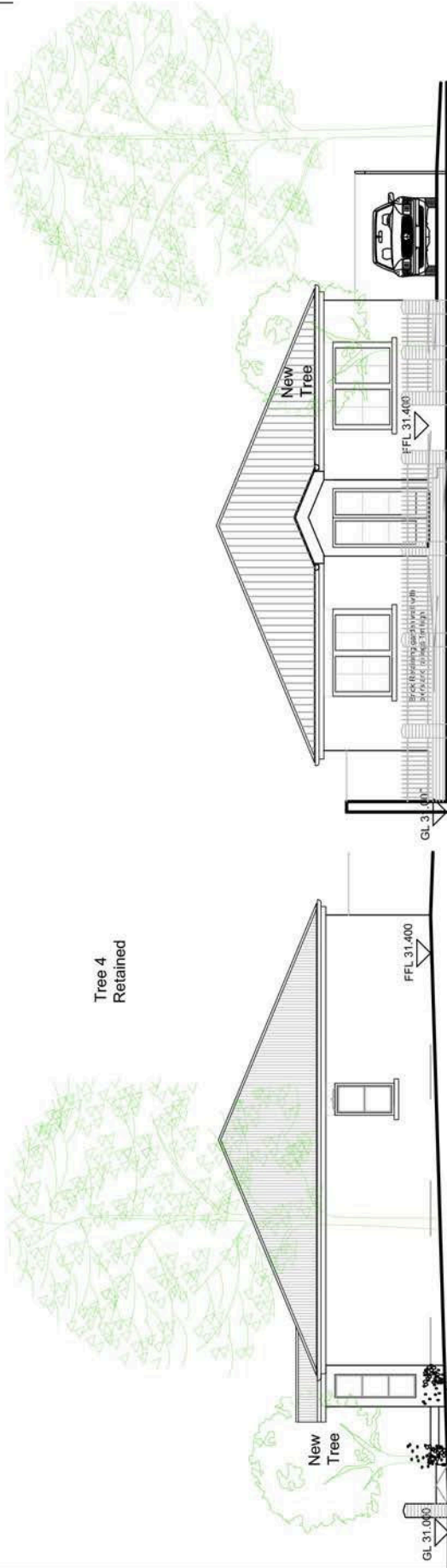


**GROUND FLOOR**



**NOTES**

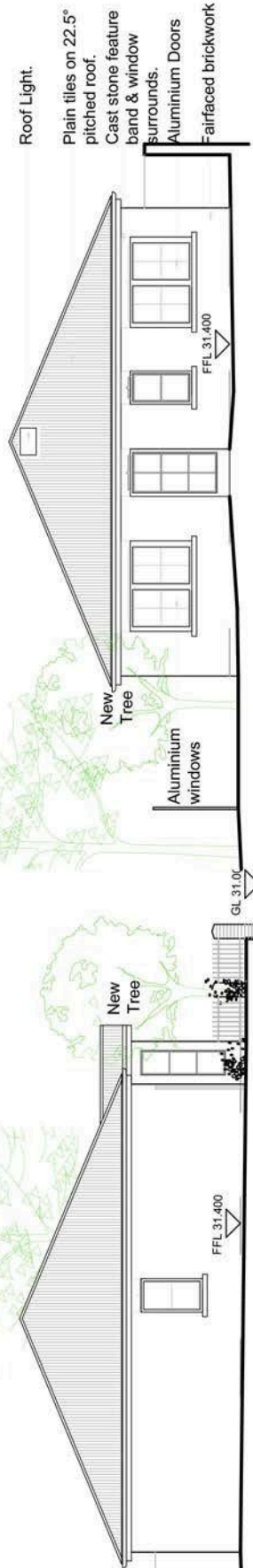
The Contractor must verify all dimensions at the site before starting work. All dimensions are given in millimetres unless otherwise stated. Any discrepancy must be reported to the Client immediately. The Contractor must ensure that the proposed work does not conflict with any existing structures or services. DO NOT SCALE FROM THIS DRAWING.



**NORTH ELEVATION**

**EAST ELEVATION**

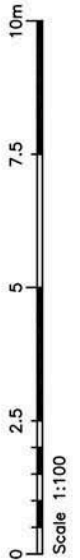
- UPVC rainwater gutters & downpipes
- Timber fascia & Soffit boards
- Concrete tiles on 22.5° pitched roof
- Fairface brick walls
- Aluminium windows & doors



**SOUTH ELEVATION**

**WEST ELEVATION**

- Roof Light.
- Plain tiles on 22.5° pitched roof.
- Cast stone feature band & window surrounds.
- Aluminium Doors
- Fairfaced brickwork



Rev	Revision notes	Issue	Date
A	Issue method and hatched area added. In high zone per wall with railing added to east elevation	ST	22/01/14

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CORPORATE PROPERTY & CONSTRUCTION GROUP  
40/11, GINC CENTRE, UXBRIDGE, MIDDLESEX, URB 81W  
Tel: 01895 250 111  
Fax: 01895 277 224

PROJECT: LAND AT END OF CULVERT LANE, COWLEY, UXBRIDGE, URB8 2XB

PROPOSED ELEVATIONS

Scale	1:100 @ A3	Drawn by	ST	Checked by	SV	Date	20/08/13
Project No.	2013/D115/P/05			Rev	A		

NOTES  
 The Contractor must verify all dimensions at the site before starting work.  
 No responsibility is accepted for any errors or omissions that may occur.  
 DO NOT SCALE FROM THIS DRAWING

**SURVEY KEY**

- PI Pipe
- PA Parking Meter
- PP Power Pole
- PR Plastic Post
- RS Road Sign
- S Sign
- SP Ground Spring
- ST Stile
- SV Stop Valve
- T Traffic Light
- TP Telegraph Pole
- TS Tree Stump
- V Well
- WB Waste Bin
- WP Waste Pipe
- WT Water Tap
- X Wall
- Y Yell
- Z Zinc
- AA Survey Station
- BB Control Box
- CC Control Box
- DD Telephone Cab Box
- EE Hinge
- FF Spool level
- GG Gate
- HH Gate
- II Gate
- JJ Gate
- KK Gate
- LL Gate
- MM Gate
- NN Gate
- OO Gate
- PP Gate
- QQ Gate
- RR Gate
- SS Gate
- TT Gate
- UU Gate
- VV Gate
- WW Gate
- XX Gate
- YY Gate
- ZZ Gate
- AAA Gate
- BBB Gate
- CCC Gate
- DDD Gate
- EEE Gate
- FFF Gate
- GGG Gate
- HHH Gate
- III Gate
- LLL Gate
- MMM Gate
- NNN Gate
- OOO Gate
- PPP Gate
- QQQ Gate
- RRR Gate
- SSS Gate
- TTT Gate
- UUU Gate
- VVV Gate
- WWW Gate
- XXX Gate
- YYY Gate
- ZZZ Gate
- AAA Gate
- BBB Gate
- CCC Gate
- DDD Gate
- EEE Gate
- FFF Gate
- GGG Gate
- HHH Gate
- III Gate
- LLL Gate
- MMM Gate
- NNN Gate
- OOO Gate
- PPP Gate
- QQQ Gate
- RRR Gate
- SSS Gate
- TTT Gate
- UUU Gate
- VVV Gate
- WWW Gate
- XXX Gate
- YYY Gate
- ZZZ Gate

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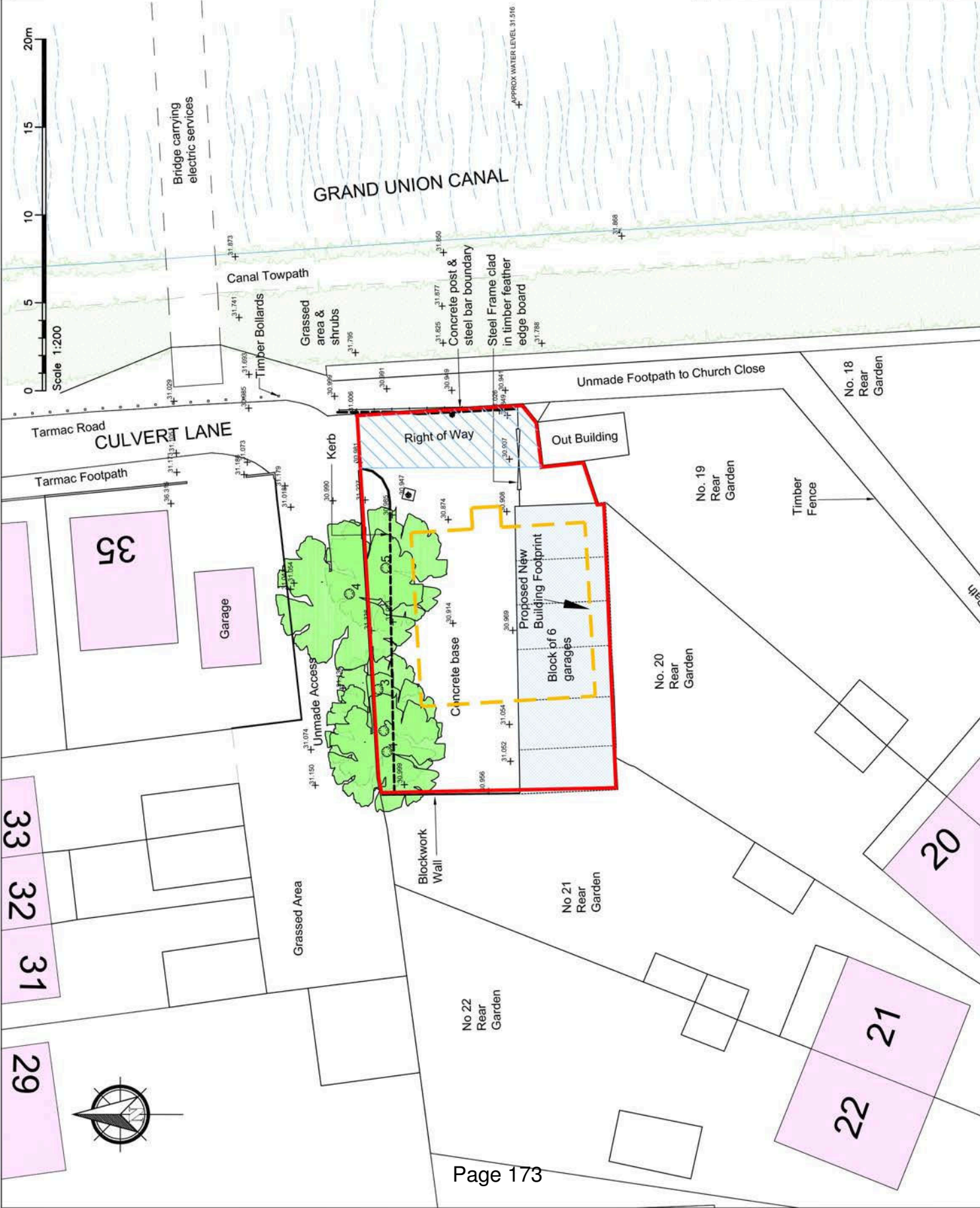
**CORPORATE PROPERTY & CONSTRUCTION GROUP**  
 2F/10, CIVIC CENTRE, UXBIDGE, MIDDLESEX, UB8 3UW  
 Tel: 01895 250 111  
 Fax: 01895 277 224

**PROJECT**  
 LAND AT END OF CULVERT LANE, COWLEY

**LOCATION**  
 UXBIDGE  
 UB8 2XB

**EXISTING SITE PLAN**  
 TOPOGRAPHICAL & TREE SURVEY

Scale: 1:200 @ A3  
 Date: 13/08/13  
 Project: 13/08/13



**NOTES**

The Contractor must verify all dimensions at the site before starting work. Any discrepancy must be reported to the Contract Administrator immediately. DO NOT SCALE FROM THIS DRAWING.

Rev	Revision notes	Issue	Date
A	Stamp omitted and hand-drawn path added.	ST	22/01/14

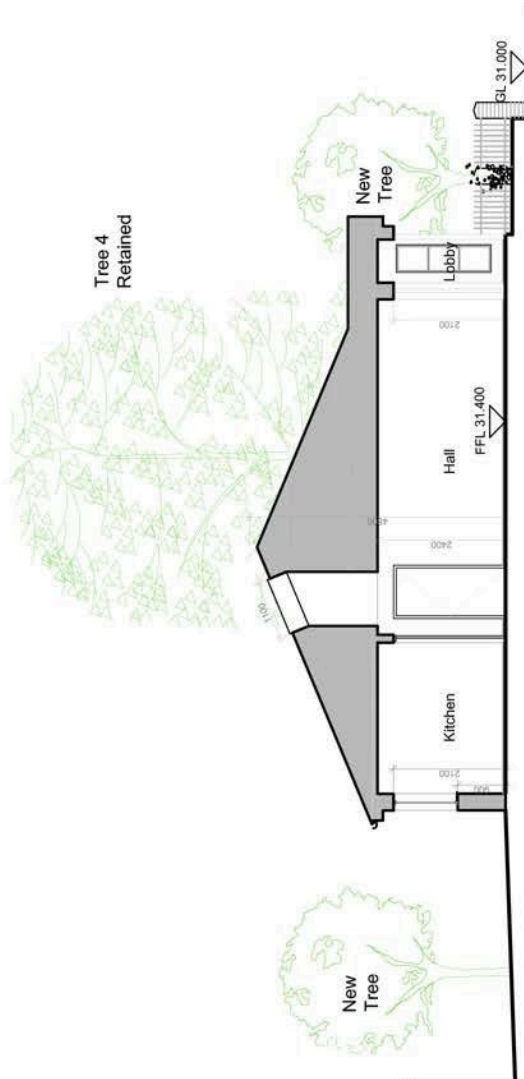
**HILLINGDON**  
LONDON

CORPORATE PROPERTY & CONSTRUCTION GROUP  
4th/11, ONE CENTRE, URBROOK, MIDDELSEX, UB8 3JW  
Tel: 01895 250 111  
Fax: 01895 277 224

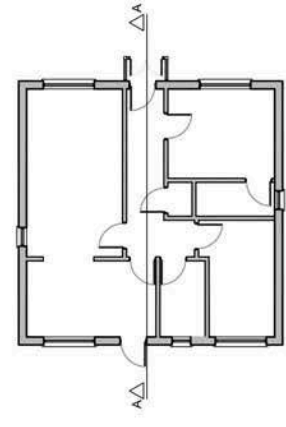
PROJECT: LAND AT END OF CULVERT LANE  
COWLEY, UB8 2XB

TYPICAL SECTION

DATE	21/08/13
DESIGNED BY	SV
CHECKED BY	SV
PROJECT NO.	2013/D115/P/06
SCALE	A

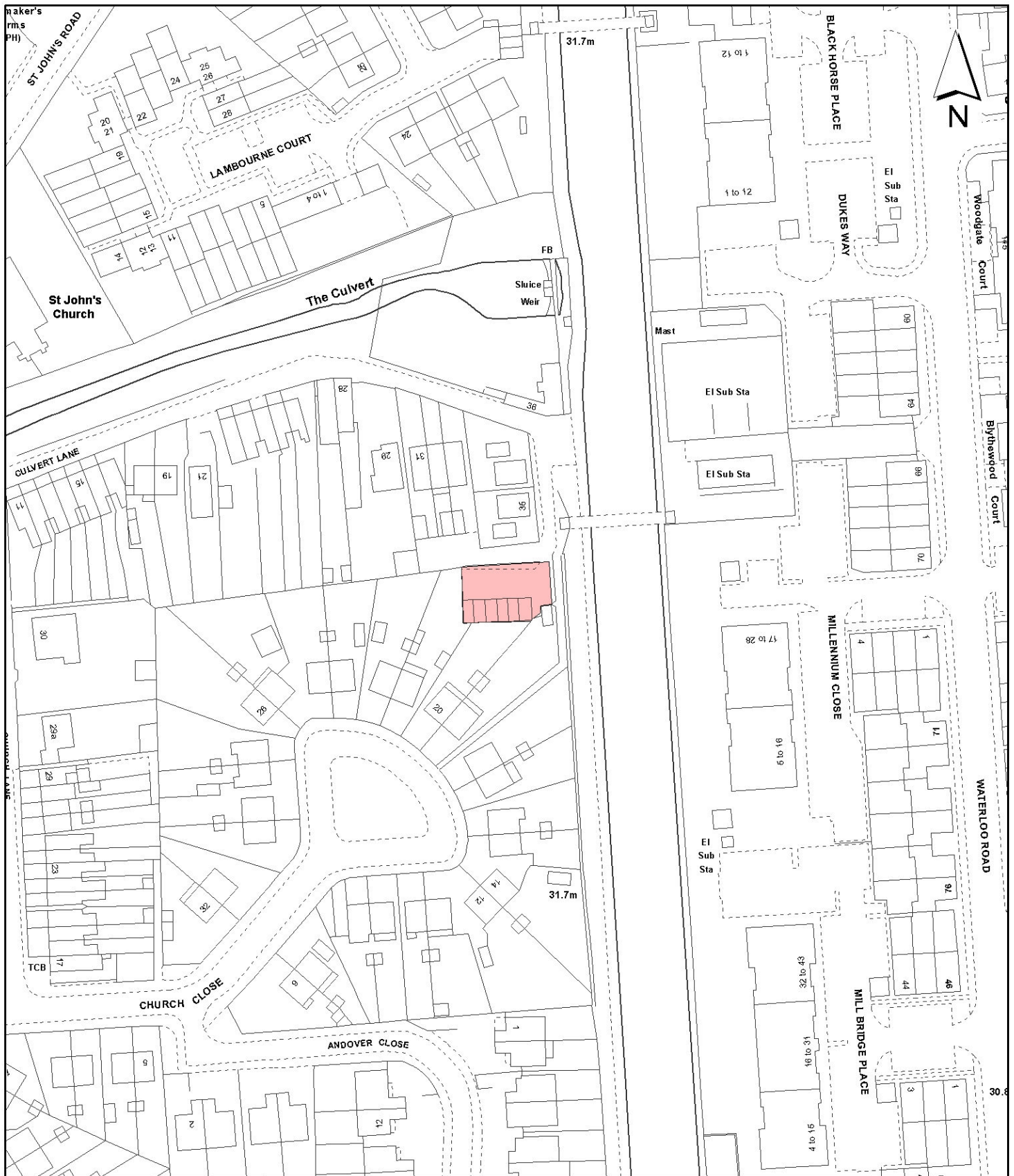


**TYPICAL SECTION A-A**  
Scale 1:100




**GROUND FLOOR PLAN**  
Scale 1:200





**Notes**

 Site boundary

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Site Address	
<b>Garage Block Site Culvert Lane Uxbridge</b>	
Planning Application Ref:	Scale
<b>69659/APP/2013/3796</b>	<b>1:1,250</b>
Planning Committee	Date
<b>Major Application</b>	<b>April 2014</b>

**LONDON BOROUGH  
OF HILLINGDON**

**Residents Services**

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



HILLINGDON

LONDON

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

**Address** UNITAIR CENTRE GREAT SOUTH WEST ROAD FELTHAM

**Development:** Outline application (all matters reserved) to provide up to 14,750sqm of B1c/B2/B8/Sui Generis (Car Showroom) uses (up to a maximum of 1,700 sqm of sui generis floorspace) with associated landscaping and access.

**LBH Ref Nos:** 49559/APP/2014/334

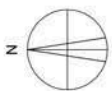
**Date Plans Received:** 31/01/2014

**Date(s) of Amendment(s):**

**Date Application Valid:** 31/01/2014

**NOTES:**

1. SUBJECT TO STATUTORY COMMENTS  
 2. BASED ON OS MAP APPROVED BY PERMISSION OF  
 3. OF THE STATEMENT OF THE DESIGN  
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 6. BE USED AS A REFERENCE FOR ANY PURPOSES  
 7. IF USING AN ELECTRONIC VERSION OF THIS DRAWING  
 8. CONTACT MICHAEL SPARKS ASSOCIATES  
 9. MICHAEL SPARKS ASSOCIATES OF ANY JURISDICTIONS



01  
100  
**SITE LOCATION PLAN**  
1:1000



REV	DATE	NOTE	DRAWN	CHECK
 <p>MICHAEL SPARKS ASSOCIATES                  11-1550@A1                  11-1550@A1                  11-1550@A1</p>				
TITLE <b>ALTITUDE</b> DRAWING <b>SITE LOCATION PLAN</b>				
CLIENT <b>UNITAIR GENERAL PARTNER LTD.</b>				
DATE	SCALE	TEAM		
JANUARY 2014	1:1,000	GZ		
		PLANNING	DESIGN	AC
DRAWING NUMBER			30461 / PL / 100	

**NOTES:**

THIS PLAN IS A PRELIMINARY DESIGN AND IS SUBJECT TO EVOLUTORY COMMENTS BASED ON OR MAP APPROVED BY PERMISSION OF THE LOCAL AUTHORITY. THE CLIENT ACCEPTS RESPONSIBILITY FOR THE ACCURACY OF THE INFORMATION PROVIDED. COPYRIGHT RESERVED. NO PART OF THIS DOCUMENT OR THE INFORMATION CONTAINED HEREIN IS TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF MICHAEL SPARKS ASSOCIATES. MICHAEL SPARKS ASSOCIATES OF ANY JURISDICTIONS.



**KEY:**

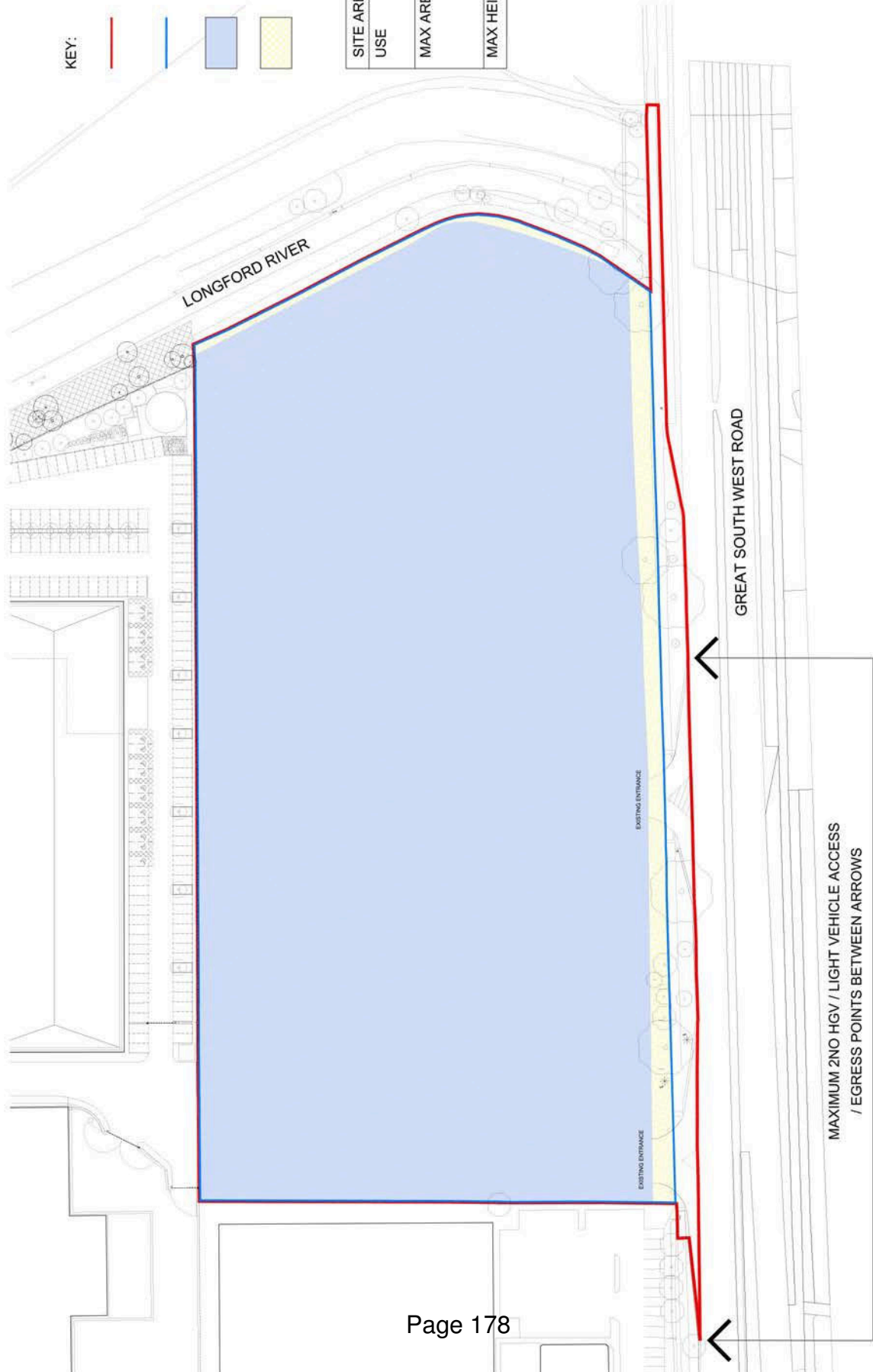
— PLANNING BOUNDARY

— OWNERSHIP BOUNDARY

■ DEVELOPABLE AREA

■ LANDSCAPING / ACCESS ROADS & ACCESS POINTS

SITE AREA	2.79 Ha
USE	B1(c) / B2 / B8 use / sui generis ( Car Showroom)
MAX AREA	14,750SQM (GEA) MAX AREA FOR CAR SHOWROOM 1,692 SQM
MAX HEIGHT	42.5M AOD



REV	DATE	NOTE	DRAWN	CHECK
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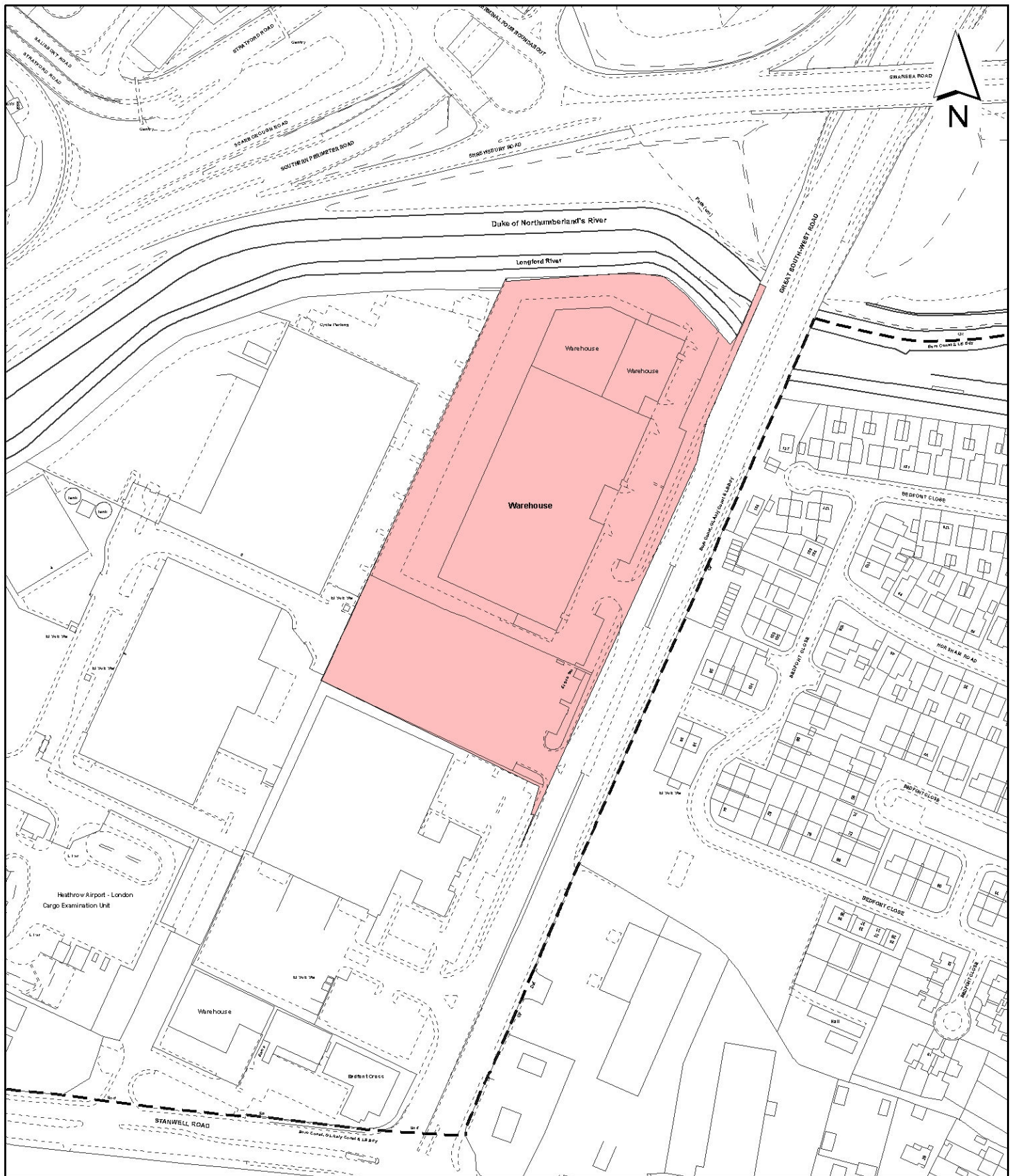
**MICHAEL SPARKS ASSOCIATES**  
 11A Hill Street  
 Dublin 2, Ireland  
 Tel: +353 1 454 4444  
 Fax: +353 1 454 4445  
 Email: info@msa.ie

TITLE	ALTITUDE
DRAWING	PARAMETERS PLAN
CLIENT	UNITAIR GENERAL PARTNER LTD.
DATE	JANUARY 2014
SCALE	1:500@A1
TEAM	GEZ
DISCIPLINE	PLANNING
DRAWN	AC
CHECKED	AC
DRAWING NUMBER	30461 / PL / 101



01  
101  
PARAMETERS PLAN  
1:500





**Notes**

 Site boundary

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Site Address

**Unitair Centre  
Great South West Road  
Feltham**

**LONDON BOROUGH  
OF HILLINGDON  
Residents Services**

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

Planning Application Ref:

**49559/APP/2014/334**

Scale

**1:2,500**

Planning Committee

**Major Application**

Date

**April 2014**



**HILLINGDON**  
LONDON

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

**Address** FORMER THE BRIDGE & EARLY YEARS CENTRES ACOL CRESCENT  
RUISLIP

**Development:** Redevelopment of the site to provide a residential block containing 28 units for social and supported housing including parking and ancillary works (involving demolition of existing buildings).

**LBH Ref Nos:** 65847/APP/2014/427

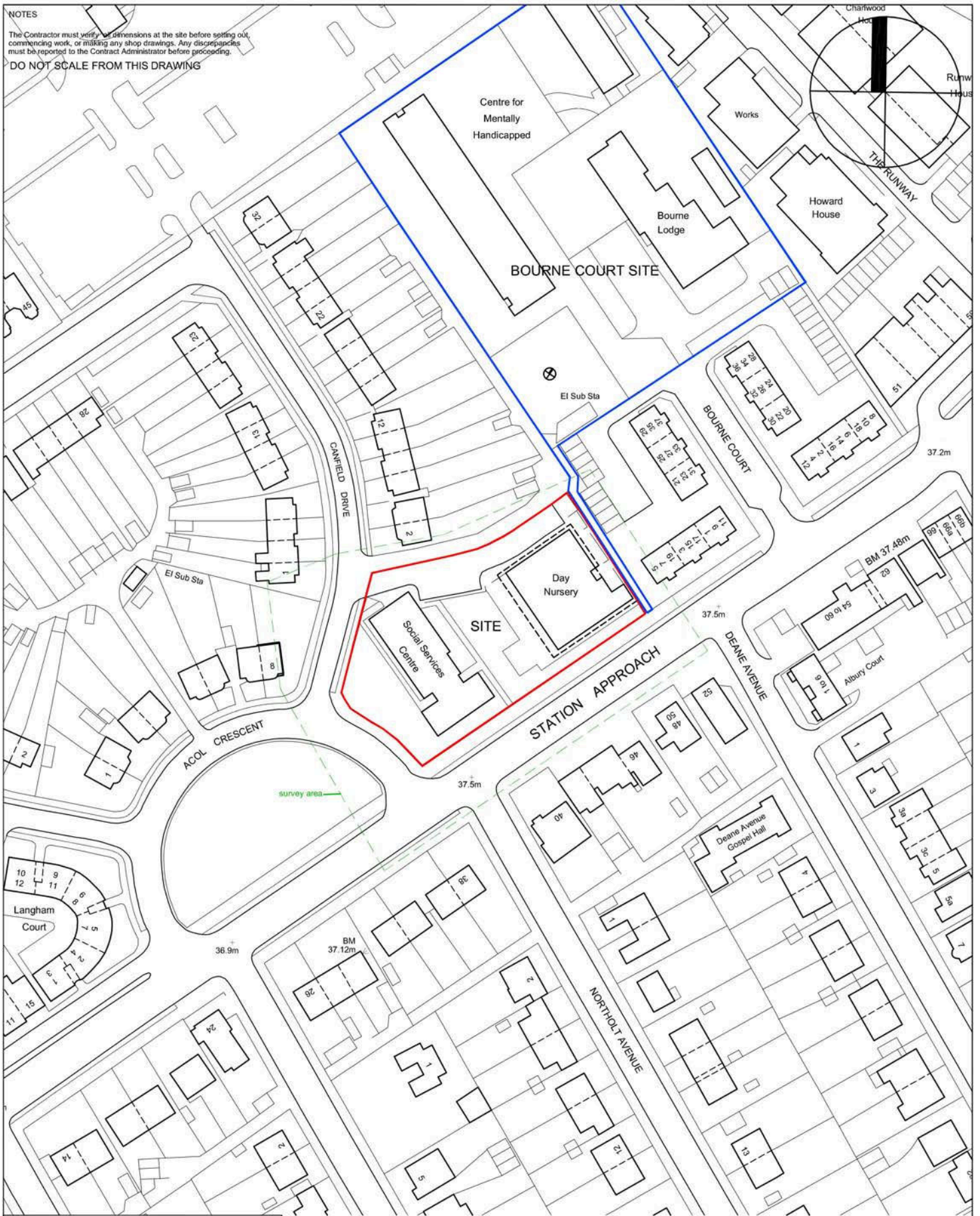
**Date Plans Received:** 07/02/2014                      **Date(s) of Amendment(s):**

**Date Application Valid:** 07/02/2014

**NOTES**

The Contractor must verify all dimensions at the site before setting out, commencing work, or making any shop drawings. Any discrepancies must be reported to the Contract Administrator before proceeding.

**DO NOT SCALE FROM THIS DRAWING**



CORPORATE PROPERTY & CONSTRUCTION GROUP  
 2E/10, CIVIC CENTRE, UXBRIDGE, MIDDLESEX, UB8 1UW  
 Tel: 01895 250 111  
 Fax: 01895 277 224

Rev	Revision notes	Initials	Date
-	-	-	-
Project <b>ACOL CRESCENT SITE RUISLIP, HA4 6GP</b>		Scale <b>1:1250 @ A4</b>	Drawn by <b>OM</b>
Description <b>SITE LOCATION</b>		Date <b>10/01/14</b>	Checked by <b>SV</b>
<b>Page 181</b>		Drawing No. <b>2013/D122/P/01</b>	Rev.





**NOTES**

1. This drawing is a site plan and should not be used for any other purpose without the written consent of the Architect. It is intended to be used in conjunction with the other drawings of the project.

2. DO NOT SCALE FROM THIS DRAWING

**KEY**

- EXISTING TREES
- EXISTING LAUREL BUSH
- EXISTING LEVELS
- EXISTING TREES TO BE RETAINED

TOTAL SITE AREA = 1325.0 m<sup>2</sup>  
0.1325 ha

Rev	Revision notes	By	Chk	Date
1	Issue added to boundaries on south and west sides			27.03.12

**HILLINGDON**  
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CONCRETE PROPERTY & CONSTRUCTION GROUP  
11/15, CIVIC CENTRE, UXTON ROAD, WOODLEE, URB SW  
Tel: 01895 200 111

PROJECT: ACOL CRESCENT SITE  
RUISLIP HA4 BOP

EXISTING SITE PLAN,  
TOPOGRAPHICAL AND TREE SURVEY

SCALE: 1:500 @ A3  
DRAWN BY: SV  
CHECKED BY: SV  
DATE: 18/01/14

2011/D/1/P/02

NOTES

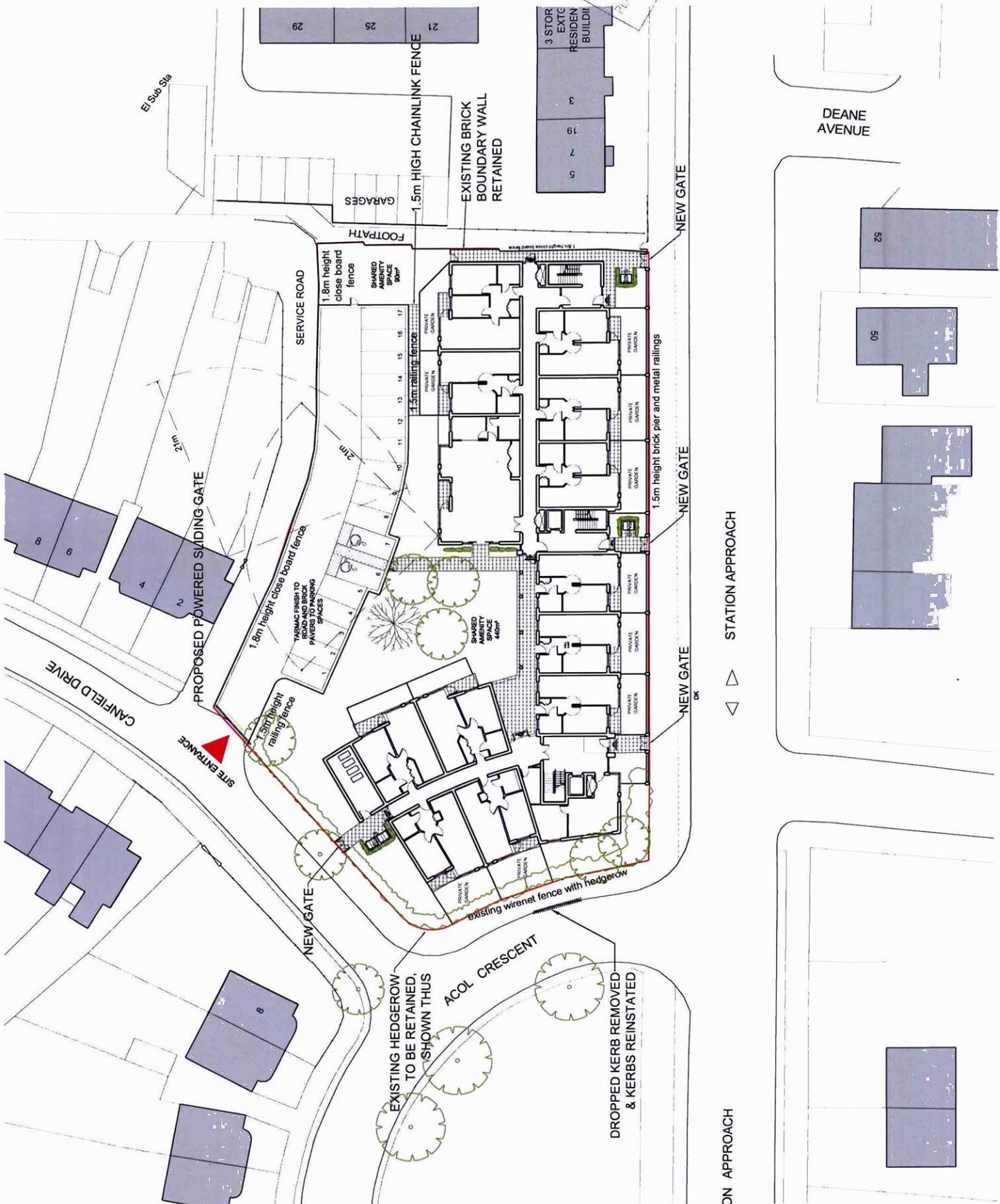
The Contractor shall verify all dimensions of the building works and all construction work, or any part thereof, and shall be responsible for any discrepancies between the drawings and the actual construction. Any discrepancies must be reported to the Contractor immediately upon discovery.

**SCHEDULE OF ACCOMMODATION**

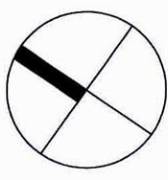
- 6 No 1 Bed @ 51m<sup>2</sup>ea, 18 hab rms
- 8 No 1 Bed @ 54m<sup>2</sup>ea, 24 hab rms
- 8 No 1 Bed @ 56m<sup>2</sup>ea, 24 hab rms
- 4 No 1 Beds @ 60m<sup>2</sup>ea, 12 hab rms
- 2 No 2 Beds @ 72m<sup>2</sup>ea, 8 hab rms
- Total No of Flats = 28**
- Total No of Hab rms = 86**
- Shared Amenity Space = 530m<sup>2</sup>
- Private Amenity Space = 169m<sup>2</sup>
- Min Amenity rqt = 570m<sup>2</sup>
- Total Amenity Provision = 699m<sup>2</sup>**
- Car parking spaces = 17
- Bike store provision = 10
- Total Site Area = 2768m<sup>2</sup>/0.27ha**
- Total hab rms = 86**
- Total No of units = 28**
- Density = 103 hab rms/ hectare**



<b>CORPORATE PROPERTY &amp; CONSTRUCTION GROUP</b> 2E/10, CMC CENTRAL BUILDING, WOLSELEY, UDB 10W Tel: 01895 250 111 Fax: 01895 277 224	
PROJECT: <b>ACOL CRESCENT SITE</b> RUISLIP, HA4 6QP	
PROPOSED SITE PLAN	
DRAWN BY: T-400 @ A3	CHECKED BY: SV
DATE: 28/11/13	REV:
<b>2013/D122/P/03</b>	



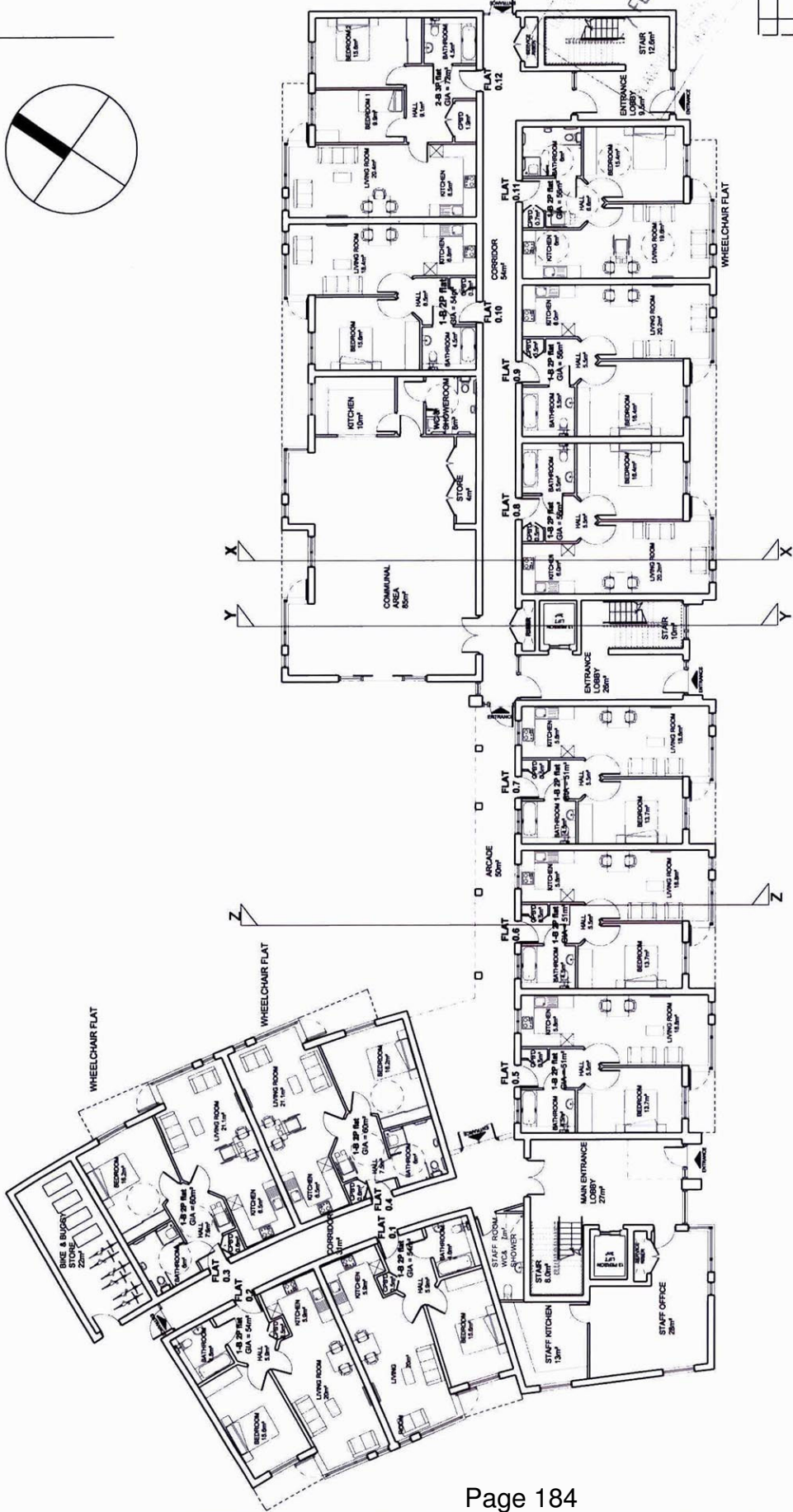
NOTES  
 1. This is a preliminary drawing. It is intended to show the general arrangement of the proposed development and is not to be used for construction purposes.  
 2. All dimensions are in millimetres unless otherwise stated.  
 3. All areas are in square metres unless otherwise stated.  
 4. DO NOT SCALE FROM THIS DRAWING



**GF ACCOMMODATION**

- 3 No 1 Bed @ 51m<sup>2</sup>ea
- 3 No 1 Bed @ 54m<sup>2</sup>ea
- 3 No 1 Bed @ 56m<sup>2</sup>ea
- 2 No 1 Bed @ 60m<sup>2</sup>ea
- 1 No 2 Bed @ 72m<sup>2</sup>ea
- Total No of Flats = 12


GIA = 1076m<sup>2</sup>  
 GEA = 1173m<sup>2</sup>



GROUND FLOOR PLAN 1:200



Rev	Revision notes	Date



**HILLINGDON**  
LONDON

COMMERCIAL PROPERTY & CONSTRUCTION GROUP  
 24/15, CIVIC CENTRE, URBANAGE, WOODLEIGH, URBAN  
 Tel: 01895 255 111

PROJECT  
 ACOL CRESCENT SITE  
 RUISLIP HA4 6QP

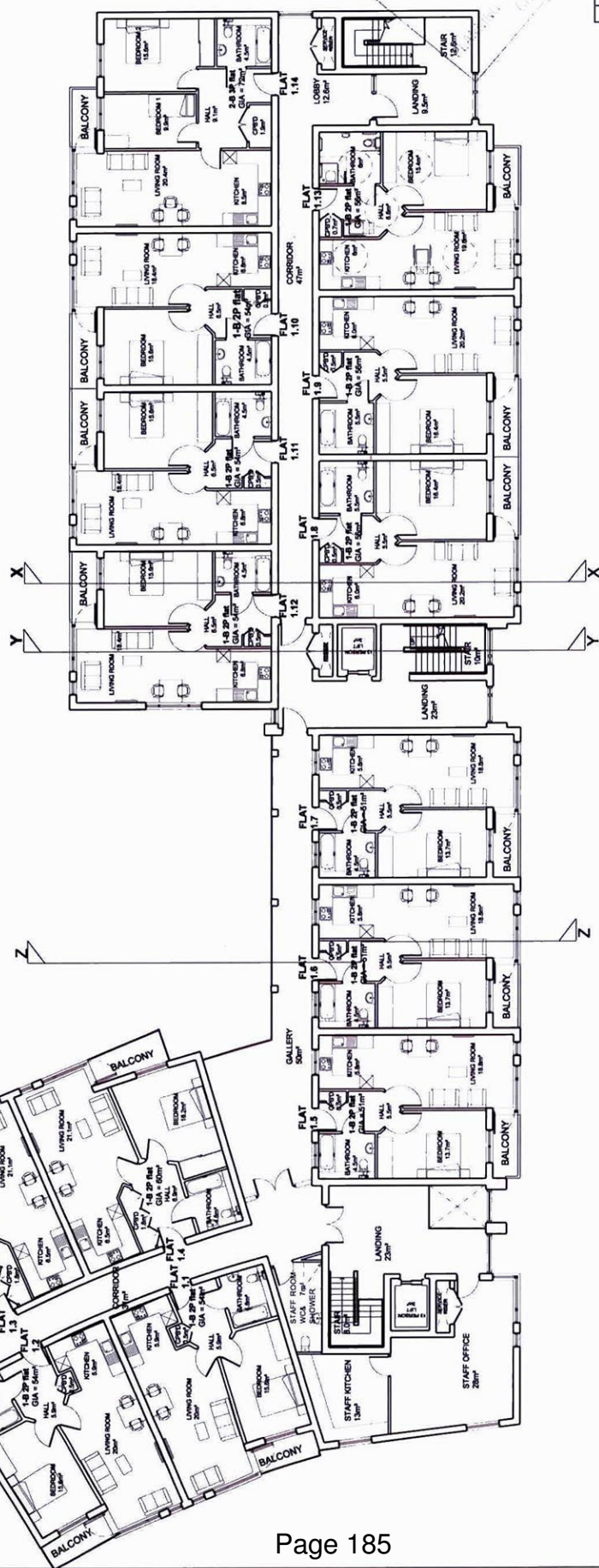
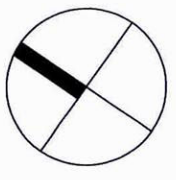
DATE  
 03/12/13

SCALE  
 1:200@A3

DATE  
 2013/D122/P/04


NOTES  
 1. ALL DIMENSIONS UNLESS OTHERWISE STATED ARE IN METERS.  
 2. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND LOCATIONS OF ALL SERVICES AND UTILITIES PRIOR TO COMMENCING WORK.  
 3. ALL WORK SHALL BE IN ACCORDANCE WITH THE CONTRACT ADMINISTRATION MANUAL.  
 4. ALL WORK SHALL BE IN ACCORDANCE WITH THE CONTRACT ADMINISTRATION MANUAL.  
 5. DO NOT SCALE FROM THIS DRAWING.

**FF ACCOMMODATION**  
 3 No 1 Bed @ 51m<sup>2</sup>ea  
 5 No 1 Bed @ 54m<sup>2</sup>ea  
 3 No 1 Bed @ 56m<sup>2</sup>ea  
 2 No 1 Bed @ 60m<sup>2</sup>ea  
 1 No 2 Bed @ 72m<sup>2</sup>ea  
**Total No of Flats = 14**  
**GIA = 1076m<sup>2</sup>**  
**GEA = 1173m<sup>2</sup>**



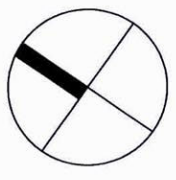
FIRST FLOOR PLAN 1:200



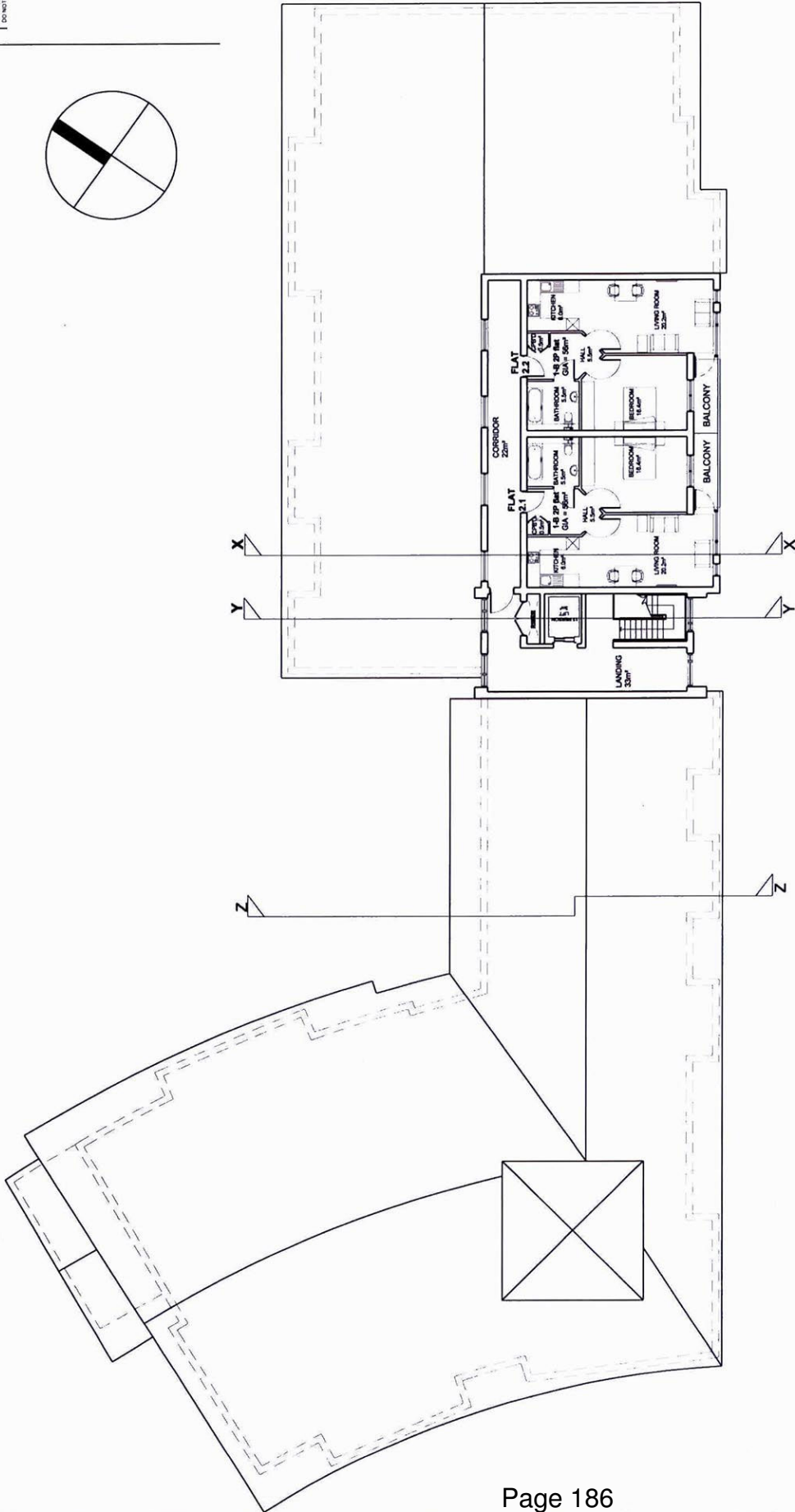
Revision notes	Date
 <b>HILLINGDON</b> LONDON	
CORPORATE PROPERTY & CONSTRUCTION GROUP 2E/10, CIVIC CENTRE, WINDLESS, UBB U/W TEL: 01895 250 111 FAX: 01895 277 224	
PROJECT: ACOL CRESCENT SITE RUISLIP HAM BQP	
DRAWING NO: FIRST FLOOR PLAN	
DRAWN BY: ON	CHECKED BY: SV
DATE: 03/12/13	REV:
<b>2013/D122/P/05</b>	

**NOTES**

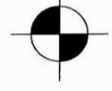
The Contractor shall be responsible for all work shown on this drawing. Any work not shown on this drawing shall be the responsibility of the Contractor. All work shall be in accordance with the specifications and drawings issued by the Contractor Administrator before proceeding.  
DO NOT SCALE FROM THIS DRAWING



**SF ACCOMMODATION**  
 2 No 1 Bed @ 56m<sup>2</sup> ea  
 Total No of Flats = 2  
 GIA = 194m<sup>2</sup>  
 GEA = 212m<sup>2</sup>



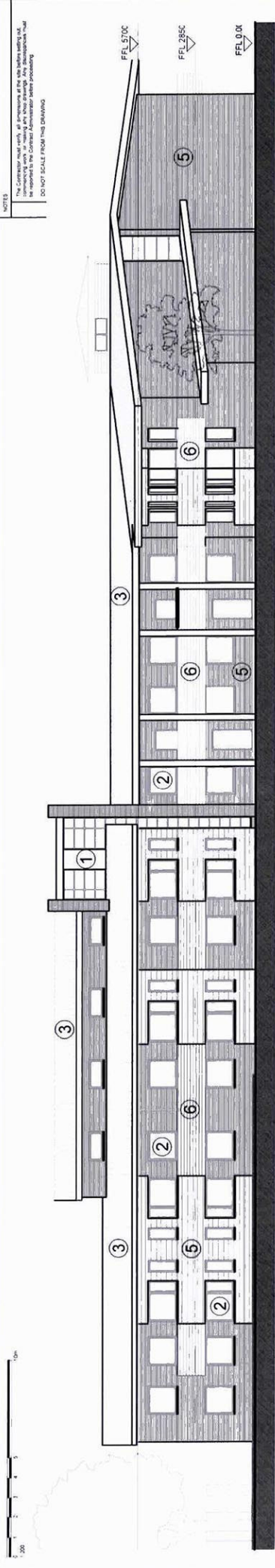
**SECOND FLOOR PLAN 1:200**



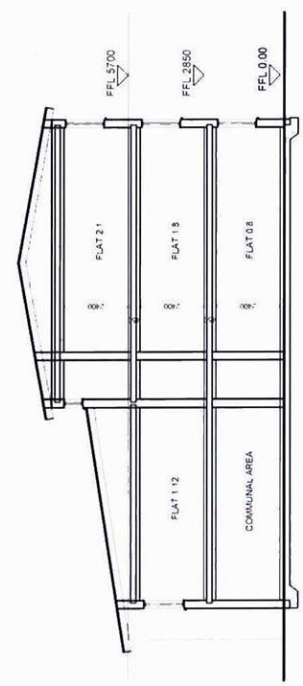
7 FEB 2014  
 RECEIVED  
 PLANNING  
 2013/12/13

Rev	Revision notes	Notes	Date
CORPORATE PROPERTY & CONSTRUCTION GROUP 1E/1G, CIVIC CENTRE, LONDON W1A 1AA, URB L0W Tel: 01895 250 111 Fax: 01895 277 224			
PROJECT: ACOL CRESCENT SITE RUISLIP HA4 6QP			
SECOND FLOOR PLAN			
SCALE	DATE	BY	CHECKED BY
1:200 @ A3	01/11/13	SV	SV
DRAWING NO: 2013/D122/P/06			

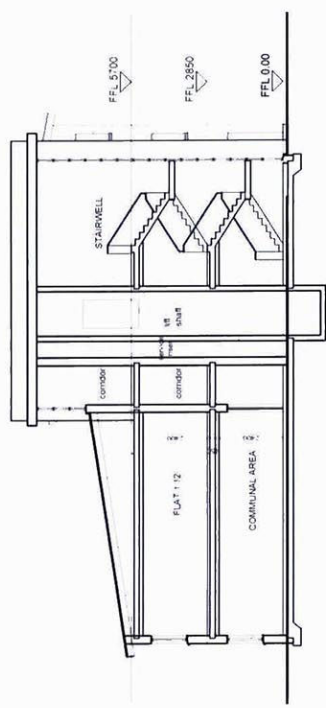




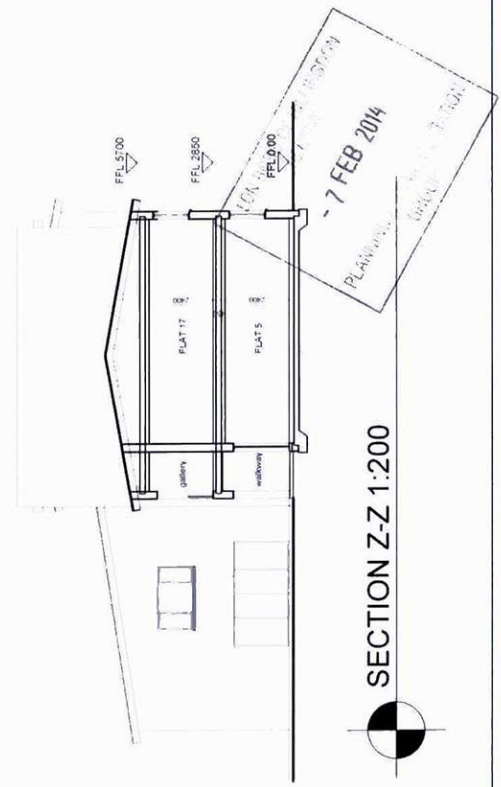
NORTHWEST ELEVATION 1:200



SECTION X-X 1:200



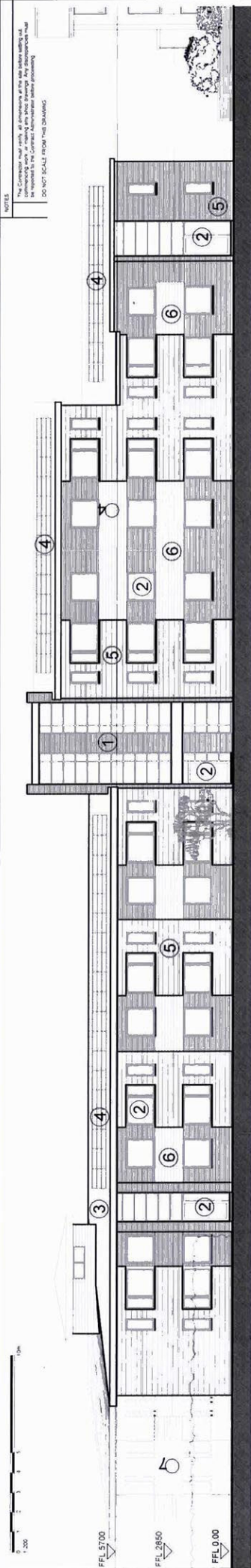
SECTION Y-Y 1:200



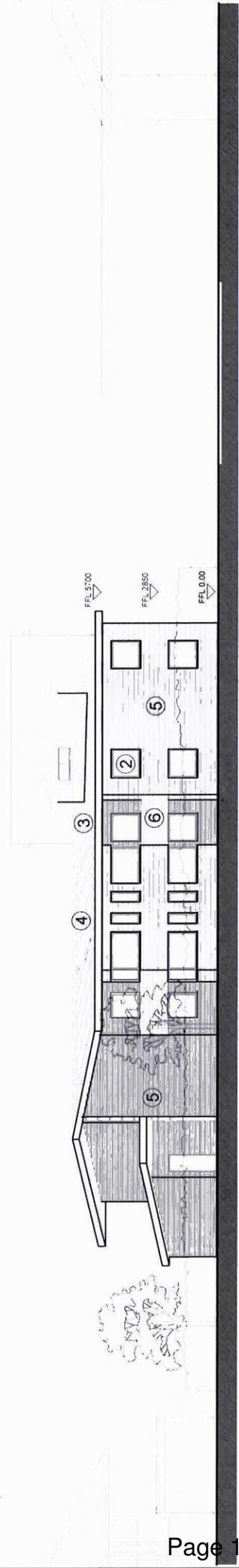
SECTION Z-Z 1:200

- KEY
- (1) Timber slat face to brick block colour, top at base gently blending to orange at head
  - (2) Aluminium Timber composite entrance doors glazed screens and windows fully reversible for internal cleaning
  - (3) Metal standing seam roof
  - (4) Timber PV array on flat zinc standing seam roof
  - (5) Flat timber brick (stock Tradesman Light or similar) with 10mm recess metal joint
  - (6) Timber balcony (Kobayashi or similar)
  - (7) Brick wall and rainings to frontage (shown dotted to show elevation behind)

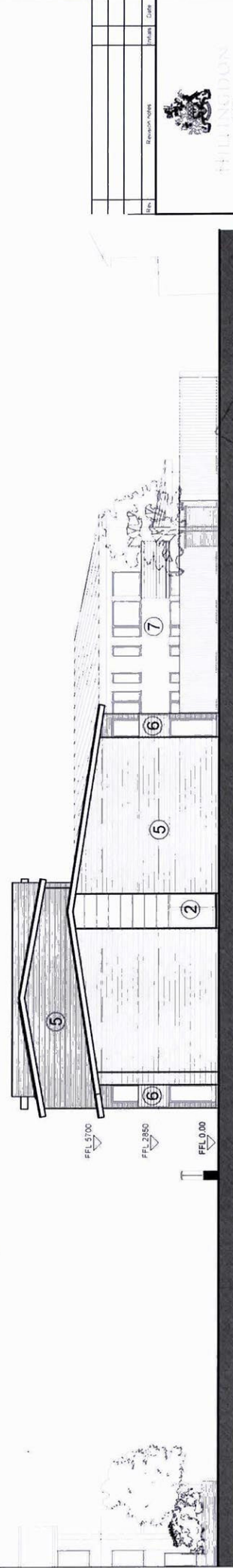
Rev	Revision Notes	Date	Drawn	Check
 <b>HILLIER LONDON</b> ARCHITECTS				
ACOL CRESCENT SITE RUISLIP HAM 80P				
NORTHWEST ELEVATION SECTIONS X-X, Y-Y, Z-Z				
1:200@A3	DN	SV	22/11/13	
<b>2013/D122/P/09</b>				



**SOUTHEAST ELEVATION 1:200**



**SOUTHWEST ELEVATION 1:200**




**NORTHEAST ELEVATION 1:200**

- KEY**
- (1) Timber cladding
  - (2) Brickwork
  - (3) Metal standing seam roof
  - (4) Flat roof
  - (5) Timber cladding
  - (6) Brickwork
  - (7) Timber cladding

**NOTES**

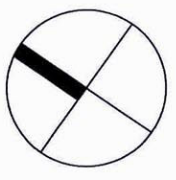
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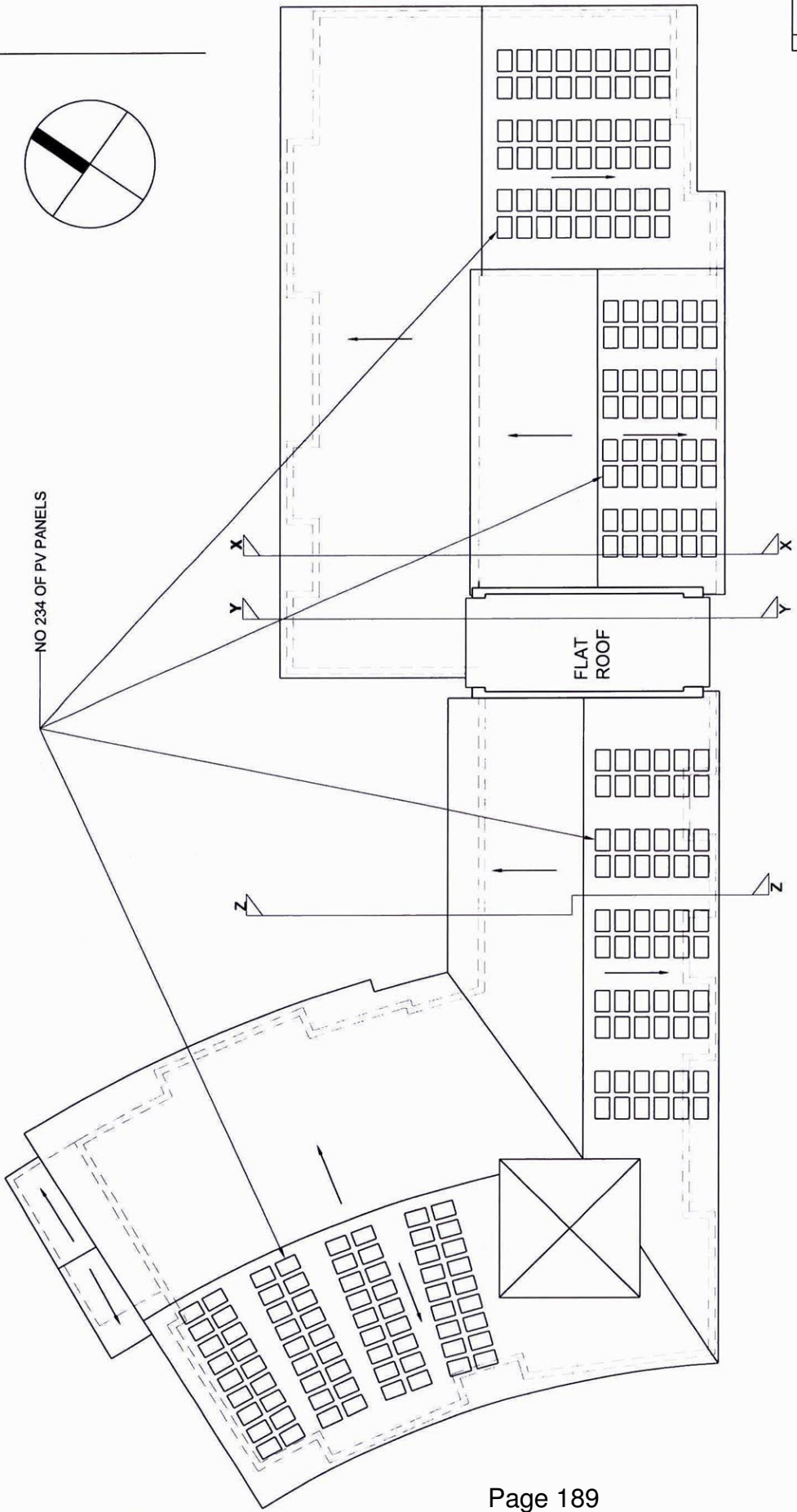
 <b>HILL DICKINSON</b> LONDON 15 ABchurch Lane, Abchurch Lane, London EC4A 3DF Tel: +44 (0)20 7417 5000 Fax: +44 (0)20 7417 5001 Email: <a href="mailto:info@hill-dickinson.com">info@hill-dickinson.com</a>	
<b>PROJECT</b> ACOL CRESCENT SITE RUISLIP MA4 6QP	
<b>DESCRIPTION</b> SOUTHWEST, SOUTHWEST AND NORTHEAST ELEVATIONS	
<b>SCALE</b> 1:200@A3	<b>DATE</b> 22/11/13
<b>PROJECT NO.</b> 2013/D122/P/08	

7 FEB 2014

LETTER  
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NO 234 OF PV PANELS




ROOF PLAN 1:200

PLANNING PERMISSION  
 - 7 FEB 2014  
 PLANNING PERMISSION

Rev	Revision notes	Notes	Date
CORPORATE PROPERTY & CONSTRUCTION GROUP 2E/10, CIVIC CENTRE, WINDLE ROAD, WINDLE, MANCHESTER, M20 9JW Tel: 01895 250 111 Fax: 01895 277 224			
PROJECT: ACOL CRESCENT SITE RUISLIP MA4 6QP			
DRAWING: ROOF PLAN			
SCALE	1:200 @ A3	DATE	03/2/13
DRAWN BY	ON	CHECKED BY	SV
DRAWING NO. 2013/D122/P/07			



**Notes**

 Site boundary

For identification purposes only.

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Site Address	
<b>Former The Bridge &amp; Early Years Centre Acol Crescent Ruislip</b>	
Planning Application Ref:	Scale
<b>65847/APP/2014/427</b>	<b>1:1,250</b>
Planning Committee	Date
<b>Major Application</b>	<b>April 2014</b>

**LONDON BOROUGH  
OF HILLINGDON**

**Residents Services**

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



HILLINGDON

LONDON

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

**Address** BUILDING 63 PHASE 500 RIVERSIDE WAY UXBRIDGE MIDDLESE

**Development:** Redevelopment of the site to provide 1 x industrial unit (2361sqm) for B1(c), E and B8 uses and a 80 bedroom hotel (C1 use) with associated restaurant, bar and meeting facilities (755sqm), car parking, landscaping, lighting, plant and equipment and associated works.

**LBH Ref Nos:** 56862/APP/2014/170

**Date Plans Received:** 17/01/2014

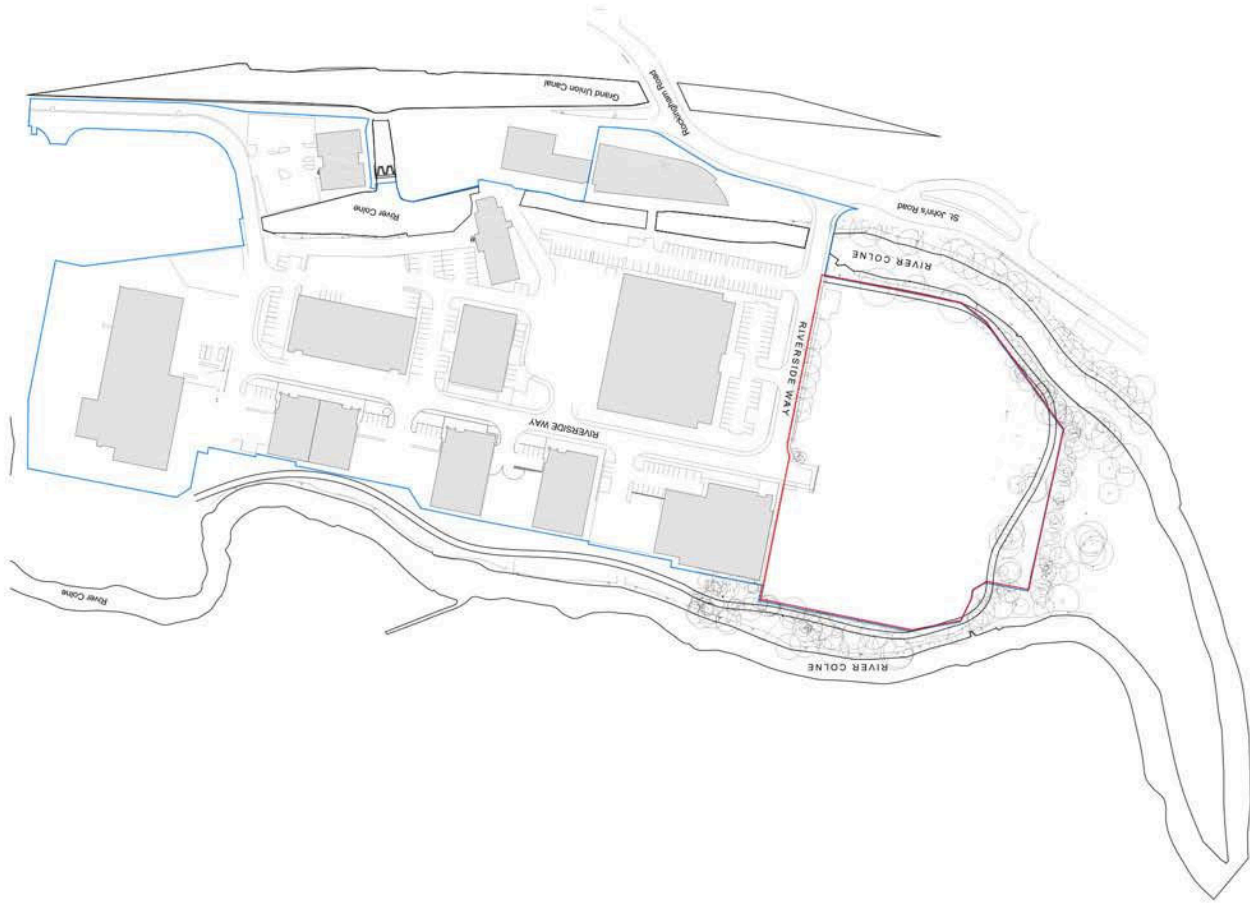
**Date(s) of Amendment(s):**

**Date Application Valid:** 21/01/2014



**NOTES:**  
 1. THIS PLAN IS A PRELIMINARY PLAN AND SHOULD NOT BE USED FOR CONSTRUCTION OR AS A BASIS FOR ANY OTHER DECISIONS.  
 2. THE BOUNDARY OF THE SITE IS SHOWN BY A DOTTED LINE.  
 3. THE BOUNDARY OF THE APPLICANT'S OWNERSHIP IS SHOWN BY A SOLID LINE.  
 4. THE BOUNDARY OF THE APPLICATION IS SHOWN BY A DASHED LINE.  
 5. THE BOUNDARY OF THE ADJACENT INDUSTRIAL ESTATE IS SHOWN BY A DOTTED LINE.  
 6. THE BOUNDARY OF THE ADJACENT INDUSTRIAL ESTATE IS SHOWN BY A DOTTED LINE.  
 7. THE BOUNDARY OF THE ADJACENT INDUSTRIAL ESTATE IS SHOWN BY A DOTTED LINE.

**KEY:**  
 WIDER INDUSTRIAL ESTATE WITHIN THE APPLICANT'S OWNERSHIP  
 APPLICATION BOUNDARY



REV	DATE	NOTE	DRAWN	CHECK



**SEGRO**  
 WHERE BUSINESS MOVES

TITLE: RIVERSIDE WAY, UXBRIDGE  
 DRAWING: SITE LOCATION PLAN

CLIENT: SEGRO

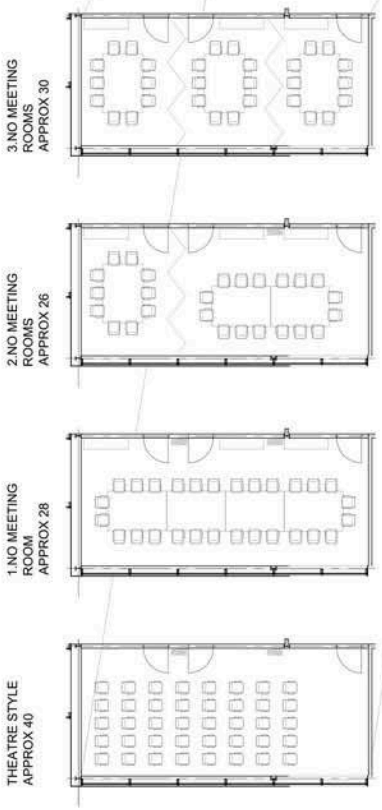
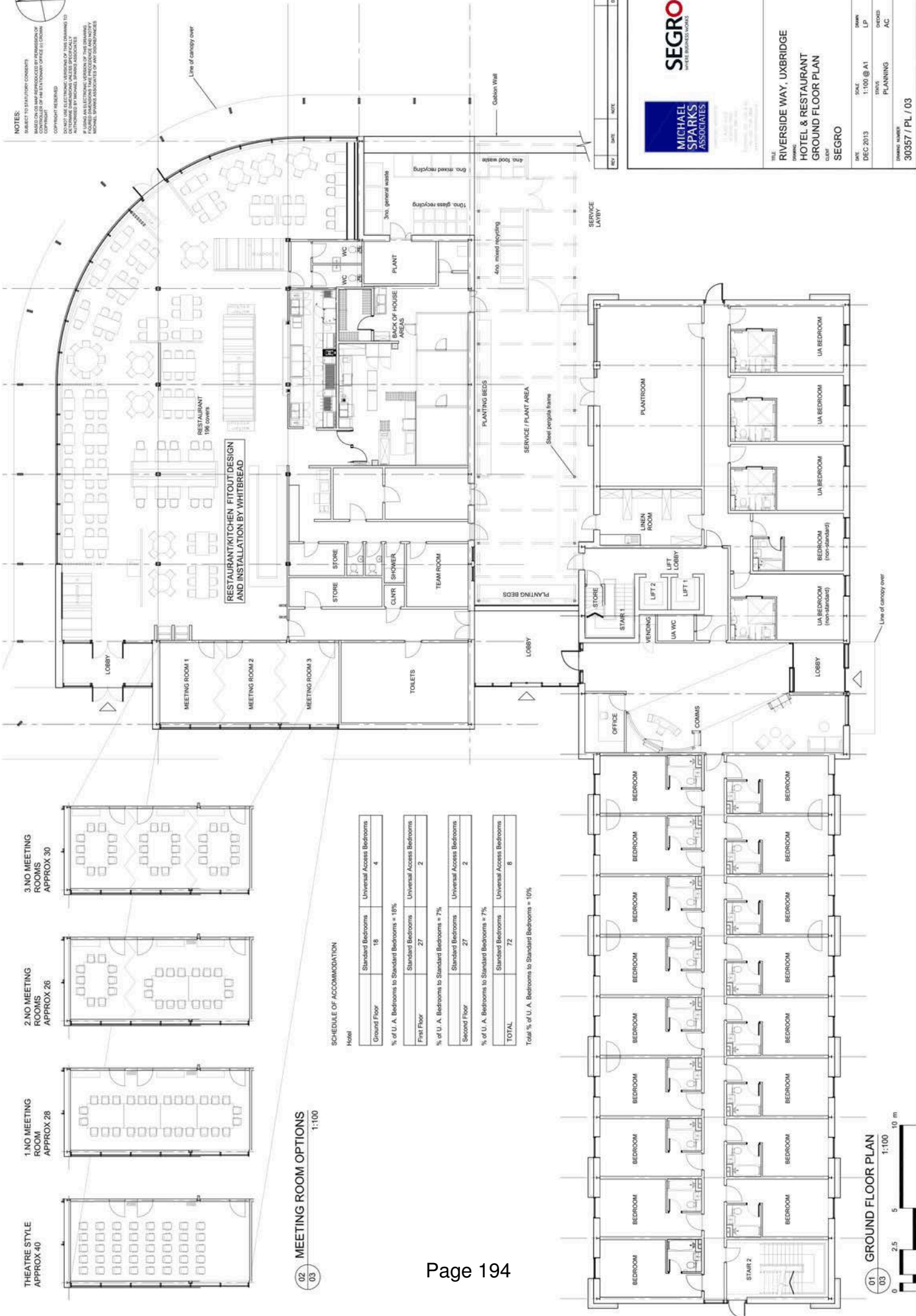
DATE: DEC 2013  
 SCALE: 1:1250 @ A1  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]  
 PROJECT: PLANNING  
 DRAWING NO: AC

DRAWING NUMBER: 30357 / PL / 01

01 SITE LOCATION PLAN 1:1250 01



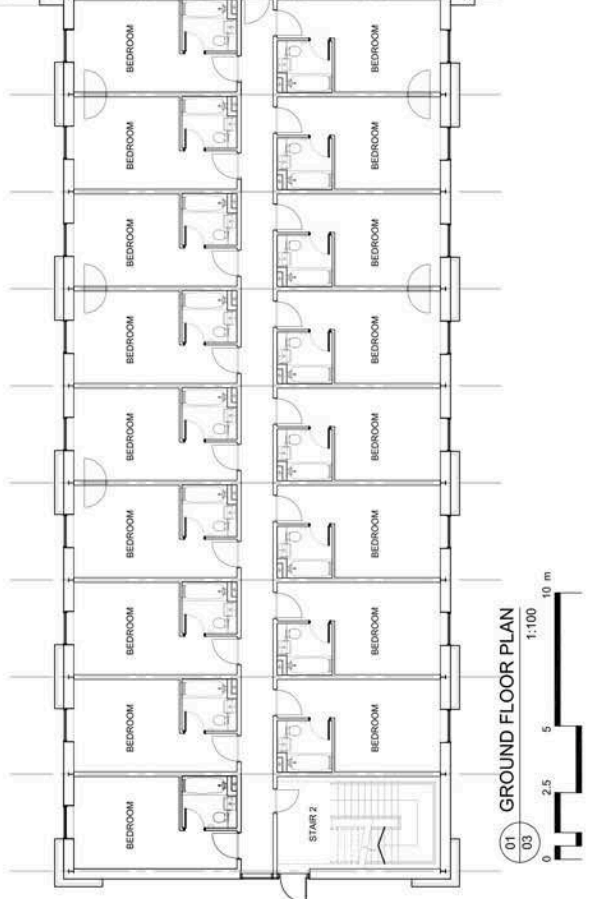
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 THE ARCHITECT'S OFFICE IS NOT RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION CONTAINED HEREIN.



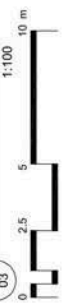
02 MEETING ROOM OPTIONS  
 03 1:100

SCHEDULE OF ACCOMMODATION

Hotel	Standard Bedrooms	Universal Access Bedrooms
Ground Floor	18	4
% of U. A. Bedrooms to Standard Bedrooms = 18%		
First Floor	27	2
% of U. A. Bedrooms to Standard Bedrooms = 7%		
Second Floor	27	2
% of U. A. Bedrooms to Standard Bedrooms = 7%		
TOTAL	72	8
TOTAL % of U. A. Bedrooms to Standard Bedrooms = 10%		



01 GROUND FLOOR PLAN  
 03 1:100



MICHAEL SPARKS ASSOCIATES

SEGRO  
 THE BUSINESS GROUP

---

TITLE: RIVERSIDE WAY, UXBRIDGE  
 DRAWING: HOTEL & RESTAURANT  
 GROUND FLOOR PLAN  
 CLIENT: SEGRO

DATE	SCALE	NO.	REVISION
DEC 2013	1:100 @ A1	01	LP
DATE	SCALE	NO.	REVISION
			PLANNING
DATE	SCALE	NO.	REVISION
			AC

DRAWING NUMBER: 30357 / PL / 03



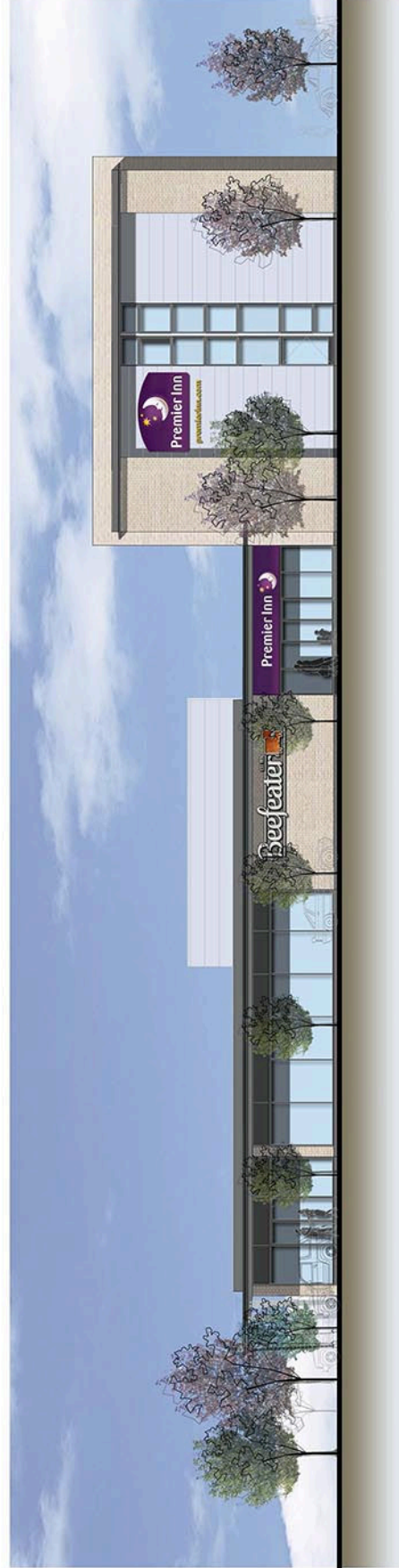


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01 NORTH ELEVATION  
 1:100



02 WEST ELEVATION  
 1:100

REV	DATE	NOTE	BY	CHK



**MICHAEL SPARKS ASSOCIATES**  
COMMERCIAL ARCHITECTS  
 11 RIVER ROAD  
 UXBIDGE, ONT. L9X 1W5  
 TEL: (905) 774-3102  
 FAX: (905) 774-3844  
[www.msparks.com](http://www.msparks.com)



**SEGRO**  
WHERE BUSINESS WORKS

---

TITLE: **RIVERSIDE WAY, UXBRIDGE**  
 DRAWING: **NORTH AND WEST ELEVATIONS**  
 ILLUSTRATIVE  
 PROJECT NO: **SEGRO**

DATE:	SCALE:	DRAWN:
DEC 2013	1:100 @ A1	LP
CHECKED:	DATE:	PROJECT:
AC	PLANNING	AC

DRAWING NUMBER:  
**30357 / PL / 11**



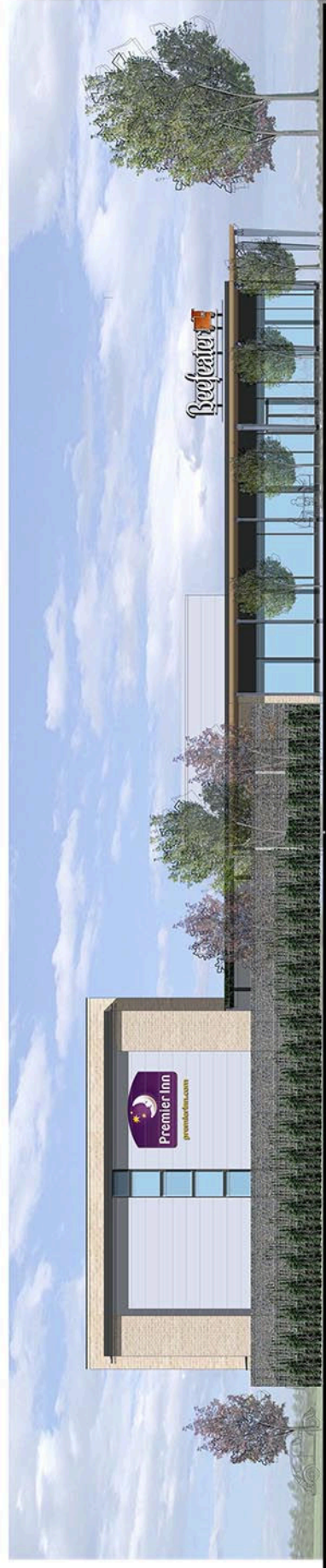
**NOTES:**

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01 SOUTH ELEVATION  
1:100

Note: Building signage for illustrative purposes only and subject to separate planning application



02 EAST ELEVATION  
1:100

REV	DATE	NOTE	BY	CHECK



**MICHAEL SPARKS ASSOCIATES**  
COMMERCIAL ARCHITECTS  
15 DUNDAS ROAD  
LEICESTER LE1 5RU  
TEL: 0116 252 2222  
FAX: 0116 252 2223  
WWW.MSPARKS.CO.UK



**SEGRO**  
HYPER BUSINESS WORKS

---

PROJECT: RIVERSIDE WAY, UXBRIDGE  
CLIENT: SOUTH AND EAST ELEVATIONS ILLUSTRATIVE  
ELEMENT: SEGRO

DATE	SCALE	DRAWN
DEC 2013	1:100 @ A1	LP
STATUS	PLANNING	CHECKED
		AC

DRAWING NUMBER: 30357 / PL / 12

**NOTES**

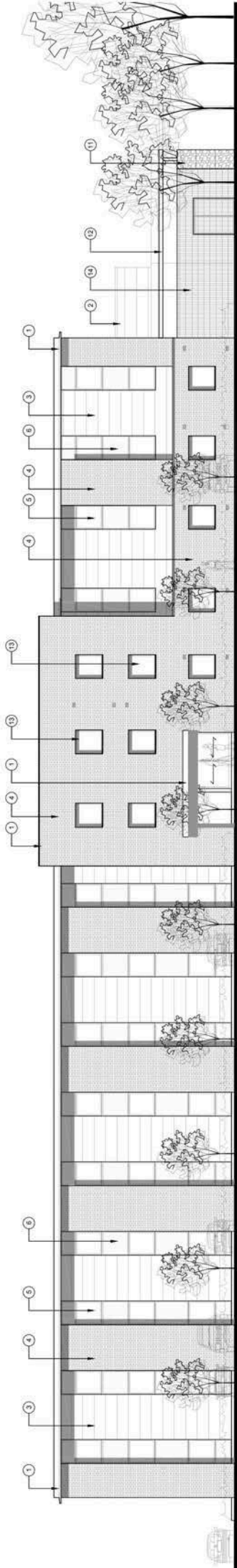
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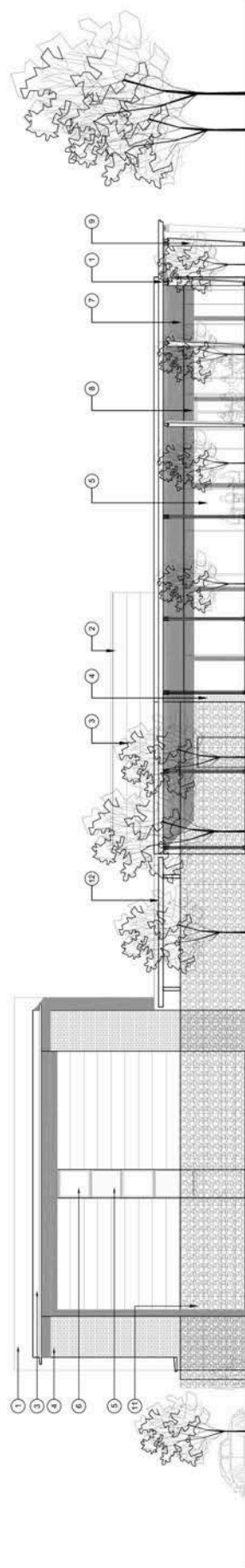
01 SOUTH ELEVATION  
1:100

**SCHEDULE OF EXTERNAL FACING MATERIALS**

1. Metal fascia and soffit with concealed fixings colour: Anthracite (RAL 7016).
2. Metal fascia and soffit with concealed fixings colour: Colocrossal Prima Silver Metallic RAL 9006.
3. Composite metal cladding. Horizontally laid, secret fixed, flat (smooth) faced. Finish / colour: Colocrossal Prima Silver Metallic RAL 9006.
4. Brickwork above ground to be a buff brick to match existing estate brickwork. Mortar to be natural, bond to be stretcher with 3mm raked joints, weather 1:1:4.
5. Aluminium framed curtain walling double glazed system. Frame colour: Anthracite (RAL 7016).
6. Aluminium framed curtain walling glazing system with graphite grey aluminium frame and aluminium curtain walling system. Frame colour: Anthracite (RAL 7016).

**SCHEDULE OF EXTERNAL FACING MATERIALS CONTINUED**

7. Aluminium framed curtain walling glazing system with coated coloured metal grill panels.
8. Double lead manually and mechanically operated door, double glazed, toughened clear inner and laminated clear outer pane, in polyester powder coated aluminium curtain framed system including doors. Frame colour: Anthracite (RAL 7016).
9. Steel column supports and fixings.
10. Reveal: colour to match Premier run logo.



02 EAST ELEVATION  
1:100

REV	DATE	NOTE	DRAWN	CHECK



**MICHAEL SPARKS ASSOCIATES**  
11 GARDEN LANE  
LONDON, W14 9JF, UK  
Tel: +44 (0)20 8833 6600  
Fax: +44 (0)20 8833 6601  
www.msparks.co.uk



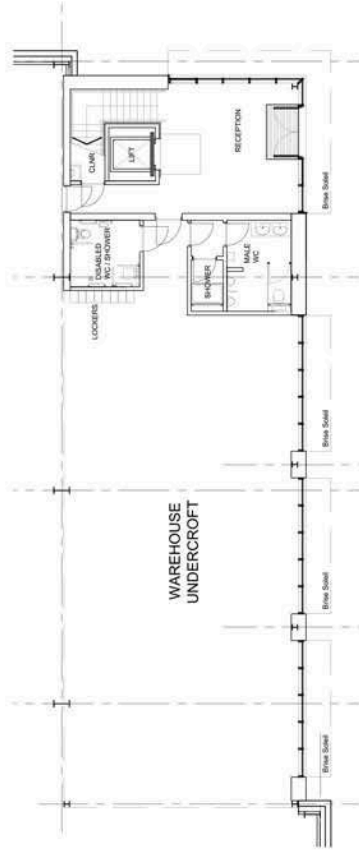
**SEGRO**  
WHITE BUSINESS WORKS

TITLE		RIVERSIDE WAY, UXBRIDGE	
DRAWING		SOUTH AND EAST ELEVATIONS	
CLIENT		SEGRO	
DATE	SCALE	DESIGNER	TEAM
DEC 2013	1:100 @ A1	LP	LP
DRAWING NO.		PLANNING	
DRAWING NUMBER		30357 / PL / 06	

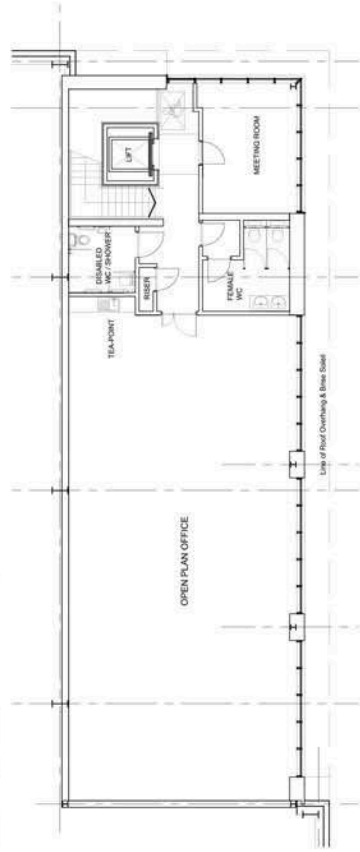


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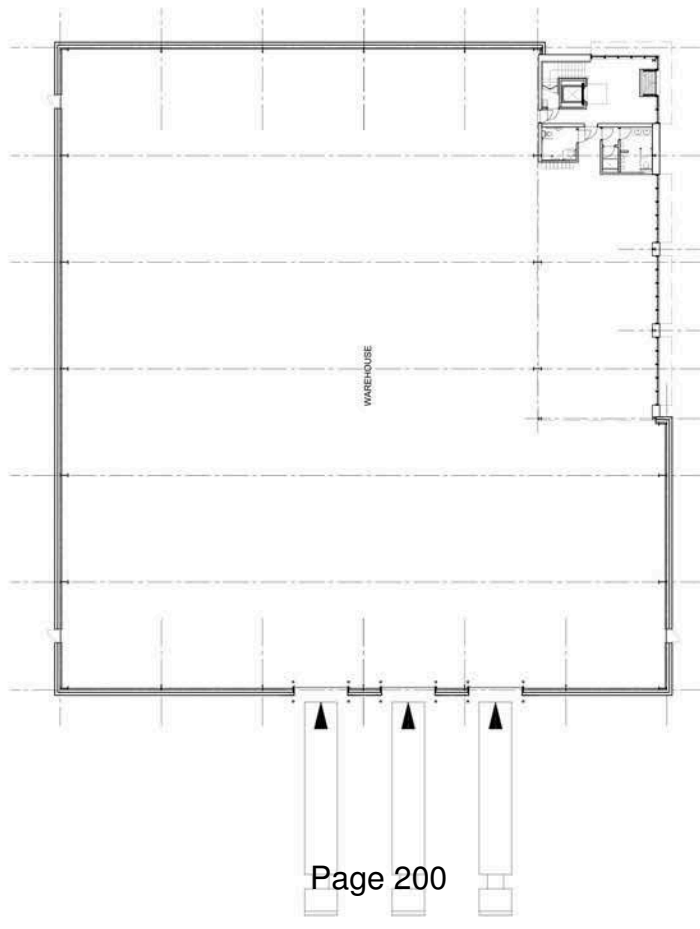
SUBJECT TO EXISTING CONSTRAINTS  
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 CONTROLLER OF AIR STATIONARY OFFICE EQUIPMENT  
 REGULATIONS  
 THE CLIENT HAS REQUESTED A RANGE OF FIVE PLANS TO  
 DETERMINE THE MOST APPROPRIATE SOLUTION TO  
 DETERMINE DIMENSIONS WOULD BE SPECIFICALLY  
 TO THE PROJECT AND TO THE CLIENT'S REQUIREMENTS  
 AS SHOWN ON THESE PLANS. THE CLIENT HAS REQUESTED  
 THAT THESE PLANS BE USED AS A GUIDE ONLY AND NOT FOR  
 ANY OTHER PURPOSES. THE CLIENT HAS REQUESTED  
 THAT THESE PLANS BE USED AS A GUIDE ONLY AND NOT FOR  
 ANY OTHER PURPOSES.



02  
07  
GROUND FLOOR PLAN  
1:100



03  
07  
FIRST FLOOR PLAN  
1:100



01  
07  
GROUND FLOOR PLAN  
1:200

REV	DATE	NOTE	DRAWN	CHECK



**SEGRE**  
 WHERE BUSINESS WORKS

TITLE  
**RIVERSIDE WAY, UXBRIDGE**  
 DRAWING  
**UNIT FLOOR PLANS**

CLIENT  
**SEGRE**

DATE  
 DEC 2013

SCALE  
 1:200 @ A1

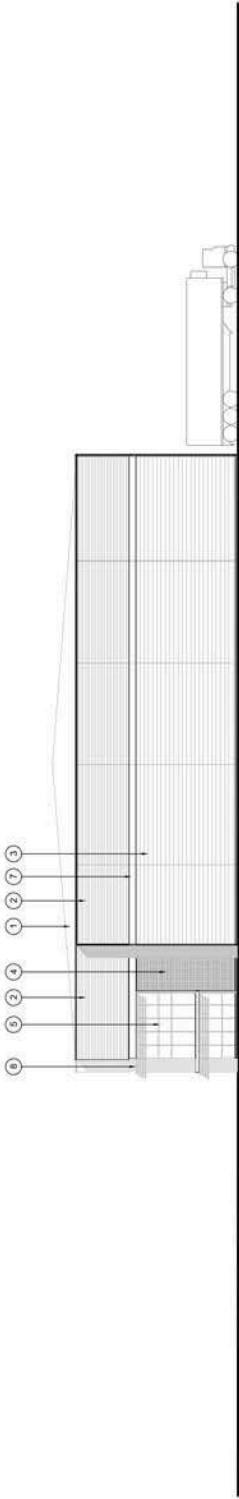
TEAM  
 LP

STAGE  
 PLANNING

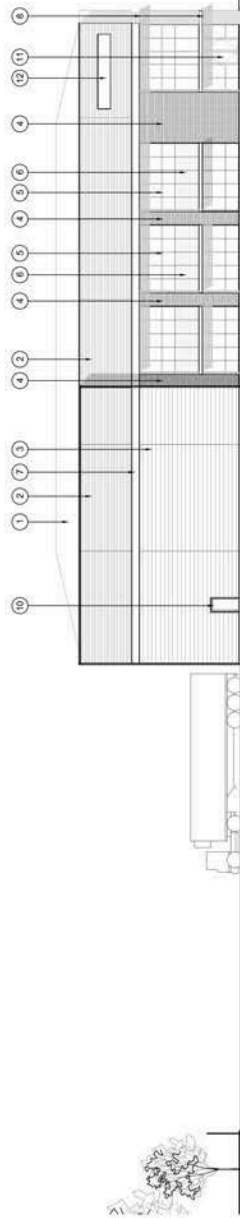
DISCIPLINE  
 ARCH

DRAWING NUMBER  
**30357 / PL / 07**

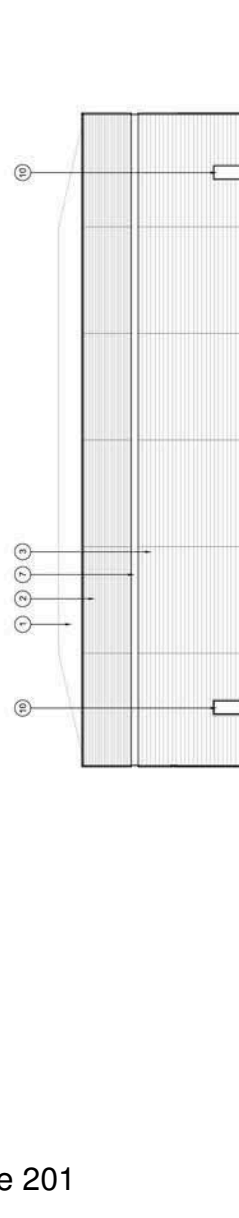
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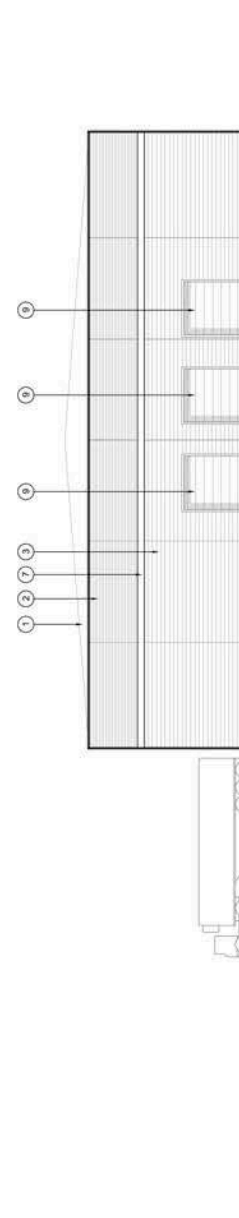
01 NORTH ELEVATION  
1:200



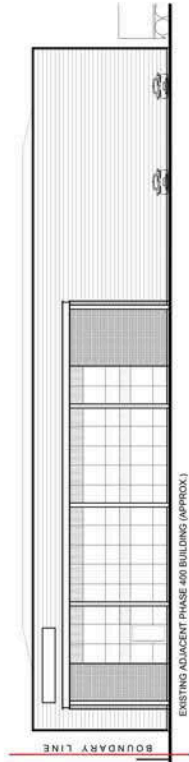
02 EAST ELEVATION  
1:200



03 WEST ELEVATION  
1:200



04 SOUTH ELEVATION  
1:200



EXISTING ADJACENT PHASE 400 BUILDING (APPROX.)



REV	DATE	NOTE	DATE	CHK

**MICHAEL SPARKS ASSOCIATES**  
 11 Ainslie Street, Uxbridge, Middlesex, UK  
 Tel: 01895 831100 Fax: 01895 831101  
 Email: info@msa.co.uk

**SEGRO**  
 WHERE BUSINESS WORKS

---

**TITLE:** RIVERSIDE WAY, UXBRIDGE  
**OWNER:** UNIT ELEVATIONS  
**CLIENT:** SEGRO

**DATE:** DEC 2013  
**SCALE:** 1:200 @ A1  
**PROJECT:** PLANNING  
**DESIGN NUMBER:** 30357 / PL / 08

**SCHEDULE OF EXTERNAL FACING MATERIALS**

Item	Description
1	Roof
2	High level cladding
3	Profiled metal cladding
4	Brickwork
5	Curtain walling / Windows
6	Spandrel panels
7	High Level Horizontal band
8	Brown social
9	Loading doors
10	Personnel / Fire Exit doors
11	Entrance Double Door
12	Signage

**Roof:** All to be C33 10085 Isopostolite panel with Colocorad (PS20) Uteff from TA 121 Steel, colour ALUMITDSS.

**High level cladding:** Specific profile (P) cladding high level fibrous paper cladding profile finished in Colocorad (PS20) Uteff from TA 121 Steel, RAL 9008.

**Profiled metal cladding:** Horizontal profile (low level Warehouse cladding) profiles finished in Colocorad (PS20) Uteff from TA 121 Steel, RAL 9008.

**Brickwork:** Brickwork above ground to be a half brick to match existing estate brickwork. Mortar to be white, laid to be better with 3mm raised joint, weather struck.

**Curtain walling / Windows:** Aluminium framed curtain walling glazing system, double glazed. Frame colour, Anthracite (RAL 7016).

**Spandrel panels:** Aluminium framed curtain walling glazing system with greyish grey annealed glass (single pane), insulation backed within aluminium curtain framed system. Frame colour, Anthracite (RAL 7016).

**High Level Horizontal band:** 60mm Feature band with one moulding to top and bottom. Colour Ref. Anthracite RAL 9016.

**Brown social:** A projecting aluminium anodized line social, approximately 1.50m wide. The line social will be powder coated. Colour ref RAL 9008.

**Loading doors:** Sectional overhead Level Access vehicle door. Finish / colour Colocorad Plasma to match surrounding cladding.

**Personnel / Fire Exit doors:** The external escape personnel doors to be galvanneal metal doors in coated metal frames. Door and framing colour to match adjacent cladding.

**Entrance Double Door:** Double leaf double glazed entrance doors will match the curtain walling system and will be glazed with safety glass as necessary to BS 5711: 1979 and BS 5262. Colour Ref. Anthracite RAL 7016.

**Signage:** Proposed signage zone.



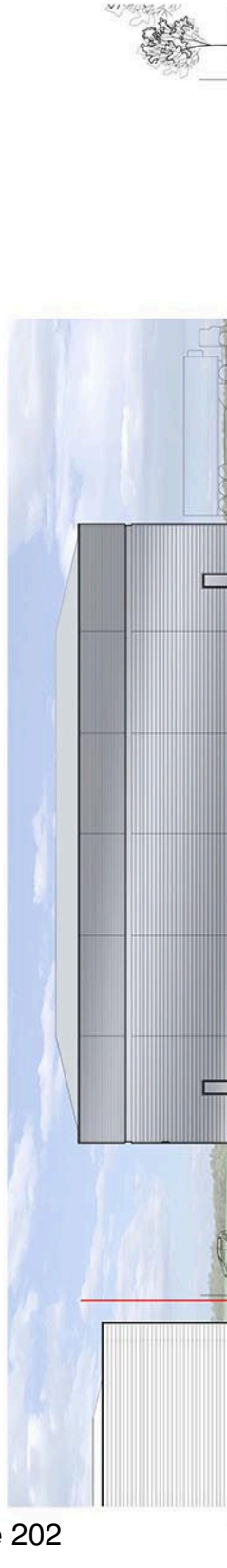
01 NORTH ELEVATION  
1:200

**NOTES:**  
 SUBJECT TO SEVERAL COMMENTS  
 AND REVISIONS, THE RESPONSIBILITY OF  
 CONSULTANTS OF THIS STATEMENT OF WORK IS LIMITED  
 TO THE SCOPE OF WORK DESCRIBED IN THE  
 CONTRACT AGREEMENT.  
 CONSULTANT'S SERVICES ARE LIMITED TO THE  
 DESIGN AND DOCUMENTATION OF THE PROJECT.  
 CONSULTANT'S SERVICES DO NOT INCLUDE  
 OBTAINING PERMITS, SECURING FINANCING,  
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 CONSULTANT'S SERVICES ARE PROVIDED AS A  
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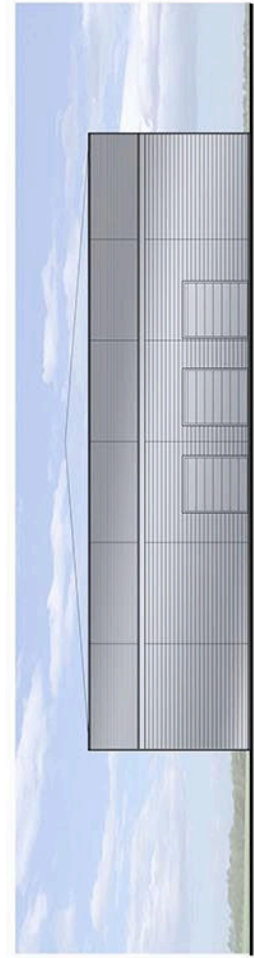
02 EAST ELEVATION  
1:200

EXISTING ADJACENT PHASE 400 BUILDING (APPROX.)



03 WEST ELEVATION  
1:200

EXISTING ADJACENT PHASE 400 BUILDING (APPROX.)



04 SOUTH ELEVATION  
1:200



REV	DATE	NOTE	DATE	CHK



**MICHAEL SPARKS ASSOCIATES**  
 CHARTERED ARCHITECTS  
 11 FLOO PLAZE  
 SUITE 100  
 LONDON, ON N6C 2K2  
 TELEPHONE 416 774 8143  
 FAX 416 774 3944  
 WWW.MSPARKS.COM



**SEGRO**  
 WHERE BUSINESS WORKS

---

**TITLE**  
RIVERSIDE WAY, UXBRIDGE

**DRAWING**  
UNIT ELEVATIONS  
ILLUSTRATIVE

**DATE**  
DEC 2013

**SCALE**  
1:200 @ A1

**STATUS**  
PLANNING

**DESIGNED**  
AC

**DRAWING NUMBER**  
30357 / PL / 13





PRELIMINARY ISSUE  
No. 2

- EXISTING TREE
- TREE TO BE REMOVED
- PROPOSED TREE
- EXISTING VEGETATION
- PROPOSED PLANT BED
- GRASS AREA
- WETLAND MEADOW
- RIGHT OF WAY PATH
- NEW RIVERSIDE TRAIL
- LAND OWNERSHIP
- HOTEL DEWISE
- INDUSTRIAL UNIT DEWISE
- EXTENT OF OLD HAROUSTANDING
- EXISTING CHAINLINK FENCE



RIVERSIDE WAY, UXBRIDGE

PLANTED AREAS

Scale	1:500 @ A1	Date	NOVEMBER 2013
Drawing	619.19.01	Revision	

**TALA** TERRY ANDERSON LANDSCAPE ARCHITECTS  
 34 Kenilworth Avenue, Wembley, London SW19 7LW, Tel: 020 8947 6899  
 info@terryanderson.co.uk

REFER DRAWING: 619.39.01



**LEGEND**

- EXISTING TREE: Circle with a dot
- TREE TO BE REMOVED: Circle with a cross
- PROPOSED TREE: Circle with a plus sign
- EXISTING VEGETATION: Patterned box
- PROPOSED PLANT BED: Solid green box
- GRASS AREA: Patterned box
- WETLAND MEADOW: Patterned box
- EXISTING CHAINLINK FENCE: Dashed line
- BOUNDARY LINE: Solid line
- WATERPOINT: Square with 'WP'

**SCALE**  
0 5 10 15 20 METRES

**ORIENTATIONS**  
NORTH

ORNAMENTAL SHRUB BEDS: H07, H09, H10, H11 & H12  
NATIVE SPECIES BEDS: H08, H09 & H13, H15  
Refer to the Outline Specification on Drawings: 619.39.01 for preparation of the planted areas and method of planting.

Refer to separate Plant Schedules

**SEGRO**  
25A BAYVIEW ROAD  
SCARLETT, S.L.I. EEE  
MIDLANDS, U.K. B47 7JY  
Tel: 01753 537171

RIVERSIDE WAY, UXBRIDGE

**PLANTING LAYOUT EAST (HOTEL)**  
(Sheet 1 of 2)

Date:	1:300 @ A1
Client:	NOVEMBER 2013
Designer:	TERRACON
Project No.:	619.29.02
Architect:	<b>TALA</b> TERRY ANDERSON LANDSCAPE ARCHITECTS 34 Keshwick Avenue, Wembley, London W9 1JW, UK. Tel: 020 9947 6899 info@terryanderson.co.uk



**OUTLINE SPECIFICATION**  
Refer to schedules for plant sizes, form, support and trellis dimensions

**Tree Protection**  
Trees to be selected by the Landscape Architect at the grower's nursery.  
Triple staking: 3m, 75mm diam, x 1800mm long stakes set equidistant around the tree rootball. Top of stake 800mm above ground level. Tree tied to each stake with 25mm wide neoprene straps and 300mm long plastic electric.  
Oblique staking: Single 75mm diam, x 1800mm long stake set at 45 degrees in North East direction and tied to stem with single spacer and 30mm wide neoprene strap.  
Single Staking: Single 75mm diam, x 1800mm long stake fixed twice with neoprene straps and rubber spacers  
Root Preparation: Trees to be rootballed for planting between November and March inclusive.  
All trees to be container grown or contained for planting between April to October inclusive.  
Install 75mm diameter lead drain to completely surround the rootball of each tree with one

**SHRUBS & WOODLAND**  
Refer to schedules for container grown or bare root shrubs, bare root to be planted between November and March inclusive. Substitute for container grown shrub if planted outside the planting season.  
Shrubs planted into graded and cultivated subsoil within 30 x 30 x 30cm deep plant pits.  
Substrate must be mixed with topsoil prior to backfilling plant pits.  
All bare root shrubs and shrubs to be dipped in microbial fungi slurry at Terminal G supplied at 100g per 1000g of substrate prior to planting.  
Nursery: Provide details of the source and a 1kg sample of imported topsoil for approval by the Landscape Architect.

**REMOVE OBJECTS GREATER THAN 75mm IN SIZE FROM THE TOPSOIL AND CUT AWAY.**  
Provide an analysis of recorded stockpiled topsoil with recommendations for making good any deficiencies. Provide details of the source and a 1kg sample of imported topsoil for approval by the Landscape Architect.

**TREES**  
Trees to be selected by the Landscape Architect at the grower's nursery.  
Triple staking: 3m, 75mm diam, x 1800mm long stakes set equidistant around the tree rootball. Top of stake 800mm above ground level. Tree tied to each stake with 25mm wide neoprene straps and 300mm long plastic electric.  
Oblique staking: Single 75mm diam, x 1800mm long stake set at 45 degrees in North East direction and tied to stem with single spacer and 30mm wide neoprene strap.  
Single Staking: Single 75mm diam, x 1800mm long stake fixed twice with neoprene straps and rubber spacers  
Root Preparation: Trees to be rootballed for planting between November and March inclusive.  
All trees to be container grown or contained for planting between April to October inclusive.  
Install 75mm diameter lead drain to completely surround the rootball of each tree with one

**SEED GRASS**  
Seed Grass: Grade "A19", as supplied by British Seed Houses sown at a rate of 35 grams per sq.m  
No fertilizer to be applied to Wetland Areas. Seeding direct onto prepared subsoil: Wildflower & Grass Mix "ENR" Meadow Mix for Wetlands, sown at a rate of 5 grams per sq.m, as supplied by Evergreen Seeds (01553-809038 / www.wildseed.co.uk)

**WATERPOINTS**  
3No. Waterpoints to be installed to meet the local Water Authority requirements: 25mm coupling jet 200mm above ground level within suitable galvanneal metal box on concrete foundation, separated from water supply with brass valve.  
Allow for 17 maintenance visits for watering, cutting, weeding, pruning and filter collection.

**PROTECTION OF EXISTING TREES**  
Protect all existing trees to be retained following tree preservation orders to demolition and construction works. To be removed on completion of planting construction. No materials to be stored within the reserved area.  
Trees to be protected by 2.4m high scaffolding frames nailed into the ground between each panel.

**ORNAMENTAL SHRUB BEDS: U01-U03**  
**NATIVE SPECIES BEDS: U04-U06**  
Refer to the Outline Specification for preparation of the planted areas and planting method.

**REFER DRAWING: 619.29.01**

**Refer to separate Plant Schedules**  
A 02-01-14 Amended Plant Bed U04 to accommodate substitution

**SEGRO**  
36 SOUTH ROAD  
SLOUGH, SL4 4AE  
SUSSEX LANDSCAPE GROUP Tel: 01753 537171

**RIVERSIDE WAY, UXBRIDGE**

**PLANTING LAYOUT WEST (INDUSTRIAL UNIT)**  
(Sheet 2 of 2)

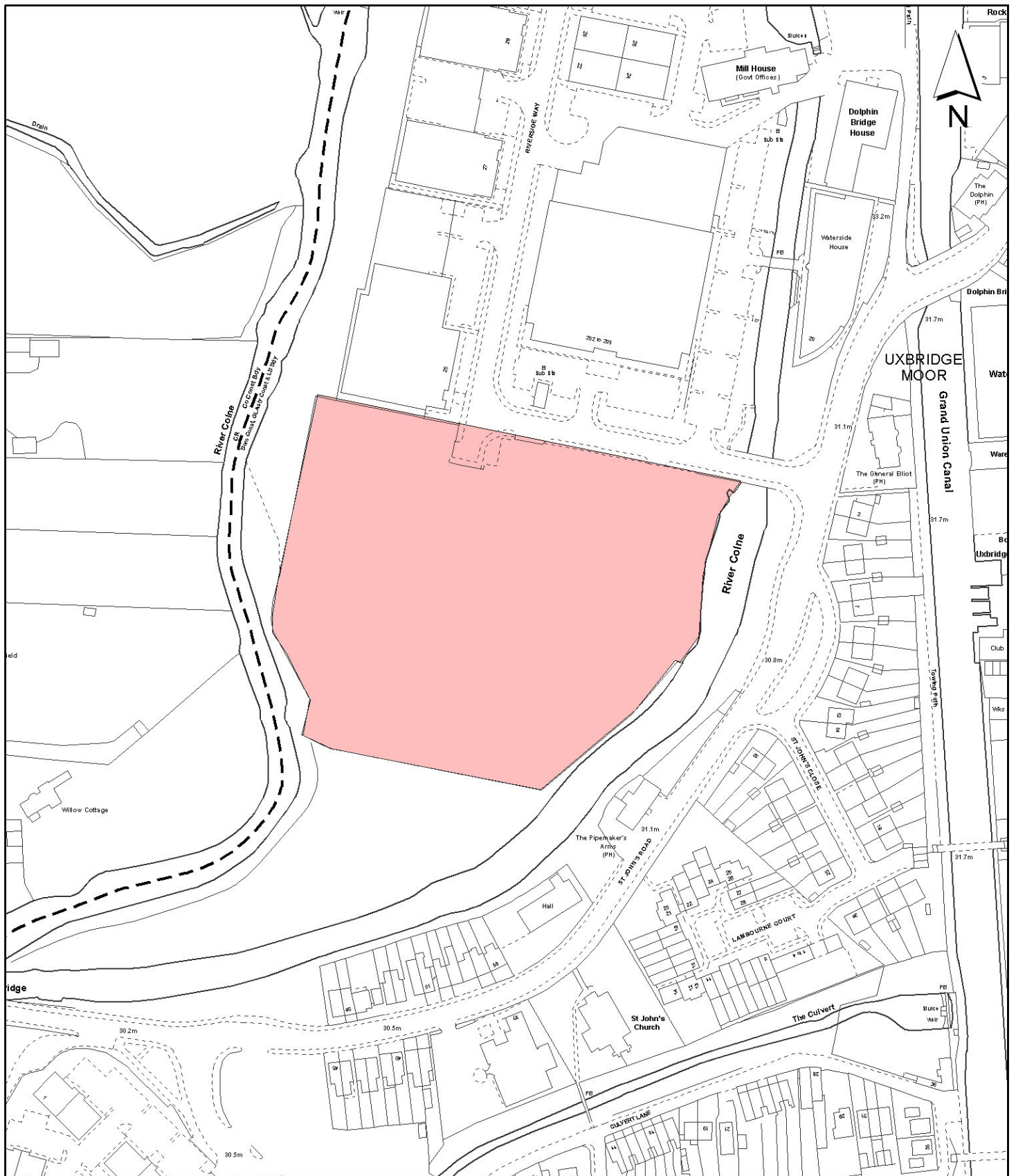
Date: 1:200 @ A1  
Drawing: 619.39.01  
Revision: A  
Date: NOVEMBER 2013

**TALA**  
34 Keshwick Avenue, Wembley, London W9 1LW, Tel: 020 9947 6899  
info@talandesign.co.uk

**TERRY ANDERSON LANDSCAPE ARCHITECTS**  
info@talandesign.co.uk

**1:2000 scale OVERALL LAYOUT**





**Notes**

 Site boundary

For identification purposes only.

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Site Address

**Building 63 Phase 500  
Riverside Way  
Uxbridge**

**LONDON BOROUGH  
OF HILLINGDON  
Residents Services**

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

Planning Application Ref:

**56862/APP/2014/170**

Scale

**1:2,000**

Planning Committee

**Major Application**

Date

**April 2014**



**HILLINGDON**  
LONDON

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