



HILLINGDON
LONDON



Major Applications Planning Committee

To Councillors on the Committee

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

Date: MONDAY, 2 DECEMBER
2013

Time: 7.00 PM

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

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

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This Agenda is available online at:

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

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INVESTOR IN PEOPLE

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Petitions and Councillors

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

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

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

How the Committee meeting works

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

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

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

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

The procedure will be as follows:-

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

followed by any Ward Councillors;

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

About the Committee's decision

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

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

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

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

Agenda

CHAIRMAN'S ANNOUNCEMENTS

- 1 Apologies for Absence
- 2 Declarations of Interest in matters coming before this meeting
- 3 Matters that have been notified in advance or urgent
- 4 To confirm that the items marked in Part 1 will be considered in public and those items marked in Part 2 will be heard in private

Reports - Part 1 - Members, Public and Press

Major Applications with a Petition

	Address	Ward	Description & Recommendation	Page
5	Former Master Brewer Site, Freezeland Way, Hillingdon - 4266/APP/2012/1544	Hillingdon East	Mixed use redevelopment comprising the erection of a 3,543 sq.m foodstore (GIA) (Use Class A1), (inclusive of delivery areas) with 181 car parking spaces and 32 cycle spaces; 3 additional retail units, totalling 1,037 sq.m (GFA) (Use Class A1 to A5); a 100 sq.m safer neighbourhoods unit (Use Class D1); a 7 storey (plus plant level) 84 bedroom hotel (Use Class C1), with 18 car parking spaces and 16 cycle spaces; together with associated highways alterations and landscaping. Recommendation – Approval	1 – 126 336 – 366

6	Former Master Brewer Site, Freezeland Way, Hillingdon - 4266/APP/2012/1545	Hillingdon East	Erection of 5 part 4, part 5 storey blocks to provide 125 residential units (Use Class C3) with 99 car parking spaces and 150 cycle parking spaces and associated highways alterations, together with associated landscaping (outline application). Recommendation – Approval	127 – 226 367 - 383
7	Land adjacent to Hillingdon Station and Swallow Inn, Long Lane, Hillingdon - 3049/APP/2012/1352	Uxbridge North	Demolition of the existing public house and timber yard, and the erection of a mixed use redevelopment comprising a foodstore (7829m2 GEA) (Use Class A1); a 6 storey 82 bed hotel (Use Class C1); a 720m2 restaurant/public house facility (Use Class A3/A4); and 107 residential units (Use Class C3), together with reconfiguration of the existing commuter car park, and associated landscaping, car/cycle parking and ancillary works. Recommendation – Refusal	227 – 312 384 - 418
8	Cumulative Assessment		This item represents the assessment of cumulative impacts associated with Items 5, 6 and 7.	313 - 322
9	Comparative Assessment		This item represents a comparative assessment of proposals set out in Items 5, 6 and 7.	323 - 334

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Report of the Head of Planning, Green Spaces and Culture

Address: FORMER MASTER BREWER SITE, FREEZELAND WAY

Development: Mixed use redevelopment comprising the erection of a 3,543 sq.m foodstore (GIA) (Use Class A1), (inclusive of delivery areas) with 181 car parking spaces and 32 cycle spaces; 3 additional retail units, totalling 1,037 sq.m (GFA) (Use Class A1 to A5); a 100 sq.m safer neighbourhoods unit (Use Class D1); a 7 storey (plus plant level) 84 bedroom hotel (Use Class C1), with 18 car parking spaces and 16 cycle spaces; together with associated highways alterations and landscaping.

LBH Ref Nos: 4266/APP/2012/1544

Drawing Nos: SEE REPORT AT APPENDIX A

Date Application Received: 08-06-12

Date Application Valid: 12-06-12

1. EXECUTIVE SUMMARY

Planning permission is sought for a mixed use redevelopment of the former Master Brewer site, comprising the erection of a foodstore with 181 car parking spaces and 32 cycle spaces; 3 additional retail units, totalling 1,037 sqm (Use Class A1 to A5); a 100 sqm safer neighbourhoods unit, a 7 storey (plus plant level) 84 bedroom hotel with 18 car parking spaces and 16 cycle spaces; together with associated highways alterations and landscaping.

This full planning application has been submitted in association with an outline application for residential development on land to the east and south of the site, the latter application being subject to a separate report on this agenda. Although these full and outline applications have been submitted separately, they are intrinsically linked, as they represent different phases of an overall scheme at the former Master Brewer site, submitted by Spenhill Developments on behalf of Tesco.

The Council also has before it a separate scheme for retail and mixed use development at Hillingdon Circus (the Bride Hall development). Both the Master Brewer and Hillingdon Circus schemes propose a comprehensive mixed-use retail-led development incorporating residential, hotel, and in the case of the Master Brewer scheme, community and café bar. The most appropriate approach to adopt when considering two competing supermarket applications is to firstly assess the applications individually and if they are both acceptable individually in planning terms the starting point is that both should, in principle, be granted planning permission.

Individual Assessment

In terms of the Master Brewer scheme, this has been independently assessed and has been judged to be acceptable on an individual basis. The individual report is attached at Appendix A. In summary, there is no land use policy objection to the principle of a retail led mixed use development of the site, provided the retail element is of a scale that is appropriate to the continued viability of the local centre and offers convenience or specialist goods and services that are accessible to people who would otherwise need to travel further afield and gives due regard to the cumulative impact of planned or emerging development within

Hillindon Circus, especially a potential food store development on land adjoining Hillingdon Station.

In terms of retail impact, the proposal is of scale that is considered appropriate to the centre and would not have an unacceptable impact on the other centres in the catchment area, meeting the relevant tests set out within the NPPF. As such, it is concluded that the development will not result in any impacts that would be significantly adverse in retail terms, in accordance with relevant policies in the London Plan.

In addition the development would incorporate adequate parking and including off-site highways works and contributions towards public transport improvements. The Council's Highways Officer is satisfied that the development would be served by adequate car parking and would not have any adverse impacts on the free flow of the highway network or on highway or pedestrian safety.

Whilst the design approach is generally low key, the hotel because of its height, would form a positive land mark feature. Nevertheless, the layout would reflect the established suburban character of the townscape context to the site. Landscaping has been incorporated within the adjacent open space in an attempt to mitigate the impact of the hotel on longer views towards the site.

In terms of the impact on the Green Belt, off-site woodland planting is proposed, which would, together with the tree planting on the site create a new landscape setting for the development, improve the landscape of the Green Belt, and mitigate the landscape/ecological impact caused by the loss of the majority of the trees on the site.

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

The Council also has a public duty to pay due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations (Equality Act 2010). As a consequence, an Impact Assessment has been carried out and concludes that the positive benefits of the scheme outweigh any potential negative impacts on equality groups in the affected area.

Cumulative Impact Assessment

Consideration also needs to be given as to whether the grant of two planning permissions, (in this case the 'Spenhill' and 'Bride Hall Development' schemes). If there is evidence that the cumulative impact of both permissions being implemented would be unacceptable in planning terms, then that evidence should be taken into account in dealing with the two applications. In this case, Retail Impact Assessments and Environmental Impact Assessments have been undertaken for both the Hillingdon Circus and Master Brewer applications. A cumulative Impact Assessment has also been carried out by the Local Planning Authority and this is attached elsewhere on this agenda.

These assessments suggest that the cumulative impact of the two schemes together would be likely to have an unacceptable impact on town centres within the relevant catchment areas, on traffic congestion and on air quality.

Comparative Assessment

If it is judged that the two proposals' cumulative impact is unacceptable to the extent that only one permission can therefore be granted, then the approach to be taken is a full comparative assessment of each site against the other, in order to decide which scheme is preferred in planning terms. A full comparative assessment has therefore been undertaken, against relevant criteria in the Development Plan and against the material facts of the sites proposed. The comparative assessment is provided elsewhere on this agenda and includes (but is not limited to) consideration of the various relevant matters, including locational advantages of each site, any additional benefits each scheme would bring, traffic impact, visual impact, parking provision, housing delivery, landscaping, employment generation, residential amenity issues and impact on town centres, economic and fiscal impacts..

The comparative assessment concludes that the Spenhill scheme would be preferable. To this end it is recommended that the Spenhill scheme should be approved and the Bride Hall scheme be refused.

The above mentioned reports were withdrawn from the October 8th Major Planning Committee Agenda, as additional information had been received and points of clarification were required following information circulated to Members.

2. RECOMMENDATION

1. That the application be referred back to the Greater London Authority.
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, 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.

These include the following:

- **Improvements at/in vicinity of the service road approach to Freezeland Way subject to road safety audit (which may include vehicle activated speed signs);**
- **Re-introduction of the right turn for traffic at the Hillingdon Circus junction from the Long Lane northbound approach;**
- **Modifying the existing right turn into the western site access for traffic coming from the A40 westbound;**
- **Introduction of a southbound left turn flare at the Hillingdon Circus junction from the Long Lane southbound approach. The left turn lane requires a widening of the Long Lane carriageway and footway, taking land from part of the south west corner of the development site;**
- **Narrowing of the island to the west of the Hillingdon Circus junction, to allow provision of two westbound traffic lanes on Freezeland Way to the west of the Hillingdon Circus junction;**
- **Provision of an informal pedestrian refuge crossing at the western site access;**
- **Provision of a shared cycle/footway into the site from the western site access towards the proposed food retail store and three non-food retail units;**
- **Traffic signal timings and operations ;**
- **Review lighting and the visibility of signs and road markings at and in the surrounding of Hillingdon Circus junction (extent of review to be agreed with the Council's Highways Engineer) and implement works required by the Council;**

- Provide carriageway and footway resurfacing, anti-skid surfacing, and upgrade pedestrian islands and road markings (extent of works to be agreed with the Council's Highways Engineer); and
- Coach stop enhancements on Freeland Way
- Revised traffic modelling and signal timings and operations to be submitted to and approved in writing by the Council and TfL;
- Contribution to real time information system at bus stops prior to commencement;

(ii). **Public Transport Infrastructure:** A financial contribution in the sum of £220,000, being an annual contribution of £40,000 towards improvements to bus services for a period of 5 years and 2 bus stop upgrades at £10,000 each.

(iii). **Travel Plans** for both the store and hotel.

(iv). **Employment and Hospitality Training:** An employment strategy to be entered into and adhered to address how local people will gain access to employment opportunities.

(v). **Construction Training:** either a construction training scheme delivered during the construction phase of the development or a financial contribution secured equal to the formula as contained in the SPD (£2,500 for every £1m build cost + (total gross floor area/7,200m² x £71,675) = total contribution).

(vi). **Landscape Screening and Ecological Mitigation:** a financial contribution in the sum of £252,308.88.

(vii). **Air Quality:** a financial contribution in the sum of £25,000.

(viii). **Delivery of the residential development** which is subject to a separate outline application:

(ix) The applicants pay a sum to the Council equivalent to 2% of the value of contributions for compliance, administration and monitoring of the completed planning (and/or highways) agreement(s).

(x). The applicants pay a sum to the Council of up to 3% of the value of contributions for specified requirements to project manage and oversee implementation of elements of the completed planning (and/or highways) agreement(s).

3. That officers be authorised to negotiate and agree the detailed terms of the proposed agreements.

4. If the above Section 106 agreement has not been finalised within 6 months, then the application is to be referred back to the Planning Committee for determination.

5. That subject to the above, the application be deferred for the determination by Head of Planning, Green Spaces and Culture under delegated powers to approve the application, subject to the completion of legal agreement(s) under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.

8. That if the application is approved, the conditions set out at appendix A be attached:

APPENDIX A

Report of the Head of Planning, Green Spaces, and Culture

Address: FORMER MASTER BREWER SITE FREEZELAND WAY
HILLINGDON

Development: Mixed use redevelopment comprising the erection of a 3,543 sq.m foodstore (GIA) (Use Class A1), (inclusive of delivery areas) with 181 car parking spaces and 32 cycle spaces; 3 additional retail units, totalling 1,037 sq.m (GFA) (Use Class A1 to A5); a 100 sq.m safer neighbourhoods unit (Use Class D1); a 7 storey (plus plant level) 84 bedroom hotel (Use Class C1), with 18 car parking spaces and 16 cycle spaces; together with associated highways alterations and landscaping.

LBH Ref Nos: 4266/APP/2012/1544

Drawing Nos: 09032/P0-100 REV I
09032/P0-101 REV D
09032/P0-102 REV N
09032/P0-103 REV I
09032/P0-105 REV L
09032/P0-106 REV G
09032/P1-120 REV J
09032/P1-122 REV E
09032/P2-102 REV H
09032/P3-104 REV H
09032/P3-105 REV H
09032/P4-102 REV E
09032/P1-100 REV K
09032/P1-101 REV J
09032/P1-102 REV J
P09032/1-103 REV C
09032/P2-100 REV F
09032/P3-100 REV J
09032/P3-101 REV J
09032/P1-110 REV. L
179751-TR-002 Rev. G
179751/TR/008/01 Rev H
179751/TR/008/02 Rev H
179751/OS/010 Rev B
W105860 L04 REV E
W105860L07 REV A
W105860L08 REV A
W105860L09 REV
W105860L10
Archaeological Desk-Based Assessment
Air Quality Assessment
Report on Tree Inspections
BREEAM Pre-assessments
Daylight and Sunlight Report

Ecological Assessment
 Potable Water Strategy
 Statement of Community Involvement summary
 Framework Travel Plan
 Hotel Travel Plan
 Spenhill Travel Plan
 Planning Statement
 Retail Assessment
 Environmental Noise Assessment
 Transport Assessment
 Revised Transport Assessment
 Final Addendum Transport Assessment with Appendices
 March 2013
 Commercial + Hotel Area Schedule
 Flood Risk Assessment
 Design and Access Statement
 Site Statutory and Site Utility Services Investigations
 Energy Statement
 Lighting Impact Assessment
 Environmental Statement
 ES Non-Technical Summary
 Addendum Report to ES Final 16.8.13
 2016 Proposed Results
 Pedestrian Crossing Times - Hillingdon Circus Junction
 VISSIM Sensitivity Test Technical Note
 Retail Assessment Addendum

Date Plans Received: 08/06/2012 **Date(s) of Amendment(s):**
 02/04/2013
 27/06/2012
 07/05/2013
 11/06/2013
 13/08/2013

Date Application Valid: 12/06/2012

1. SUMMARY

Planning permission is sought for a mixed use redevelopment on part of the former Master Brewer site, comprising the erection of a 3,543 sqm foodstore with 181 car parking spaces and 32 cycle spaces; 3 additional retail units, totalling 1,037 sqm (Use Class A1 to A5); a 100 sqm safer neighbourhoods unit, a 7 storey (plus plant level) 84 bedroom hotel with 18 car parking spaces and 16 cycle spaces; together with associated highways alterations and landscaping. This application has been submitted in association with an outline application for residential development for 125 units on land to the south and west of the site.

The former Master Brewer Hotel site has an extensive planning history stretching back to 2004 for retail led mixed use.

1,657 local residents, businesses and local amenity groups were consulted initially in June 2012, and re-consulted on receipt of further information in May 2013. 72 individual letters of objection have been received, objecting to the planning application, primarily on the grounds of increased traffic generation and traffic congestion at Hillingdon Circus and the surrounding

road network. Issues relating to the scale of the development, air quality, impact on retail provision and flooding have also been raised. In addition, 20 letters of support have been received. Both the Ickenham and Oak Farm Residents Associations have provided detailed responses to this application, and have objected on similar grounds to those made by individual residents.

Given the scale of the development, the application is referable to the Mayor of London.

There is no land use policy objection to the principle of a retail led mixed use development of the site, provided the retail element is of a scale that is appropriate to the continued viability of the local centre; offers convenience or specialist goods and services that are accessible to people who would otherwise need to travel further afield and gives due regard to the cumulative impact of planned or emerging development within Hillindon Circus, especially a potential food store development on land adjoining Hillingdon Station.

In terms of retail impact, the proposal is of scale that is considered appropriate to the centre and will not have an unacceptable impact on the other centres in the catchment area, meeting the relevant tests set out within the NPPF. As such, it is concluded that the development will not result in any impacts that would be significantly adverse in retail terms, in accordance with relevant policies in the London Plan (July 2011).

Whilst the design approach is generally low key, the hotel because of its height, would form a land mark feature. However, the layout would reflect the established suburban character of the townscape context to the site. Landscaping has been incorporated within the site and adjacent open land, to mitigate the impact of the hotel and associated residential development on longer views towards the site, particularly from the Green Belt to the west, where woodland planting is proposed, which would, together with the tree planting on the site itself, create a new landscape setting for the development, improve the landscape of the Green Belt, and mitigate the landscape/ecological impact caused by the loss of the majority of the trees on the site.

In addition the development would incorporate adequate parking and including off-site highways works and contributions towards public transport improvements. The Council's Highways Officer is satisfied that the development would be served by adequate car parking and would not have any adverse impacts on the free flow of the highway network or on highway or pedestrian safety.

The development would integrate an appropriate level of inclusive design, measures to reduce energy use and other sustainable design features. Subject to appropriate conditions and planning obligations, the development would not have any unacceptable impacts on air quality. Furthermore, subject to appropriate conditions the development would not have any adverse impacts on the amenity of residential occupiers by way of noise. In particular the Council's Environmental Protection Unit consider that 24 hour opening for the superstore would be acceptable in this instance.

3. RECOMMENDATION

This recommendation is based upon an individual assessment of the proposal , assuming that it were to be implemented in isolation. It does not take into account the cumulative impact of both the Master Brewer and Hillingdon Circus schemes together, or the comparative assessment of both schemes against the other. If the scheme was being proposed in isolation, it is recommended that the proposal be approved, subject to the following:

1. That the application be referred back to the Greater London Authority.
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, 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. These include the following:

- Improvements at/in vicinity of the service road approach to Freezeland Way subject to road safety audit (which may include vehicle activated speed signs);
- Re-introduction of the right turn for traffic at the Hillingdon Circus junction from the Long Lane northbound approach;
- Modifying the existing right turn into the western site access for traffic coming from the A40 westbound;
- Introduction of a southbound left turn flare at the Hillingdon Circus junction from the Long Lane southbound approach. The left turn lane requires a widening of the Long Lane carriageway and footway, taking land from part of the south west corner of the development site;
- Narrowing of the island to the west of the Hillingdon Circus junction, to allow provision of two westbound traffic lanes on Freezeland Way to the west of the Hillingdon Circus junction;
- Provision of an informal pedestrian refuge crossing at the western site access;
- Provision of a shared cycle/footway into the site from the western site access towards the proposed food retail store and three non-food retail units;
- Traffic signal timings and operations ;
- Review lighting and the visibility of signs and road markings at and in the surrounding of Hillingdon Circus junction (extent of review to be agreed with the Council's Highways Engineer) and implement works required by the Council;
- Provide carriageway and footway resurfacing, anti-skid surfacing, and upgrade pedestrian islands and road markings (extent of works to be agreed with the Council's Highways Engineer); and
- Coach stop enhancements on Freeland Way
- Revised traffic modelling and signal timings and operations to be submitted to and approved in writing by the Council and TfL;
- Contribution to real time information system at bus stops prior to commencement;

(ii). Public Transport Infrastructure: A financial contribution in the sum of £220,000, being an annual contribution of £40,000 towards improvements to bus services for a period of 5 years and 2 bus stop upgrades at £10,000 each.

(iii). Travel Plans for both the store and hotel.

(iv). Employment and Hospitality Training: An employment strategy to be entered into and adhered to address how local people will gain access to employment opportunities.

(v). Construction Training: either a construction training scheme delivered during the construction phase of the development or a financial contribution secured equal to the formula as contained in the SPD ($\text{£}2,500 \text{ for every } \text{£}1\text{m build cost} + (\text{total gross floor area}/7,200\text{m}^2 \times \text{£}71,675) = \text{total contribution}$).

(vi). Landscape Screening and Ecological Mitigation: a financial contribution in the sum of £252,308.88.

(vii). Air Quality: a financial contribution in the sum of £25,000.

(viii). Delivery of the residential development which is subject to a separate outline

application:

(ix) The applicants pay a sum to the Council equivalent to 2% of the value of contributions for compliance, administration and monitoring of the completed planning (and/or highways) agreement(s).

(x).The applicants pay a sum to the Council of up to 3% of the value of contributions for specified requirements to project manage and oversee implementation of elements of the completed planning (and/or highways) agreement(s).

3. That officers be authorised to negotiate and agree the detailed terms of the proposed agreements.

4. If the above Section 106 agreement has not been finalised within 6 months, then the application is to be referred back to the Planning Committee for determination.

5. That subject to the above, the application be deferred for the determination by Head of Planning, Green Spaces and Culture under delegated powers to approve the application, subject to the completion of legal agreement(s) under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.

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

1. 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. 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:

P0-105 REV L
P0-106 REV E
P1-120 REV H
P1-122 REV E
P2-102 REV H
P3-104 REV H
P3-105 REV H
P4-102 REV E
P1-100 REV K
P1-101 REV J
P1-102 REV J
P1-103 REV C
P2-100 REV F
P3-100 REV J
P3-101 REV J
W105860 L04 REV E
W105860L07 REV A
W105860L08 REV A
W105860L09 REV
W105860L10 REV I
P0-102 Rev M
P0-103 Rev H
P0-100 REV I
P0-101 REV D
P0-102 REV K
P0-103 REV F

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

REASON

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

3. COM5 General compliance with supporting documentation

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

Archaeological Desk-Based Assessment

Air Quality Assessment

Report on Tree Inspections

BREEAM Pre-assessments

Daylight and Sunlight Report

Ecological Assessment

Potable Water Strategy

Framework Travel Plan

Hotel Travel Plan

Spenhill Travel Plan

Planning Statement

Retail Assessment

Statement of Community Involvement

Environmental Noise Assessment

Transport Assessment

Revised Transport Assessment

Final Addendum Transport Assessment with Appendices March 2013

Design and Access Statement

Site Statutory and Site Utility Services Investigations

Energy Statement

Lighting Impact Assessment

Environmental Statement

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

4. Authorised use

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), (i) the main superstore building shall be used only for purposes within Use Class A1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended). (ii) The three independent retail units shall be used only for purposes within Use Classes A1, A2, A3, A4, A5 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended). (iii) The hotel building shall be used only for purposes within Use Class C1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended). (iv) The Safer Neighbourhood Centre shall be used only for purposes within Use Class D1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended).

REASON

1. In order to comply with the terms of the application.

2. In order to ensure that appropriate town centre uses are located on the site in compliance with Policy PR23 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).
3. In order to ensure that appropriate levels of on site parking are provided in accordance with Policies AM14 and AM15 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

5. Floor Space Limitation

Notwithstanding S55(2) of the Town and Country Planning Act 1990, or Article 3 of the Town and Country Planning (use classes) order 1987, no more than 27% of the retail floor space contained within the main retail food store unit hereby approved shall be used for the display or sale of comparison goods. Furthermore, the total gross internal floor space of the retail food store shall not exceed 3,543 sq.m. 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 floor space shall be created in excess of that area expressly authorised by this permission.

REASON

- (i) To enable the Local Planning Authority to assess all the implications of the development
- (ii) To ensure that the proposed retail development will not have a significant impact on the other centres in the catchment area and will meet the relevant tests set out within the NPPF and comply with policies 4.7, 4.8 and 4.9 of the London Plan (2011).
- (iii) To ensure that adequate parking and loading facilities can be provided on the site, in accordance with Policies PR23, AM7, AM14, and AM15 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

6. COM20 Air Extraction System

No air extraction system shall be used on each of the buildings hereby approved until a scheme for the control of noise and odour emanating from that building 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 Local Planning Authority. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON

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

7. Traffic Arrangements

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

REASON

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

8. Visibility Splays

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).

9. Car Park Management Plan

Before any part of the development is occupied a Car Park Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include details parking allocation and of 5 brown badge holders within the retail car park and measures for the sharing of the retail car parking with hotel overnight. The scheme shall be implemented and maintained in full compliance with the approved measures.

REASON

To ensure pedestrian and vehicular safety and convenience and to ensure adequate off street parking, and loading facilities in compliance with Policy AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (July 2011).

10. Construction Logistics Plan

Before any part of the development is occupied a Construction Logistics Plan (CLP) shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include but not be limited to the following:

- o Construction traffic generation by development phase;
- o Access routes;
- o Contractor parking;
- o Deliveries to avoid highway network peak hours and traffic sensitive hours;
- o Construction staff travel plan;
- o Measures to manage localised priorities.

The scheme shall be implemented and maintained in full compliance with the approved measures.

REASON

To ensure pedestrian and vehicular safety and convenience and to ensure adequate off street parking, and loading facilities in compliance with Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (July 2011).

11. COM 29 No Floodlighting

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

REASON

To safeguard the amenity of surrounding properties and to protect the ecological value of the area in accordance with policies BE13, EC3 and OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

12. 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).

13. Materials

No development shall take place until details of all materials and external surfaces, including street furniture, lighting and signage 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).

14. Retained trees

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.

15. COM 8 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).

16. Landscaping scheme

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 for the hotel and retail units
 - 2.b Cycle Storage for the hotel, retail units and store.
 - 2.c Means of enclosure/boundary treatments
 - 2.d Car Parking Layouts
 - 2.e Hard Surfacing Materials
 - 2.f External Lighting
 - 2.g Other structures
3. Living Walls and Roofs
 - 3.a Details of the inclusion of living walls and roofs, in particular, over the roof of the energy centre and north wall of the store.
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).

17. Ecology

Prior to the commencement of development, a scheme for the inclusion of ecological enhancement features within the buildings and surrounding landscape shall be submitted to and approved in writing by the local planning authority. The scheme shall clearly identify the types and location of measures to enhance the habitat opportunities for wildlife, predominantly bats and birds. The development should proceed in accordance with the approved scheme.

REASON

In order to encourage a wide diversity of wildlife on the existing semi-natural habitat of the site in accordance with policy EC5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and London Plan (July 2011) Policy 7.19.

18. Sustainable water management

Neither the food store, independent retail units or the hotel approved by this permission shall be commenced until a scheme for the provision of sustainable water management relating to that building has been submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:

- i) provide details of water collection facilities to capture excess rainwater;
- ii) provide details of how rain and grey water will be recycled and reused.

Thereafter the development shall proceed in accordance with the approved scheme.

REASON

To ensure the development does not increase the risk of flooding in accordance with Policy OE8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and London Plan (July 2011) Policy 5.12.

19. Noise Management Plan

The development shall not begin until a delivery noise management plan which specifies the provisions to be made for the control of noise from night-time delivery and service yard operation has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of physical, administrative measures, noise limits and other measures as may be approved by the Local Planning Authority. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

REASON

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

20. Bird Hazard Management Plan

Occupation of either building shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority in respect of the relevant building. The submitted plan shall include details of management of any flat/shallow pitched/green roofs on the relevant building within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 "Potential Bird Hazards from Building Design". The Bird Hazard Management Plan shall be implemented as approved from the date of occupation and shall remain in force for the life of the building.

REASON

To avoid endangering the safe operation of aircraft through the attraction of birds in compliance with Policy A6 of the of the Hillingdon Local Plan: Part 2 - Saved UDP.

21. Security

Prior to the commencement of the development of the hotel and retail units hereby permitted, details of the proposed CCTV scheme and other security measures shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Metropolitan Police. The CCTV should be implemented prior to first occupation of the retail units.

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.

22. Noise

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

REASON

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

23. Condition (construction management plan)

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

REASON

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

24. Archaeology

A) No development shall take place until the applicant has secured the implementation of a programme of archaeological mitigation in accordance with a Written Scheme of

Investigation which has been submitted by the applicant and approved by the local planning authority.

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

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

REASON

Heritage assets of archaeological interest survive on the site. The Local Planning Authority wishes to secure the provision of archaeological investigation and the subsequent recording of the remains prior to development, in accordance with recommendations given by the borough and in the NPPF.

25. Flooding/drainage

No development shall take place until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated up to and including the 1 in 100 year critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include provision of on-site surface water storage to accommodate the critical duration 1 in 100 year storm event, with an allowance for climate change.

REASON

(i) The site is adjacent to a Local Wildlife Site (LWS) - Ickenham Marsh Complex. There should be no detriment to this LWS (also identified as a site of Grade 1 Borough importance) by this development, and where possible, there should be betterment of the LWS. The addition of green or brown roofs to this development will provide benefits for biodiversity on the site, and provide some green buffering between the adjacent LWS and the development. In accordance with Policies EC1, EC3 and EC5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

(ii) To prevent flooding on-site and off-site by ensuring the satisfactory storage of and/or disposal of surface water from the site using appropriate sustainable drainage techniques, in accordance with Policy OE8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

26. Air Quality Action Plan

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

REASON

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

27. Air Quality CHP Unit

Prior to commencement of the development full specifications of the CHP unit shall be submitted to and approved in writing by the Local Planning Authority. The specifications shall demonstrate the use of the least polluting CHP system appropriate with and the relevant NO_x emissions, the designs of the flue to reduce impacts to residents and further

pollution abatement technology to ensure the CHP has minimal air quality impacts. The development must proceed in accordance with the approved scheme.

REASON

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

28. Air Pollution Protection Measures

Prior to commencement of development a scheme for protecting the proposed residential units from external air pollution shall be submitted and approved by the Local Planning Authority. The development must proceed in accordance with the approved scheme and completed prior to occupation. The development shall retain the air pollution protection measures throughout the lifetime of the development.

REASON

To reduce the impacts on air quality in accordance with Policy EM8 of the Local Plan Part 1 (November 2012).

29. Air Quality - Environmental Fleet Management (Mixed Use)

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

REASON:

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

30. Energy strategy

Prior to the commencement of development, a detailed energy assessment shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall consolidate all the information provided with the detailed planning submission and show clearly the baseline carbon footprint for each of the non residential uses. It shall also detail how each use contributes to the 25% reduction set out in the London Plan It will set out the phasing arrangements for the energy strategy and show that the CHP will be delivered as part of first building phases. Finally, it will clearly set out the maintenance arrangements for the CHP and air source heat pumps. The development will proceed in accordance with the approved scheme.

REASON

To ensure there is a clear understanding of how each use within the development contributes to the site wide strategy and to ensure the energy reduction targets of Policy 5.2 of the London Plan are met.

31. Electric charging

Prior to the commencement of development a plan showing provision for electric charging points to serve 20% of all car parking spaces should be submitted to and approved in writing by the Local Planning Authority. The plan shall set out the location of the charging points, the chosen technology and clear presentation of how the bays will be marked. The development shall proceed in accordance with the approved plan.

REASON

To provide car parking for electric vehicles to help tackle air quality impacts and meet the climate change challenges in accordance with Policy 6.13 of the London Plan.

32. Sustainable Water Management

No development approved by this permission shall be commenced until an outline scheme for the provision of sustainable water management has been submitted to, and approved in writing by the Local Planning Authority. Should the development be phased the outline scheme should be developed to allow implementation of the phases independently or allow appropriate enabling works to occur. Prior to commencement of each phase of the outline element of the development, or any of the elements of development for which full planning permission is hereby approved, a scheme to dispose of foul and surface water for the relevant phase/relevant component of the full planning element, shall be submitted to and approved by the Local Planning Authority.

The scheme shall clearly demonstrate how it follows the strategy set out in the approved Flood Risk Assessment and Surface Water Drainage Strategy, and incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

- i. provide details of the surface water design including all suds features and how it will be implemented to ensure no increase in flood risk from commencement of construction and during any phased approach to building.
- ii. provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including details of appropriate inspections and
- iii. provide details of the body legally responsible for the implementation of the management and maintenance plan.
- iv. any overland flooding should be shown, with flow paths depths and velocities identified as well as any hazards. The scheme shall also demonstrate the use of methods to minimise the use of potable water, and will incorporate water saving measures and equipment; provide details of water collection facilities to capture excess rainwater; and provide details of how rain and grey water will be recycled and reused in the development.

Thereafter the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development, unless consent to any variation is first obtained in writing from the Local Planning Authority.

REASON

(i) To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding in accordance with Policy EM6 Flood Risk Management of the 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.

(ii) To ensure that surface water run off 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).

33. Imported soils

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

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

REASON

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

contamination in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)).

34. Changing Facilities

Occupation of the food store, independent retail stores or hotel shall not commence until details of staff shower and changing facilities for that building have been submitted to, and approved in writing by the Local Planning Authority and the approved facilities have been installed. Thereafter, the facilities shall be retained for the life of the development.

REASON

To ensure that adequate facilities have been provided, in accordance with Policy 6.13 of the London Plan 2011.

35. Contaminated land

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

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

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

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

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

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

REASON

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

36. Accessible Hotel Bedrooms

The design of the hotel shall ensure that the proposed hotel is designed to be fully accessible in accordance with BS 8300:2009 and incorporating horizontal evacuation and evacuation lifts as detailed in BS 9999:2008, and a minimum of 5 percent of the hotel rooms are to be designed with a fixed tracked hoist system (compliant with BS8300 Figure 59), a further 5 percent with a fixed track hoist system or similar system, a further 5 percent

capable of being adapted in future to accessibility standards. In addition approach to the building shall be designed in accordance with BS 8300:2009. The facilities approved in compliance with this condition shall be provided prior to the occupation of the hotel and shall be permanently retained thereafter.

REASON

To ensure that people with disabilities have adequate access to the development and to ensure adequate facilities are provided for people with disabilities in accordance with Policies AM13 and R16 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

37. Internal Layout

Details of the internal layout of the independent retail units, including, toilets and disabled access shall be submitted to and approved in writing by the Local Planning Authority, prior to the occupation of that unit.

REASON

To ensure the development meets the sustainable design aims of the Council and London Plan Policy 5.13.

38. Delivery & Servicing Plan

Before any of the retail units or food supermarket are occupied, a delivery and servicing plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include but not be limited to the following:

- o Delivery and egress routes, include the number, type of vehicles and timing schedules;
- o Deliveries to avoid highway network peak hours and traffic sensitive hours;
- o Measures to manage localised priorities.

The scheme shall be implemented and maintained in full compliance with the approved measures.

REASON

To ensure pedestrian and vehicular safety and convenience and to ensure adequate off street parking, and loading facilities in compliance with Policy AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (July 2011).

39. Trolley Traps

Prior to the commencement of development, details of a trolley trap to prevent shopping trolleys leaving the site shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to the occupation of the retail store.

REASON

To prevent the abandonment of shopping trolleys in the surrounding area and associated anti-social behaviour, to the detriment of Health and Safety and the character and appearance of the area in accordance with Policies BE13 and OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

INFORMATIVES

1. The development of this site is likely to damage heritage assets of archaeological interest. The applicant should therefore submit detailed proposals in the form of an archaeological project design. The design should be in accordance with the appropriate English Heritage guidelines. Should significant archaeological remains be encountered in the course of the

initial field evaluation, an appropriate mitigation strategy, which may include archaeological excavation, is likely to be necessary.

2. The building envelope of the hotel hereby approved should have adequate noise insulation against external noise to ensure satisfactory noise levels in the guest bedrooms and any staff accommodation. Adequate ventilation with windows closed should be provided. The Council's Supplementary Planning Guidance on Noise contains advice on noise design criteria. For dwellings, these are daytime indoor noise levels of not more than 35 dB LAeq,T for indoor living area, and night-time noise levels of not more than 30 dB LAeq,T and 45 dB L_{Amax} in bedrooms.

3. 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)."

4. Advice on the assessment of CHPs is available from EPUK at: http://www.iaqm.co.uk/text/guidance/epuk/chp_guidance.pdf. An area up to a distance of 10 times the appropriate stack height needs to be assessed. They should contact the Environmental Protection Unit if they have any queries.

5. (i). Accessible car-parking bays should be sited within 40m of the entrances into the Proposed supermarket, cafe and restaurant facilities and for the hotel. Details should be provided on how the accessible parking spaces would be distributed within the site. Additionally, the information should include a breakdown on the number of spaces to be allocated to each facility. It should be noted that the Council requires 10% of parking spaces in developments of this type to be designated as accessible with appropriate delineation in accordance with BS 8300: 2009.

(ii). A suitable access route to the building should be provided from the car parking area. Paths forming access routes should be a minimum of 1.5m clear wide, no steeper than 1:20 (unless designed as a suitable ramp), non-slip, well lit and clearly defined using texture and visual contrasts. Paths should include suitably dropped kerbs at key crossing points.

(iii). The presence of a glass doors should be made apparent with permanent strips on the glass (manifestation) within a zone of 850 mm -1000 mm and 1400mm - 1600mm from the floor, contrasting in colour and luminance with the background seen through the glass in all light conditions. The edges of a glass door should also be apparent when the door is open. If a glass door is adjacent to, or is incorporated within a fully glazed wall, the door and wall should be clearly differentiated from one another, with the door more prominent.

(iv). Cash point machines should be fully accessible. The maximum reaching height of controls and card slots should not exceed 1200mm.

(v) All signage for directions, services or facilities should be provided in a colour contrasting with the background. Signage and lighting levels should be consistent throughout the building and care taken to avoid sudden changes in levels.

(vi). Accessible toilets should be designed in accordance with BS 8300:2009. The cubicle should not incorporate baby change facilities. A combination of both left and right hand transfer spaces should be provided, as more than one unisex provision is proposed.

(vii). The accessible toilet should be signed either Accessible WC or Unisex. Alternatively, the use of the wheelchair symbol and the words Ladies and Gentlemen or Unisex would be acceptable.

(viii). Details of separate baby changing facilities should be provided.

(ix). As the proposed redevelopment would represent a key community resource, the Council should require a Changing Places toilet facility in accordance with the Accessible Hillingdon SPD (adopted January 2010). Such provision is in line with BS 8300: 2009 and the Department for Communities and Local Government (DCLG) strategic guidance 'Improving Public Access to Better Quality Toilets. No details in this regard have been submitted.

(xi). Details of refuge areas and/or emergency evacuation provisions and procedures should be provided. Advice from an appropriate fire safety officer or agency should be sought at an early stage to ensure that adequate and appropriate refuge areas are incorporated into the scheme as a whole. Refuge areas provided should be sized and arranged to facilitate manoeuvrability by wheelchair users (Refer to BS 9999: 2008). Refuge areas must be adequately signed and accessible communication points should also be provided in the refuge area.

(xii). Details of a fire in emergency plan should be submitted to demonstrate that adequate means of escape for disabled people has been incorporated into the design of all the proposed buildings.

Observations Specific to the Proposed Hotel

(xiii). Policy 4.5 (London's visitor infrastructure) of the London Plan 4.5, seeks to achieve 40,000 net additional hotel bedrooms by 2031, of which at least 10 per cent should be wheelchair accessible. To this end, the Council seeks to increase the quality and quantity of fully wheelchair accessible hotel accommodation, and, therefore, in accordance with the above mentioned Supplementary Planning Document and BS8300:2009, requires the minimum provision of accessible bedrooms as a percentage of the total number of bedrooms to be:

- i. 5% without a fixed tracked-hoist system (see example in Figure 59);
- 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.

(xiv). The principal entrance door should be provided with a glazed panel giving a zone of visibility, in accordance with BS 8300:2009. It is strongly recommended that consideration be given to the use of an automatic opening door device.

(xv). Part of the reception/concierge desk should be provided at a height of 750-800mm. An assisted listening device, ie infra-red or induction loop system, should be fitted to serve all reception areas. Seating of varying heights should be provided and sited close to reception.

(xvii). All signage for directions, services or facilities should be provided in a colour contrasting with the background. Signage and lighting levels should be consistent throughout the building and care taken to avoid sudden changes in level.

xviii). Lighting levels should be consistent throughout the building and care taken to avoid sudden changes in levels.

(xix). Accessible toilets within the communal areas should be designed in accordance with the guidance given in Approved Document M to the Buildings Regulations 2004.

(xx). The accessible toilets should be signed either Accessible WC or Unisex. Alternatively, the use of the ladies and gentlemen with a wheelchair symbol and the word Unisex would be acceptable.

(xxi). Plans should detail room dimensions, particularly for the en suite bathrooms and confirm within the Design and Access Statement, that bath and shower rooms will accord with the design guidance in BS8300:2009. As the majority of wheelchair users prefer showers, a larger proportion

of the accessible rooms should feature shower rooms. Large-scale plans should be submitted detailing the specification of the proposed accessible bath and shower rooms.

(xxii). Corridors should be a minimum of 1500mm wide and internal doors across

circulation routes should incorporate a suitable zone of visibility.

(xxiv). Internal doors, across circulation routes, should be held open using fire alarm activated magnetic closers.

(xxv). Details of where Hearing Enhancement Systems (e.g. induction loops) will be provided should form part of the scheme. Consideration should also be given, at this stage, to the type of system(s) that will be suitable for different areas of the hotel. (It is important to consider such detail now, as the design of a building and the material from which it is constructed, contribute to good acoustic travel and stability. A technical audit should form part of the Design & Access Statement, as the reliability of systems in proximity to other electrical equipment or materials can be adversely affected, e.g. fluorescent lighting and steelwork.)

(xxv). Signs indicating the location of an accessible lift should be provided in a location that is clearly visible from the building entrance.

(xxvi). The lifts should accord with BS 8300:2009.

(xxvii). A minimum of one fire rated lift should be incorporated into the scheme. The lift should be integrated to support Horizontal Evacuation and designed in accordance with BS 9999:2008 and all related standards contained within.

Fire exits should incorporate a suitably level threshold and should open onto a suitably level area. 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 in the event of a fire evacuation. The alarm system should be designed to allow deaf people to be aware of its activation. (Such provisions could include visual fire alarm activation devices, and/or a vibrating pager system. A technical audit should be considered at this stage to ensure that mobile phone and emergency paging system signals can transmit throughout the building.)

(xviii). Lighting levels should be consistent throughout the building and care taken to avoid sudden changes in levels.

(xix). Accessible toilets within the communal areas should be designed in accordance with the guidance given in Approved Document M to the Buildings Regulations 2004.

(xx). The accessible toilets should be signed either Accessible WC or Unisex.

Alternatively, the use of the ladies and gentlemen with a wheelchair symbol and the word Unisex would be acceptable.

(xxi). Plans should detail room dimensions, particularly for the en suite bathrooms and confirm within the Design and Access Statement, that bath and shower rooms will accord with the design guidance in BS8300:2009. As the majority of wheelchair users prefer showers, a larger proportion

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(xxiv). Internal doors, across circulation routes, should be held open using fire alarm activated magnetic closers.

(xxv). Details of where Hearing Enhancement Systems (e.g. induction loops) will be provided should form part of the scheme. Consideration should also be given, at this stage, to the type of system(s) that will be suitable for different areas of the hotel. (It is important to consider such detail now, as the design of a building and the material from which it is constructed, contribute to good acoustic travel and stability. A technical audit should form part of the Design & Access Statement, as the reliability of systems in proximity to other electrical equipment or materials can be adversely affected, e.g. fluorescent lighting and steelwork.)

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6. You are advised this permission is based on the dimensions provided on the approved drawings as numbered above.

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

- The Disability Discrimination Act 1995. Available to download from www.opsi.gov.uk
 - Disability Rights Commission (DRC) Access statements. Achieving an inclusive environment by ensuring continuity throughout the planning, design and management of building and spaces, 2004. Available to download from www.drc-gb.org.
 - Code of practice. Rights of access. Goods, facilities, services and premises. Disability discrimination act 1995, 2002. ISBN 0 11702 860 6. Available to download from www.drc-gb.org.
 - Creating an inclusive environment, 2003 & 2004 - What it means to you. A guide for service providers, 2003. Available to download from www.drc-gb.org.
- This is not a comprehensive list of Building Regulations legislation. For further information you should contact Building Control on 01895 250804/5/6 and 8.

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

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

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

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

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

You are advised to consult the Council's Environmental Protection Unit (www.hillingdon.gov.uk/noise Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

9. The Council's Waste Service should be consulted about refuse storage and collection arrangements. Details of proposals should be included on submitted plans.

For further information and advice, contact - the Waste Service Manager, Central Depot - Block A, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB8 3EU Tel. 01895 277505 / 506).

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

11. 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.

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

13. You are advised by London Borough of Hillingdon, Highways Management, that any works on the Highway, in relation to the reinstatement of any existing vehicle access, must be carried out with approval from the Highway Authority. Failure to reinstate an existing vehicle access will result in the Highway Authority completing the works, and the developer may be responsible for the costs incurred. Enquiries should be addressed to: Highways Maintenance, 4W/07, Civic Centre, Uxbridge, UB8 1UW.

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

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

16. You should ensure that your premises do not generate litter in the streets and nearby areas. Sections 93 and 94 of the Environmental Protection Act 1990 give local authorities the power to serve 'Street Litter Control Notices' requiring businesses to clear up the litter and implement measures to prevent the land from becoming littered again. By imposing a 'Street Litter Control Notice', the local authority has the power to force businesses to clean up the area in the vicinity of their premises, provide and empty bins and do anything else which may be necessary to remove litter. Amendments made to the 1990 Act by the Clean Neighbourhoods and Environment Act 2005 have made it immediately an offence to fail to comply with the requirements of a Street Litter Control Notice, and fixed penalties may be issued as an alternative to prosecution. Given the requirements of the Clean Neighbourhoods and Environment Act 2005, you are advised to take part in Defra's Voluntary Code of Practice for 'Reducing litter caused by Food on the Go', published in November 2004. Should you have any queries on the above, please contact the Environmental Enforcement Team within the Environment and Consumer Protection Group on 01895 277402 at the London Borough of Hillingdon.

17. 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).

18. 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.

Part 1 Local Plan Policies

PT1.BE1(2012) Built Environment

PT1.CI1 (2012) Community Infrastructure Provision

PT1.E4 (2012) Uxbridge

PT1.E5 (2012) Town and Local Centres

PT1.EM1 (2012) Climate Change Adaptation and Mitigation

PT1.EM11(2012) Sustainable Waste Management

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.EM8 (2012) Land, Water, Air and Noise

PT1.T1 (2012) Accessible Local Destination

Part 2 Local Plan Policies

AM1 Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations

AM10 Incorporation in new developments of additions to the proposed cycle network

AM11 Improvement in facilities and promotion of safety and security at bus and rail interchanges; use of planning agreements to secure improvement in public transport services

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) Shop mobility 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

AM3 Proposals for new roads or widening of existing roads

AM7 Consideration of traffic generated by proposed developments

AM8 Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes

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

BE13 New development must harmonise with the existing street scene.

BE18 Design considerations - pedestrian security and safety

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

BE20 Daylight and sunlight considerations.

BE21 Siting, bulk and proximity of new buildings/extensions

BE26 Town centres - design, layout and landscaping of new buildings
 BE28 Shop fronts - design and materials
 BE29 Advertisement displays on business premises
 BE3 Investigation of sites of archaeological interest and protection of archaeological remains
 BE36 Proposals for high buildings/structures in identified sensitive areas
 BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
 BE39 Protection of trees and woodland - tree preservation orders
 EC2 Nature conservation considerations and ecological assessments
 EC3 Potential effects of development on sites of nature conservation importance
 EC5 Retention of ecological features and creation of new habitats
 H4 Mix of housing units
 H5 Dwellings suitable for large families
 LE6 Major office and other business proposals in town centres
 OE1 Protection of the character and amenities of surrounding properties and the local area
 OE11 Development involving hazardous substances a requirement for ameliorative measures
 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
 OL5 Development proposals adjacent to the Green Belt
 PR23 Hillingdon Circus
 R1 Accessibility for elderly people, people with disabilities, women and children
 R16 Development proposals in or near areas deficient in recreational open space
 R17 Use of planning obligations to supplement the provision of recreation, leisure and community facilities
 R2 Provision of recreation, entertainment and leisure facilities in Town Centres
 S9 Change of use of shops in Local Centres
 T4 Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements

Site specific policy:-

PR23 On land at Hillingdon Circus delineated on the proposals map the Local Planning Authority will pursue the following objectives;

A. Within the Green Belt:-

- (i) reinforce and enhance the Green Belt landscape to improve its visual function;
- (ii) improve access to freezeland covert to promote open space of recreational value;
- (iii) secure effective management, including planting of woodland at freezeland covert and the pond;
- (iv) enhance ecological and wildlife interest on land west of freezeland covert;
- (v) enhance pedestrian access between the green belt areas east and west of long lane;

B. Within the developed area :-

- (vi) secure substantial planting and landscaping in association with any development;
- (vii) promote a mix of uses that takes advantage of the north-south and east-west communication network to serve community and borough wide interests;
- (viii) secure the provision, where appropriate, of leisure/social/community facilities;
- (ix) environmental improvements and landscaping as necessary to enhance the local shopping and residential environment; and Architecture and design which maintains a satisfactory relationship with nearby residential properties, Hillingdon Circus, the Green Belt and surroundings from which it is prominent.

London Plan 2011 policies.

LPP 2.15 (2011) Town Centres

LPP 3.9 (2011) Mixed and Balanced Communities
LPP 4.1 (2011) Developing London's economy
LPP 4.7 (2011) Retail and town centre development
LPP 4.8 (2011) Supporting a successful & diverse retail sector
LPP 4.9 (2011) Small shops
LPP 5.1 (2011) Climate Change Mitigation
LPP 5.11 (2011) Green roofs and development site environs
LPP 5.12 (2011) Flood risk management
LPP 5.13 (2011) Sustainable drainage
LPP 5.14 (2011) Water quality and wastewater infrastructure
LPP 5.7 (2011) Renewable energy
LPP 6.11 (2011) Smoothing traffic flow & tackling congestion
LPP 6.12 (2011) Road Network Capacity
LPP 6.13 (2011) Parking
LPP 6.3 (2011) Assessing effects of development on transport capacity
LPP 7.14 (2011) Improving Air Quality
LPP 7.16 (2011) Green Belt
LPP 7.3 (2011) Designing out crime
LPP 8.2 (2011) Planning obligations

NPPF1
NPPF10
NPPF2
NPPF4
NPPF7
NPPF9

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

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

21. In accordance with the provisions of the NPPF, the Local Planning Authority has actively engaged with the applicant both at the pre application and application stage of the planning process, in order to achieve an acceptable outcome. The Local Planning Authority has worked proactively with the applicants to secure a development that improves the economic, social and environmental conditions of the area. In assessing and determining the development proposal, the Local Planning Authority has applied the presumption in favour of sustainable development Accordingly, the planning application has been recommended for approval.

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

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

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

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

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

You are advised to consult the Council's Environmental Protection Unit (www.hillingdon.gov.uk/noise Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

23. 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.

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

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

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

3. CONSIDERATIONS

3.1 Site and Locality

The application site area measures 2.99 ha (outline and detailed applications) and was formerly occupied by the Master Brewer Hotel, a public house/motel with 106 bedrooms, conferencing and restaurant facilities and 200 parking spaces. The site is close to Hillingdon Underground Station and falls within the North Hillingdon Local Centre. Currently the site comprises hard standing and semi mature vegetation with large advertising boards located on the boundary adjacent to Long Lane. Semi-mature and mature boundary planting envelope the site on each of its boundaries. Vehicular access to the site is provided via an entrance/exit point onto Freezeland Way, with an additional exit point available on Long Lane, both of which have been blocked with temporary concrete bollards and fencing.

The site is broadly flat but inclines at its boundary adjacent to Long Lane (approximately 2.5metres) and declines to the embankment adjacent to the A40 (approximately 3 metres). Following demolition of the former Master Brewer Hotel and associated buildings, the site is currently derelict and awaiting redevelopment. Immediately to the west of the site is Long Lane/A437, beyond which is a vacant site which lies adjacent to Hillingdon Station and

benefits from planning permission for a 5storey office development measuring 11,574 sq.m and 289 car parking spaces. This permission has been partially implemented by the construction of a roundabout and associated access.

To the south of the site is Freezeland Way and beyond this, the North Hillingdon Local Centre. Green Belt land is located to the east of the site.

The site is approximately 200 metres east of Hillingdon London Underground Station. This station is adjacent to TfL bus routes and coach stops which provide services to Uxbridge, Oxford and Ickenham. The site has a Public Transport Accessibility Level of 3 (PTAL). The wider built environment is characterised by predominantly 2/3 storey detached and semi detached residential and commercial properties.

3.2 Proposed Scheme

The proposal comprises of the following elements:

Retail Store

The proposed 3,543 sqm food store would be situated on the north western part of the application site, towards the northern boundary with the A40/Western Avenue. The delivery/refuse area would be located to the west of the food store (between the food store and the embankment adjacent to Long Lane) and the back of house area immediately to the rear of the sales area. The principal point of access to the food store would front south onto the associated car park, which would provide for 198 car parking and 32 associated cycle spaces.

The proposed materials would predominantly comprise glazing and timber cladding panels. The proposed food store incorporates a number of energy efficient measures including rainwater harvesting technology, roof lights and a green wall.

Independent Retail Units

To the south-west of the proposed food store, 3 independent retail units are proposed, which would each measure 445, 288 and 301 sq.m GFA respectively and collectively provide for 700 sq.m net internal sales area. The applicants are seeking a flexible approach to the proposed occupation/uses and as such, an open use class will be sought for these units (Use Classes A1 to A5)

It is proposed that the independent retail units would comprise a glazed facade, with timber cladding and a Standing Steam Roof, following a similar theme to the palette of materials selected for the proposed food store.

Hotel

The proposed hotel will front a piazza, located at the primary vehicular and pedestrian entrance to the site at its south-west corner. The hotel would provide for 84 rooms and be 7 storeys in height, with an associated plant level. The lobby area to the hotel would be provided at ground floor level, along with a proposed cafe/bar measuring 183 sqm and safer neighbourhoods unit measuring 100 sqm. The latter would be provided as a separate unit. To the rear of the hotel (adjacent to Long Lane) a servicing and car parking area is proposed, which would provide for 22 car parking spaces and 4 cycle spaces.

Access

Vehicular access to the proposed food store, 3 retail units and hotel (the detailed

application) is proposed via a priority junction from Freezeland Way, approximately 50 metres east of the Hillingdon Circus junction. Vehicular traffic to the retail units would turn right into the dedicated car park area, whilst refuse, delivery vehicles and visitors of the hotel would turn left onto a dedicated road serving these uses and associated areas.

It is intended that the residential area (associated outline application) will be served via a separate access approximately 120 metres east of the western site access, at the south east corner of the food store car park. Pedestrian and cycle access to all proposed land uses will be provided through the site from the signalised pedestrian crossings at the Hillingdon Circus junction. A shared cycle/footway and an informal refuge crossing at the western site access is proposed.

External Highway Improvements

The proposals include highway alterations designed to improve the operation of the Hillingdon Circus junction. These changes are summarised below:

- Re-introduction of the right turn for traffic at the Hillingdon Circus junction from the Long Lane northbound approach.
- Modifying the existing right turn into the western site access for traffic coming from the A40 westbound.
- Introduction of an additional right turn lane for right turning traffic at the Hillingdon Circus junction from the Long Lane southbound approach.
- Narrowing of the island to the west of the Hillingdon Circus junction, to allow provision of two westbound traffic lanes on Freezeland Way to the west of the Hillingdon Circus junction
- Provision of one dedicated on-street coach bay on Freezeland Way, immediately east of the proposed site access for the Hotel land use.
- Provision of an informal pedestrian refuge crossing at the western site access; and
- Provision of a shared cycle/footway into the site from the western site access towards the proposed Spenhill store and retail units.

Landscape

A site wide landscape strategy has been submitted to address the redevelopment of the entire site, which is underpinned by four key principles:

- Creation of a gateway entrance to the site adjacent to Hillingdon Circus;
- Establishment of an urban edge along Freezeland Way and Long Lane;
- Creation of an appropriate landscape setting adjacent to the Green Belt; and
- Provision of safe, attractive and effective amenity space for residents.

Boundary Planting

The belt of existing tree and shrub planting along the site's western boundary (adjacent to Long Lane) falls within TfL land outside of the application boundary and is not affected by the proposals. It is proposed to extend this planting south towards Hillingdon Circus junction through new planting at the south-west corner of the application site. The existing and proposed planting will screen the hotel car park and servicing areas/back of house associated with the foodstore and independent retail units. The existing hedgerow along the northern boundary will be retained and enhanced through management and re-planting, to maintain and enhance its role in screening the site from the A40. It is proposed that selective thinning, coppicing, re-planting and supplementary tree and hedgerow planting will take place along the site's eastern boundary.

Off Site Planting

The scheme includes provision of a woodland buffer to be planted on the adjacent Green

Belt land, to further supplement the existing eastern boundary planting. This will be secured through a Section 106 Agreement, in the event of an approval.

Gateway Entrance/Piazza

A new piazza is proposed at the south-west corner of the site, to mark the entrance to the site. The landscape treatment will be urban in character, comprising paving and tree/hedge planting, together with new lighting and seating. The proposed piazza will be designed to facilitate pedestrian movement and provide a link to the site from North Hillingdon Centre.

Internal Planting

The application is supported by a number of documents which are summarised below:

- Design & Access Statement, including Visual & Landscape Assessment

This Statement accompanies the full and outline applications in respect of the comprehensive redevelopment of the wider site. This document provides an assessment of the existing site, its history and the evolution of the various design proposals for its redevelopment, culminating in the current scheme this document explains the relationship of the site to the surrounding areas and how this context has informed and the proposals to ensure compatibility within the local context.

- Planning Statement

This Statement has been submitted in support of this full (commercial) and the associated outline (residential) planning application. The Statement establishes planning policy context and identifies the principal issues arising from the proposals. The statement concludes that there is policy support for the principle of a retail-led mixed-use development incorporating residential use at the application site. The proposals represent a significant opportunity to re-use a vacant brown field site to create a sustainable and well-designed scheme which contributes towards the delivery of housing within the Borough, improves the vitality and viability and contributes towards the improvement of the retail function of North Hillingdon Local Centre. The proposals would make a significant contribution to local job creation both during the construction and operational stages. The proposals would improve the appearance of the site and immediate area, including adjacent Green Belt land. Accessibility to public transport and local services and facilities provides an opportunity to maximise the intensity of the site, whilst respecting the sensitive nature of the adjacent Green Belt, in line with relevant policy.

- Retail Assessment (July 2011)

The Retail Assessment notes that the site is allocated in emerging planning policy for mixed-use retail-led development and it sits within a defined local centre. At present, North Hillingdon is under-provided for in terms of main food shopping, as evidenced by the limited role the centre currently plays for local residents. The supermarket and independent retail units included within will allow people to shop more locally by meeting main food shopping needs within North Hillingdon local centre, whilst still ensuring that the centre plays a subordinate role to surrounding, higher order centres and therefore addressing any concerns raised in relation to previous applications for retail development on the site.

- Retail Assessment Addendum Report (submitted June 2012)

This addendum report has been submitted in conjunction with the July 2011 Retail Assessment above. The purpose of this addendum report is to update the analysis to reflect the recent adoption of the NPPF, superseding the previous guidance set out in PPS4, and the changes to development plan, in the form of the adoption of the London Plan (2011). The report concludes that the application is in accordance with the London Plan and accords with the sequential approach as outlined at paragraph 24 of the NPPF and will not result in

any significant adverse impacts on planned investment or the vitality and viability of town centres.

· Hillingdon Master Brewer - Retail Addendum (August 2013)

The addendum updates the submitted impact assessment tables, as well as provide cumulative impact analysis to take into account a recent application in North Hillingdon ('the Morrison's scheme').

The addendum concludes that the cumulative impact of the two stores would result in significantly adverse impact on an identified town centre, primarily as a consequence of prejudicing planned investment; the Spenhill proposal has presented a robust assessment of impact.

· Daylight & Sunlight Assessment

The study has been undertaken by preparing a three-dimensional computer model of the site and surrounding buildings and analysing the effect of the proposed development on the daylight and sunlight levels received by the neighbouring buildings. The analysis seeks to demonstrate that the proposed development would have no discernable effect on the daylight and sunlight amenity enjoyed by the residential properties on Freezeland Way. The proposed development is not considered to affect the adjoining properties daylight and sunlight amenity and will be in accordance with the guidance given in the London Borough of Hillingdon

· Energy Statement

The Statement assesses the energy efficiency, low carbon and renewable energy technologies that could be utilised to reduce the carbon footprint of the proposed mixed use development at Hillingdon, in line with the local and regional planning policy requirements. This report demonstrates how a variety of technologies could be incorporated into the design to reduce the CO₂ emissions of the proposed mixed use development. In line with the adopted energy hierarchy, decentralised gas fired reciprocating engine CHP units are considered for the development. Air Source Heat Pumps are also considered to meet the complete space conditioning demands of the General retail units. Based on the analysis presented in this report, the proposed development could achieve circa 45% reduction in CO₂ emissions beyond the baseline. Whilst achieving significant reduction in CO₂ emissions, it is not likely to be viable to provide all of the reduction from renewable sources. The statement explains the constraints preventing this and demonstrated the rationale behind the proposed approach, which we consider to follow best practice and offer the most appropriate method of CO₂ reduction for this development. Considering the residential units of the scheme alone, the proposals are expected to achieve circa 46% reduction in carbon emissions over the Part L 2006 compliant base case. Thereby allowing the scheme to qualify for Code for the Sustainable Homes Level 4.

· Sustainable Design & Construction Statement

The Statement comments on the environmental impacts and how they relate to environmental sustainability policies within the report. The Statement concludes that the reuse of this brownfield site will realise its potential and contribute to reducing the need for construction on previously undeveloped land (Greenfield land) which might result in a net loss of green space, a negative impact on flora and fauna, and/or a negative impact on infiltration rates or flooding. The proposed development accords Sustainable Design and Construction policies in the London Plan.

· Potable Water Strategy

This Potable Water Strategy provides a context review of key potable water minimisation policies and specific sustainability considerations that are relevant to the site and addresses the issues of potable water minimisation and water reuse within the development.

- Lighting Impact Assessment

This report considers the effects of the proposal on the amenity of residents of nearby dwellings from artificial lighting within the scheme. The report concludes that that the proposed mitigation measures will ensure that any lighting impact to the local residents and environment will be reduced to minor adverse at worst case, for all areas of lighting.

The key factor in the artificial lighting design is to ensure minimal impact on the surrounding area and sensitive receptors. The artificial lighting design will be undertaken in accordance with the International Commission on Illumination (CIE) document Guide on the Limitation of the Effects of Obtrusive Light from Outdoor Lighting Installation. Careful selection and positioning of luminaires will reduce impact on local environment while maintaining safety and security of pedestrians and general users of public and common spaces.

- Site Statutory & Site Utilities Services Investigations

This report provides information on the services and plant/apparatus belonging to the various service providers and utility companies currently serving the site to be developed. Outlined in this report is a strategy for dealing with the site utility services.

- Air Quality Assessment

The site is in an AQMA, as such analysis is made of air quality impacts during construction and operation. The assessment identifies sources of pollutants and how these can be mitigated.

- Archaeological Assessment

This report comprises an update of the original assessments, following design scheme changes and based upon current (July 2011) standards, guidance, policy background (e.g. PPS 5 etc.) and archaeological knowledge.

- Phase 1 Environmental Risk Assessment

Based on the observations recorded and the information collated and reviewed as part of this Risk Assessment the site is considered to be suitable for its proposed use from a ground contamination perspective.

- Acoustic Assessment

The objective of the assessment is to determine how noise that may be generated as a result of the proposal would affect the amenities of existing and future residents and how existing road traffic noise would affect the residential element of the proposed scheme. The report contains a discussion of the available methods of assessment and assessment criteria, the findings of an acoustic survey, the prediction methodology and an assessment of noise for the residential element of the proposed development. The different components of operational noise and construction noise matters are also covered. The assessment concludes that with appropriate mitigation measures, the development could proceed without the likelihood of subsequent operations harming the amenity of existing or proposed residential dwellings by reason of noise on the basis of a 24 hour trading and servicing operation.

- Transport Assessment

The report provides a comprehensive description of the existing highway, pedestrian and cycling conditions in the study area, including a site description, existing traffic conditions, an accident analysis, and assessments of the existing public transport, walking and cycling networks and alternative car parking within the study area. The report summarises the relevant national, regional and local policies where they relate to the proposed development, sets out the quantum and type of development proposed for the site, including the residential mix, level of on-site parking provision and delivery and servicing arrangements.

· Transport Assessment Vol 2 Appendices

· Addendum Transport Assessment VN50286 (February 2013)

· Final Addendum Transport Assessment VN50286 (March 2013)

This Addendum Transport Assessment study has assessed the cumulative traffic and transport impacts of the proposed comprehensive redevelopment of the Master Brewer Site and the Hillingdon Circus Mixed used development. A capacity analysis has been carried out in order to determine the likely impact of the proposals on the local highway network. This assessment has used trip rates provided by LBH and they are considered to be robust.

· VISSIM Sensitivity Tests Technical Note (August 2013)

This report has been prepared as a result of officers' requests to revise the VISSIM models, to take into consideration the existing traffic conditions. The revised assessments have sought to demonstrate that the Hillingdon Circus junction and the wider network would not be adversely affected by the proposed development, following the construction of the agreed improvements to the Hillingdon Circus junction and site access. In terms of the cumulative impact analysis, journey times and queue lengths are worsening during the PM peak with the application of the background traffic growth and subsequently, with both the Master Brewer and Morrison's Schemes in operation.

· Framework Travel Plan

The purpose of this document is to provide an outline strategy for sustainable travel to and from the Master Brewer site as a whole, by providing an overarching travel plan strategy and recommending measures geared towards instigating a modal shift away from the private car. This travel plan also acts as the full travel plan for the residential portion of the site, including targets and a detailed package of measures. Separate travel plans have been prepared for the hotel (occupier unknown) and the food store.

· Travel Plan in respect of Food store

This is a travel plan for the food store and will sit under the framework travel plan that has been developed for the site.

· Travel Plan in respect of Hotel

This is a travel plan for the hotel and will sit under the framework travel plan that has been developed for the site.

· Flood Risk Assessment

This report provides a Site Specific Flood Risk Assessment (FRA) and surface water drainage strategy for the proposed redevelopment. The FRA seeks to demonstrate that any increase in surface water run off can be managed on Site through SUDS techniques. The FRA assesses the risk posed to the site from flood events, the risk posed to the site from the site storm water generation, the site storm water run off management and the risk the site poses to increase in flooding elsewhere. The FRA demonstrates that by mitigating for the consequences of flooding, by incorporating measures to accommodate flood risk within the development, and by providing a sustainable surface water drainage strategy, the proposed development does not pose any flood risk.

· Statement of Community Involvement

This report details the consultation process and community response to plans for redevelopment of the Master Brewer site. Key issues identified are as follows:

- Local people were concerned about congestion on local roads which was considered to be poor
- The future of local shops with the opening of a Spenhill store
- Some residents were concerned at the impact of housing on local services

- Many people were interested in jobs and whether these could be guaranteed to the local community
- Residents wanted to see local facilities and a restaurant/bar was popular at the drop-in exhibition
- Some asked whether a hotel was needed
- Respondents wanted to ensure that the greenbelt next to the site was protected and designs sympathetic to the area

· Arboricultural Survey and Impact Assessment

The purpose of the Assessment is to produce a base inventory of the tree stock, advise on any safety issues, calculate BS root protection areas and produce a Tree Constraints Plan that can be used for advising potential development layouts.

· Phase 1 Habitat Survey

The work consisted of a desk review of available data, a field survey to assess the site and surrounding habitats and the production of an ecological report. Habitats on site were found to be currently of limited ecological value, though a non-statutory conservation site is present immediately to the east.

The site has potential to support a range of protected species including bats, amphibians, reptiles and stag beetles. Further surveys are recommended to confirm if indeed these animals are present and determine the need for mitigation and/or enhancement. Nesting birds are also likely to be present on site, and recommendations are made to avoid impacts. Species of Cotoneaster, an invasive plant now listed on Schedule 9 of the Wildlife and Countryside Act, are also present on site. Recommendations are made to avoid spreading these plants.

· Ecology Report

The report documents the Phase 2 survey work for bats, Great Crested Newt, reptiles and Stag Beetle, and includes recommendations for mitigation measures where appropriate. Finally, opportunities for ecological enhancement and beneficial management are proposed with reference to national and local Biodiversity Action Plans (BAPs). Based on the evidence obtained from detailed ecological survey work and with the implementation of the recommendations set out in this report, the report concludes that no ecological designations, habitats of nature conservation interest or any protected species will be significantly harmed by the proposals.

· Environmental Impact Assessment

Since the first submission of applications on the site in July 2011, a planning application has also been submitted in relation to a retail-led development on nearby land to the west (Hillingdon Circus). A request for a Screening Opinion in relation to this proposal was submitted to LBH on 14 October 2011, with an opinion subsequently issued on 1st November 2011. The Council concluded that the Spenhill applications (submitted in July 2011) required Environmental Impact Assessment of the potential cumulative impacts arising from development on both sites.

The applicants requested a Screening Direction from the Secretary of State (SoS), who confirmed that the proposals constitute EIA development. Whilst the SoS did not consider there to be any significant environmental effects regarding use of natural resources; production of waste; risk of accidents; or landscapes of historical, cultural or archaeological significance, he did consider that the environment was sensitive in terms of traffic and air quality. In addition, the SoS makes specific reference to the proposed Hillingdon Circus development, and the potentially cumulative impacts from both developments on traffic and air quality. On balance, he therefore concluded that EIA should be carried out in relation to these proposals.

This application, together with the associated outline application for residential development is therefore subject to an EIA and a full Environmental Statement has been submitted. The EIA comprises the following volumes:

- Volume 1: Main Text Individual environmental topics covered are as follows:
Townscape & Visual Change, Traffic & Transport, Air Quality, Noise and Vibration, Daylighting, Sunlighting, Overshadowing and Solar Glare, Ecology and Nature Conservation, Ground Conditions and Contamination, Surface Water Drainage & Flooding, Cultural Heritage and Socio Economic Effects.
- Volume 2: Townscape, Conservation and Visual Impact Assessment
- Volume 3: Appendices
- Volume 4: Non-Technical Summary (this document)

Chapter 7 consists of statements for the individual environmental topics that have been subject to EIA, which are contained within a number of sub-chapters, as follows:

Townscape & Visual Change; Traffic & Transport; Air Quality; Noise and Vibration; Daylighting; Sunlighting; Overshadowing and Solar Glare; Ecology and Nature Conservation; and Ground Conditions and Contamination

Addendum to Environmental Statement (Submitted March 2013)

The forecast traffic generation from both the Spenhill scheme and the Bride Hall Development scheme have been refined to reflect accurately local traffic conditions. Further consideration has been given to the reported air quality effects arising from the development, because of the close link between transport emissions and ambient air quality.

The March 2013 Environmental Statement considered the socio-economic effects of the Spenhill Development proposals, as well as the cumulative impacts that might arise if the Bride Hall Developments scheme also went ahead. In order to ensure complete coverage on the social and economic effects arising from the proposals, both the original and supplementary retail information is also reported in this Addendum.

3.3 Relevant Planning History

2004 - outline application (reference; 4266/APP/2004/2715) was submitted for the redevelopment of the site to provide a comprehensive mixed use scheme comprising class A1 food store (8,819m²), 4 retail units (805m²) and retail parking for 538 vehicles, plus 220 residential units including affordable housing and parking for 230 vehicles, highway alterations to Long Lane and Freezeland Way including new access to the site off Freezeland Way (involving demolition of the Master Brewer Motel). The application was refused on 23 December 2004 for a total of 12 reasons which are summarised as follows;

- The impact of the proposed foodstore on the vitality and viability of North Hillingdon Local centre
- The overdevelopment of the site and adverse impact on the existing street scene and openness and visual amenity of the adjacent Green Belt by virtue of the overall scale, density, site coverage and lack of landscape screening.
- Inadequate housing provision for persons with disabilities.
- Inadequate cycling facilities.
- Insufficient provision towards affordable housing
- Insufficient provision towards education, health, community facilities, leisure facilities, public transport, town centre and environmental/public open space improvements.
- Creation of a poor residential environment by virtue of the proximity to noise and poor outlook
- Inadequate provision towards the storage of refuse and recyclables.
- Failure to provide sufficient supporting evidence of trip generation associated with the

proposed development.

- Failure to make provision towards energy efficiency measures and renewable energy technology and the associated impact on air quality (2 reasons); and
- Inadequate provision towards amenity space for residential occupants

2005 - duplicate applications in outline form (Reference: 4266/APP/2005/2978 & 4266/APP/2005/2979) were submitted for the erection of a superstore (7,673 m²), 1,244m² of additional space for A1, A2, A3, A4 or D1 uses within the Use Classes Order, Car parking for 409 cars, 205 residential apartments, including affordable housing, together With 205 car parking spaces, highway alterations and landscaping and the demolition of the Master Brewer Hotel. Application 4266/APP/2005/2978 was refused on 14/6/2006 for the following reasons:

- The detrimental impact of the proposed foodstore on the borough's retail hierarchy by virtue of scale and the failure of the Retail Assessment to demonstrate qualitative or quantitative need and undertake a robust sequential site analysis.
- The overdevelopment of the site and adverse impact on the existing street scene and openness and visual amenity of the adjacent Green Belt by virtue of the overall scale, density, site coverage and lack of landscape screening (subsequently dropped at inquiry).
- Insufficient provision towards town centre and environmental/public open space improvements and recycling and community safety.
- Failure to demonstrate that the arising traffic generation can be adequately accommodated within the adjoining highway network; and
- The cumulative impact of the proposals in the event the adjacent IKEA site was granted planning permission (subsequently dropped at inquiry).

Duplicate application 4266/APP/2005/2979 was the subject of an appeal for Non determination. The Council subsequently resolved that if they had the power to do so the application would have been refused for the above-mentioned reasons. It should be noted that during the inquiry process the Council's reasons for refusing the application in respect of Green Belt and cumulative impact were removed. The appeal was subsequently withdrawn in January 2007.

The following applications were submitted on 08-08-11 and are awaiting determination.

- A full application ref: 4266/APP/2011/2034 for a Mixed use redevelopment comprising the erection of a foodstore, measuring 3,312 sq.m (GFA) (use class A1), with 198 car parking spaces and 32 cycle spaces; an additional 3 retail units, measuring 1,034 sq.m (GFA), (use class A1 to A5); a safer neighbourhoods unit, measuring 100 sq.m (GFA) (use class D1); an 84 bed hotel (use class C1) and 22 car parking spaces and 4 cycle spaces;
- Outline Planning application ref: 4266/APP/2011/2035 for 53 residential units (use class C3) with 56 car parking spaces and 60 cycle parking spaces and associated highways alterations together with landscape improvements.

The applicant has advised that its preference is to progress the proposed development as set out in this report.

4. PLANNING POLICIES AND STANDARDS

Part 1 Local Plan Policies

PT1.BE1(2012) Built Environment

PT1.CI1 (2012) Community Infrastructure Provision

PT1.E4 (2012) Uxbridge

PT1.E5 (2012) Town and Local Centres

PT1.EM1 (2012) Climate Change Adaptation and Mitigation

PT1.EM11(2012) Sustainable Waste Management

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.EM8 (2012) Land, Water, Air and Noise
PT1.T1 (2012) Accessible Local Destination

Part 2 Local Plan Policies

AM1 Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
AM10 Incorporation in new developments of additions to the proposed cycle network
AM11 Improvement in facilities and promotion of safety and security at bus and rail interchanges; use of planning agreements to secure improvement in public transport services
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) Shop mobility 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
AM3 Proposals for new roads or widening of existing roads
AM7 Consideration of traffic generated by proposed developments
AM8 Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE13 New development must harmonise with the existing street scene.
BE18 Design considerations - pedestrian security and safety
BE19 New development must improve or complement the character of the area.
BE20 Daylight and sunlight considerations.
BE21 Siting, bulk and proximity of new buildings/extensions
BE26 Town centres - design, layout and landscaping of new buildings
BE28 Shop fronts - design and materials
BE29 Advertisement displays on business premises
BE3 Investigation of sites of archaeological interest and protection of archaeological remains
BE36 Proposals for high buildings/structures in identified sensitive areas
BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE39 Protection of trees and woodland - tree preservation orders
EC2 Nature conservation considerations and ecological assessments
EC3 Potential effects of development on sites of nature conservation importance
EC5 Retention of ecological features and creation of new habitats
H4 Mix of housing units
H5 Dwellings suitable for large families
LE6 Major office and other business proposals in town centres
OE1 Protection of the character and amenities of surrounding properties and the local area
OE11 Development involving hazardous substances a requirement for ameliorative measures
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
OL5 Development proposals adjacent to the Green Belt
PR23 Hillingdon Circus
R1 Accessibility for elderly people, people with disabilities, women and children
R16 Development proposals in or near areas deficient in recreational open space
R17 Use of planning obligations to supplement the provision of recreation, leisure and community facilities
R2 Provision of recreation, entertainment and leisure facilities in Town Centres
S9 Change of use of shops in Local Centres
T4 Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements

Site specific policy:-

PR23 On land at Hillingdon Circus delineated on the proposals map the Local Planning Authority will pursue the following objectives;

A. Within the Green Belt:-

- (i) reinforce and enhance the Green Belt landscape to improve its visual function;
- (ii) improve access to freezeland covert to promote open space of recreational value;
- (iii) secure effective management, including planting of woodland at freezeland covert and the pond;
- (iv) enhance ecological and wildlife interest on land west of freezeland covert;
- (v) enhance pedestrian access between the green belt areas east and west of long lane;

B. Within the developed area :-

- (vi) secure substantial planting and landscaping in association with any development;
- (vii) promote a mix of uses that takes advantage of the north-south and east-west communication network to serve community and borough wide interests;
- (viii) secure the provision, where appropriate, of leisure/social/community facilities;
- (ix) environmental improvements and landscaping as necessary to enhance the local shopping and residential environment; and Architecture and design which maintains a satisfactory relationship with nearby residential properties, Hillingdon Circus, the Green Belt and surroundings from which it is prominent.

London Plan 2011 policies.

LPP 2.15 (2011) Town Centres

LPP 3.9 (2011) Mixed and Balanced Communities

LPP 4.1 (2011) Developing London's economy

LPP 4.7 (2011) Retail and town centre development

LPP 4.8 (2011) Supporting a successful & diverse retail sector

LPP 4.9 (2011) Small shops

LPP 5.1 (2011) Climate Change Mitigation

LPP 5.11 (2011) Green roofs and development site environs

LPP 5.12 (2011) Flood risk management

LPP 5.13 (2011) Sustainable drainage

LPP 5.14 (2011) Water quality and wastewater infrastructure

LPP 5.7 (2011) Renewable energy

LPP 6.11 (2011) Smoothing traffic flow & tackling congestion

LPP 6.12 (2011) Road Network Capacity

LPP 6.13 (2011) Parking

LPP 6.3 (2011) Assessing effects of development on transport capacity

LPP 7.14 (2011) Improving Air Quality

LPP 7.16 (2011) Green Belt

LPP 7.3 (2011) Designing out crime

LPP 8.2 (2011) Planning obligations

NPPF1
NPPF10
NPPF2
NPPF4
NPPF7
NPPF9

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- (ix) environmental improvements and landscaping as necessary to enhance the local shopping and residential environment; and Architecture and design which maintains a satisfactory relationship with nearby residential properties, Hillingdon Circus, the Green Belt and surroundings from which it is prominent.

London Plan 2011 policies.

LLP 3.18 (2011) Education facilities
LPP 2.15 (2011) Town Centres
LPP 3.9 (2011) Mixed and Balanced Communities
LPP 4.1 (2011) Developing London's economy
LPP 4.7 (2011) Retail and town centre development
LPP 5.1 (2011) Climate Change Mitigation
LPP 5.11 (2011) Green roofs and development site environs
LPP 5.12 (2011) Flood risk management
LPP 5.13 (2011) Sustainable drainage
LPP 5.14 (2011) Water quality and wastewater infrastructure
LPP 5.7 (2011) Renewable energy
LPP 6.12 (2011) Road Network Capacity
LPP 6.13 (2011) Parking
LPP 6.3 (2011) Assessing effects of development on transport capacity
LPP 7.16 (2011) Green Belt
LPP 7.3 (2011) Designing out crime
LPP 8.2 (2011) Planning obligations

NPPF Sections 1, 2, 4, 7, 9 and 10.

ADVERTISEMENT AND SITE NOTICE

Advertisement Expiry Date: 1/8/2012

6. CONSULTATIONS

6.1 EXTERNAL CONSULTEES

The application has been advertised under Article 13 of the Town and Country Planning General Development Management Order 2010 as a Major Development. 1,757 surrounding property owners/occupiers have been consulted. At the time of writing the report, 72 letters or internet representations have been received objecting on the following grounds:

1. The traffic in that area particularly in the morning and late afternoon/evening rush hour is gridlocked. A Spenhill store proposal will only add to the traffic.
2. Long lane is already the major route north and south for the three main emergency services. Creating more traffic and more junctions will only slow these very important services down
3. Question the need for another store.
4. The local shops are struggling to survive in the economic climate so putting a supermarket on its doorstep will make things much harder and many will not be able to compete. Loss of trade for local stores.
4. There are already a sufficient number and variety of food stores, bakers, butchers, Coop, restaurants, takeaways, anymore and it will reduce sales margins for each, and probably result in the eventual loss of the current pleasant shopping area of Hillingdon circus.
6. If a Hotel is allowed it will need more parking spaces
7. This development will ensure that there is an urban sprawl along every metre of Long Lane.
8. Disruption during construction nuisance to residence and increased noise and air pollution.
9. Noise from deliveries
10. A 7-storey hotel is out of keeping for the site but a lower height is more acceptable. .
11. Overdevelopment of the site
12. Against the principle of the hotel
13. Intrusion into Green Belt land
14. Design unattractive
15. Eye sore on the landscape
16. What disruption is going to be caused by the Construction of this site
17. Development should be coordinated with the IKEA site opposite
18. More housing will add to the traffic congestion
19. More parked cars and vehicles within this vicinity
20. The local doctors and dentists are very full, can they cope with many more people on their books. The local primary schools are also very full, as is the secondary schools. Strain on local services
21. Any deliveries would be extremely noisy during the night or early hours of the morning
22. Wildlife will also suffer due to the removal of extant trees and undergrowth.(i)
23. Will bring crime to the local area.
24. The supermarket will compete with higher order centres.
25. The trade draw and resulting retail impact on both North Hillingdon and Uxbridge Town Centre has been underestimated.
26. There will be a direct treat to planned town centre investment in Uxbridge.

In addition 28 letters, supporting the proposals and 14 letters providing comments were received and are summarised below:

1. A Hotel on the site is a good idea, as the Master Brewer Hotel was well used by locals
2. A new hotel which would be an asset to the area, the old Master Brewer hotel was well patronised.
3. The addition of a decent restaurant would also be an asset.

4. This will be a good for the area as the site has been an eye sore for sometime. Its about time someone developed the site
5. The proposed application it does appear to have a financial benefit and convenience to the area.
6. This 'Circus Area' badly needs regeneration and more jobs; a Shopping Centre will provide them and the proposed site is ideal.
7. This will be great for the area, bring in some more business with the hotel, and great for the local community with access to a quality super market, and jobs for local residents.
8. The Master Brewer site is an eyesore, and something needs to be done, we welcome Spenhill on this site as it means we do not have to travel to Uxbridge or Hayes to do our shopping. Our local shops do not provide a good range of products.
9. I am totally in favour of the above plan. This site has been ruined by the demolition of the Master Brewers, which has been a land mark of Hillingdon for a very long Time.
10. I fully support their plan
11. I would like to see Spenhill's get permission to build as there is no local supermarket in Hillingdon except the co-op who are too expensive and unreliable for fresh food.
12. I am a pensioner who has had a stroke and I would be able to get a bus from right by my house to Spenhill and back again and this would make a big difference to my life and make me more independent.
13. The Master Brewer site is in need of regeneration and the area needs more affordable housing and the Spenhill store, hotel and other shops will create much needed employment in the area
14. Local weekly shopping on our doorstep and 200+ extra jobs can't be a bad thing.
15. It would be a great for the regeneration of the area as long as traffic could be controlled in an efficient & adequate way.
16. It would benefit all local people especially the elderly.
17. It would add to employment.
18. The shops in Long Lane are of a very poor quality. Spenhill would not only provide more jobs in the area, but provide quality to the shopper.
19. This site is now an eye saw and needs to be established. More housing is certainly a welcome idea. I would welcome Spenhill.
20. Prefer Tesco's to Morrison's
21. The Hillingdon Circus site should remain as the approved office use

The above comments include responses received following further consultations undertaken on 07-05-13, upon receipt of an Environmental Impact Assessment and revised Transport Statement. The further representations comprise 29 letters of objection raising similar concerns to the previous consultation and 12 letters of support.

In addition, since the Committee report was first published, the following comments have been received

22. The Spenhill Retail Addendum continues to be based on a 2008 household survey and the Morrison's survey (2011) is more up to date, covering a greater population sample and is therefore more robust.
23. The retail addendum omits the Morrison's and Aldi (Yiewsley) .
24. Spenhill do not consider the cumulative impact of the Sainsburys South Ruislip store on the basis that it is outside their catchment area.
25. The retail addendum incorrectly references the expenditure available in the catchment £256.78, compared to £230.43 in 2010, rising to 246.49 in 2017.
26. There are inconsistencies in the approach and reasoning between the reports for the two supermarkets with regard to the status of the local centre
28. The Council has applied the Spenhill retail assumptions to the Morrison's scheme. National Planning Policy promotes new retail provision to be in close proximity to existing retail provision.

29. Inconsistent approach to procedures and drafting of recommendations
30. Inaccuracies within the highway submission for the Spenhill application, including
- Insufficient Coverage of VISSIM Model And Inadequate Study Area for Journey Times
 - Lack of AM And Saturday Peak VISSIM Modelling
 - Under-Reporting of Northbound Traffic Flows in PM Peak VISSIM Modelling
 - Impact of Traffic Signal Phasing at Hillingdon Circus
 - Requirement for Revised Traffic Modelling
 - Under Reporting of Impact Upon Journey Times Along Long Lane
31. Concern that north bound right hand turning traffic into the site could potentially interfere with free flow of traffic south bound.
32. West bound traffic exiting A40 at speed could conflict with vehicles merging from the site onto Freezland Way.
33. Concern over how vehicles exiting the A40 will turn right into the site.
- Has a safety audit been carried out regarding pedestrians crossing Freezland Way from the pedestrian/cycle route at the end of Windsor Avenue.

PETITIONS

One petition bearing 29 signatures supporting the Spenhill scheme has been received on the following grounds:

- It will bring people to Hillingdon Circus and life to the area
- A supermarket will be more convenient for the area and local people

Two petitions have been received objecting to the proposal.

(a) A 37 signature petition organised by the Ickenham Residents Association raising the following :

- We the undersigned fully support Ickenham Residents Association in ensuring that the wishes of its members and people of Ickenham in general are heard and understood by the Committee, when considering the proposals.

(b) A 30 signature petition organised by Oak Farm Residents' Association objecting on the following grounds:

- Traffic congestion is already excessive in this area and should not be made worse
- Traffic noise and pollution is already so high that it is not fit for people to dwell in for long such as shopping or living
- The area is often waterlogged and development will add to land drainage problems
- Object to further major development but if we have to suffer on at Hillingdon Circus we prefer the Morrison's plan rather than the Spenhill scheme.

As well as the consultations carried out by the Council, the applicants organised a public exhibition.

GREATER LONDON AUTHORITY

The Mayor considers that the application does not comply with the London Plan, but that the possible remedies could address those deficiencies. The application represents EIA development for the purposes of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011. The environmental information made available to date has been taken into consideration in formulating these comments.

The Mayor observed, in particular, that the overall design of the scheme was most unimpressive and related poorly to the existing local centre and surrounding area. In its

existing form, he considered that the hotel represented a missed opportunity to create a landmark building of exemplary design at the prominent and highly exposed Hillingdon Circus. He, therefore, requested that the applicant consider a complete review of the scheme, in order to achieve significant improvements in design quality prior to any further referral of the scheme back to him.

If your Council subsequently resolves to make an interim decision on the application, it must consult the Mayor again under Article 5 of the Order and allow him fourteen days to decide whether to allow the draft decision to proceed unchanged, or direct the Council under Article 6 to refuse the application, or issue a direction under Article 7 that he is to act as the local planning authority for the purpose of determining the application and any connected application. You should therefore send me a copy of any representations made in respect of the application, and a copy of any officer's report, together with a statement of the decision your authority proposes to make; and (if it proposed to grant permission) a statement of any conditions the authority proposes to impose and a draft of any planning obligation it proposes to enter into and details of any planning contribution.

GLA STAGE 1 REPORT (Summary)

(NB: The Mayor has sent a joint response with respect to this application and the associated outline residential application. It is acknowledged that sections of the Stage 1 report contain commentary relating to both applications and should be read in this context).

London Plan policies on retail and town centre developments: visitor accommodation, housing, design, inclusive access, transport/parking, energy, ambient noise and air quality are relevant to this application. The application complies with some of these policies but not with others and on balance does not comply with the London Plan. The reasons and the potential remedies to issues of non-compliance are set out below;

Retail: The applicant should demonstrate how the proposed food store would be effectively integrated with the existing parade of shops within North Hillingdon local centre and address the implications of an upgrade in status of the centre within the strategic and borough wide arising from the cumulative impact of other known or potential retail developments.

Affordable housing: The financial viability appraisals, to which reference has been made in the affordable housing statement should be submitted for assessment and independent review. Should Hillingdon Council be minded to grant permission for this development, a copy of the appraisal and the results of the independent review commissioned by the council should be submitted to the GLA before any referral of this application back to the Mayor.

Housing choice: The applicant should review the low (7.2%) proportion of three bedroom units, for which specific need is identified in Policy H2 of the emerging Core Strategy and in line with the objective set out in the revised London Housing Strategy.

Urban design: The layout of the scheme requires reconsideration to reduce the visual dominance of parking and service areas and their impact on the public realm, and to improve its relationship to the existing local centre.

Inclusive design and access: Additional details should be provided to ensure an exemplary inclusive environment for residents and visitors to the scheme. The requirements include indicative floor plans of the proposed hotel; illustrations to demonstrate that the automated teller machines (ATMs) would comply with the relevant standard of accessibility; and details of the routes, crossing points, dropped kerbs and tactile paving to facilitate pedestrian access from the housing, bus stops, tube station etc to the site.

Transport: TfL requires a sensitivity test to ascertain the highways impact of the development in conjunction with the neighbouring application that has been submitted on land to the west of Long Lane. Further contributions towards extension of the U10 bus route, count down and improvements to the pedestrian environment should also be secured.

TfL (INITIAL COMMENTS) (summary)

This application follows on from previous applications submitted in 2011 (refs 4266/APP/2011/2034 and 4266/APP/2011/2035).

Car Parking

It is proposed that the retail units on site (both food and non-food) would be served by a 181 space car park, of which 7 spaces (4%) would be parent and child spaces and 20 spaces (11%) would be for blue badge users. In addition, 9 spaces (5%) would be provided with electric vehicle charging points (EVCPs), with passive provision for a further 27 spaces (15%). Separate to this, 18 car parking spaces and a coach parking space would be provided for the proposed hotel. This represents a reduction in retail car parking since the previous application, towards the level that TfL had agreed as appropriate at the pre-application stage (178 spaces). This is welcomed by TfL.

The residential application is non referable under the Mayor of London Order. A total of 99 residential car parking spaces will be provided (at a ratio of just under 0.8 spaces per unit), with 10% of spaces being wheelchair accessible. It was agreed at the pre-application stage that given the location and PTAL of the site this provision is acceptable. However, as per London Plan policy 6.13 Parking, 20% of all spaces must be for electric vehicles with an additional 20% passive provision for electric vehicles in the future.

A Car Park Management Strategy (CPMS) will be secured by condition on the application, and this is welcomed by TfL.

Trip Generation

TfL had previously raised a number of concerns with respect to the trip generation associated with the previous application, which remains unchanged for this application. However, the applicant subsequently submitted information that showed the trip generation provided a worst case assessment and as such this is accepted by TfL.

Highways Impact

As with trip generation, the latest submission addresses the concerns previously raised by TfL with respect to the modelling methodology. However, it is noted that the TA considers an office scheme to the west of Long Lane at Hillingdon Circus as committed development. It is understood that prior to the submission of this application, a new application was submitted for this site which includes provision of a food store, hotel and residential units. The impact of this on the local road network should be taken into account as a sensitivity test, although this should only be carried out once trip rates for this new development are agreed with the borough and TfL. This is to ensure that the application complies with London Plan Policy 6.12 Road Network Capacity.

Public Transport

At present, the U10 bus service serves Swakeleys Drive and Court Road (Hail & Ride section) to the north of Hillingdon station. It is around 800m walk from Hillingdon station to a boarding point for the route. TfL have in the past received requests from passengers for the service to be rerouted via Hillingdon station, although it has not been felt that demand has been sufficient in the past to justify this. Notwithstanding the comments on trip generation above, this development is likely to create sufficient additional demand in the area that the extension of this route becomes desirable, providing a bus link from the development to

Ruislip and Ickenham to the north. It is anticipated that the U10 can be re-routed to Hillingdon station without requiring any additional vehicles, and as such the required mitigation from the development would just be to cover the cost of an additional driver on duty. However, since the 2011 application further feasibility work has been carried out on this option and the cost of the extension has now increased slightly to £50,000 a year for five years. In addition to this, there are two bus stops near the development site that could meet the criteria for a Countdown installation in the future and at which the development will generate additional demand. A s106 contribution towards the installation of Countdown is requested at £10,000 per stop, requiring a total s106 contribution of £270,000 towards mitigating the impact on bus services in line with London Plan Policy 6.2 Providing Public

Transport Capacity and Safeguarding Land for Transport.

The development is predicted to generate a relatively significant number of Underground trips in comparison to the number of passengers that use the station at present. However, we do not anticipate that this will cause any capacity issues at the station.

Coaches

It is noted and supported that a coach parking space will be provided to serve the hotel use on site. In addition the site is also served by two frequent express coach routes between London and Oxford; the Oxford Tube and Oxford Express (X90). TfL had previously requested that the developer improves both the access to and the waiting environment at the Oxford bound coach stop on Freezeland Way, as identified in the PERS audit which would also be of benefit to the wider community. It is understood that the applicant has been in discussions with the borough about this and this is welcomed by TfL.

Walking, Cycling and Accessibility

In addition to the pedestrian improvements identified within the TA, TfL would recommend that the Legible London way finding system is implemented as part of the development in order to strengthen links between the site, the existing shopping area on Long Lane and Hillingdon Underground station. This should form part of the s106 package for the development. TfL suggests implementation of 2 sign posts and a capped financial contribution of £30k. The proposed cycle parking provision is welcomed. However, all the non-residential units should have provision for showers and lockers for those members of staff who wish to cycle to work.

Travel Plan

TfL had previously highlighted that whilst the Travel Plan was generally of high quality, there were some minor issues that could be addressed to further improve it. Predominantly, TfL feel that the target relating to car use could and should be more ambitious, but it is accepted that at present these targets are only based on TRAVL data and as such may require revision following initial surveys in any case. As such, the Travel Plan is accepted in its current form for planning purposes.

Servicing and Construction

A Construction Logistics Plan (CLP) and Delivery and Servicing Plan (DSP) should both be secured for the site by condition. To this end, the section on Construction within the TA is welcomed although the CLP should also include mention of vehicle booking systems, the use of re-timed or consolidated construction vehicle trips, protection of vulnerable road users and using operators committed best practice as demonstrated by membership of TfL's Freight Operator Recognition Scheme (FORS) or similar. The DSP should identify efficiency and sustainability measures to be undertaken once the site is operational, in order to minimise the impact of peak time deliveries on the network. Community Infrastructure Levy (CIL) The Mayor of London introduced his Community Infrastructure Levy (CIL) on 1 April 2012. Most development that receives planning permission after this date will be liable to

pay this CIL. The proposed development is in the London Borough of Hillingdon, where the charging rate is £35 per square metre of floor space. Further details can be found at <http://www.london.gov.uk/publication/mayoral-community-infrastructure-levy>.

TfL comments on Addendum TA

TfL's previous comments on this scheme were in a letter dated 16th July 2012, which raised the need for a sensitivity test on highways capacity taking into account the Morrison's planning application at the neighbouring Hillingdon Circus site. This addendum TA includes this testing. The response also identified a need for contributions from any development on this site towards the extension of the U10 bus service to Hillingdon station, bus stop improvements, Legible London signage and improvements to the coach stop on Freezeland Way. It is expected that these will be secured as part of any consent. The addendum TA builds upon modelling included within the applicant's revised TA, submitted to Hillingdon at the end of last year. It is understood that whilst the proposed development remains unchanged, the revised TA was produced in response to Hillingdon's request that consideration be given to the use of revised trip rates and modal splits which resulted in increased development vehicle trips, as well as the use of 2008 highways data as a baseline which showed higher background flows than the 2009 data originally used methodology, both TEMPRO growth and flows from committed development have been added to the 2008 baseline to reach a 2016 opening year, which should result in a robust assessment.

Using this revised methodology, the 2016 baseline model (i.e. with growth but without development) shows a number of links operating above capacity, notably the right turn from Long Lane southbound into Freezeland Way in all peak periods, Long Lane northbound across all peak periods and Freezeland Way eastbound in the PM peak. Modelling undertaken in the revised TA also shows the southbound arm of the junction of Long Lane and the A40 eastbound on-slip operating over capacity, which although primarily an issue for Hillingdon may be of concern for TfL if it is felt that this could prevent drivers from accessing the A40.

The modelling then considers a 'with development' scenario, which also includes changes to the Long Lane / Freezeland Way junction and an increase in cycle times in all peak periods. As the pedestrian crossings are 'walk with traffic', this increase in cycle times is likely to be acceptable. Although several arms operate close to capacity and overall the junction performance is likely to be worse, only one arm operates above capacity, the westbound right turn from Freezeland Way in the AM peak.

When traffic from the neighbouring Hillingdon Circus application is added to the network, a number of arms then operate above capacity, even with the changes proposed as part of the Spenhill application. Further changes to the network have therefore been proposed, and the modelling shows that capacity on the network would then be similar to that without the Bride Hall Developments development coming forward (i.e. a number of arms operating close to capacity but only one arm in one time period operating over capacity). It is understood that Parsons Brinckerhoff will be auditing the modelling on behalf of Hillingdon and TfL, but Hillingdon will also need to satisfy themselves that the loss of landscaping outside the Bride Hall Developments store on Freezeland Way is acceptable, and TfL would also recommend the proposed layout is safety audited. In particular, TfL is not sure that two HGVs (as the worst case) could simultaneously make the right turn from Long Lane southbound into Freezeland Way now two right turn lanes are marked out, and appropriate swept paths should be provided. If the changes are seen to be appropriate, a mechanism will need to be agreed by which the changes can be delivered should both schemes come forward, with appropriate responsibility for delivery being assigned between the two developers.

Given the above, although the submission of sensitivity testing relating to the proposed Bride Hall Developments development is welcomed, Hillingdon will need to satisfy themselves that the proposed changes are acceptable both in terms of highway capacity and safety. TfL will only be able to support the application moving forward if the proposals are seen to be deliverable.

ENGLISH HERITAGE (ARCHAEOLOGY)

The proposed development is situated in an area where archaeological remains may be anticipated. Of particular significance is the Iron Age/Roman period, when the application site appears to have been ringed by settlement activity, as shown by recent works along Long Lane, to the north of the site, and along the corridor route for a National Grid pipeline to the south of Western Avenue. The latter investigations, in particular, found extensive archaeological deposits including evidence for landscape management, settlement and ritual activity. Also of note are the numerous medieval moated manors in the area. In accordance with the recommendations given in paragraphs 135 and 141 of the NPPF and in the borough's Saved Policy BE3, a record should be made of the heritage assets prior to development, in order to preserve and enhance understanding of the assets.

The archaeological position should be reserved by attaching a condition to any consent granted under this application. This condition might read:

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

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

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

Reason: Heritage assets of archaeological interest survive on the site. The planning authority wishes to secure the provision of archaeological investigation and the subsequent recording of the remains prior to development, in accordance with recommendations given by the borough and in the NPPF.

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

LONDON UNDERGROUND LTD

I can confirm that London Underground Infrastructure protection has no comment to make on this planning application.

NATS (EN ROUTE)

No safeguarding objections.

DEFENCE INFRASTRUCTURE ORGANISATION

The MOD has no safeguarding objections to this proposal.

ENVIRONMENT AGENCY

The proposed development will be acceptable if the condition below is included on any planning permission granted. The Flood Risk Assessment provided by the applicant demonstrates that sustainable drainage techniques can be used on this site. However, the sustainable drainage systems (SuDS) hierarchy does not appear to have been followed. For example, green roofs, which are at the top of the SuDS hierarchy have been identified as a solution on site, but their use has then been ruled out without adequate explanation. The applicant should use the most sustainable drainage techniques as fully as possible across the site where it is possible to do so.

Condition

No development shall take place until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated up to and including the 1 in 100 year critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include provision of on-site surface water storage to accommodate the critical duration 1in 100 year storm event, with an allowance for climate change.

Reason

The site is adjacent to a Local Wildlife Site (LWS) - Ickenham Marsh Complex. There should be no detriment to this LWS (also identified as a site of Grade 1 Borough importance) by This development, and where possible, there should be betterment of the LWS. The addition of green or brown roofs to this development will provide benefits for biodiversity on the site, and provide some green buffering between the adjacent LWS and the development. This is in line with your Unitary Development Plan (UDP) Saved Policies EC1, EC3 and EC5. Furthermore, to prevent flooding on-site and off-site by ensuring the satisfactory storage of and/or disposal of surface water from the site using appropriate sustainable drainage techniques. This is in line with your UDP Saved Policy OE8.

ICKENHAM RESIDENTS ASSOCIATION (1) (6/8/12)

Traffic Impact and the Environment

Hillingdon Circus is set on one of only three North South routes connecting the south of the Borough to the North, and two of these merge at the junction of Swakeleys Road and Long Lane. These routes are heavily congested during the am and pm traffic peaks. Therefore any development must consider policy AM7 of the UDP which states:

The LPA will not grant permission for developments whose traffic generation is likely to:
(i) unacceptably increase demand along roads or through junctions which are already used to capacity; or
(ii) prejudice the free flow of traffic or conditions of general highway or pedestrian safety;

We also refer to UDP S1 (viii) which requires that a new development *has no harmful effect on road safety and does not worsen traffic congestion*

The proposals include changes to the junction and phasing of the traffic signals which the applicants claim will improve the flow of traffic through the junction even with the additional traffic they claim will be generated by their development.

However, the Transport Assessment is flawed for a number of reasons and cannot be relied upon, and for this reason alone the application should be rejected. The flaws are as follows:

The applicants have failed to acknowledge the length of the queues and the exit congestion at the junction during the am and pm peaks, and despite repeated requests they have failed to provide us with their evidence of the same taken during their traffic surveys. The length of the queues, particularly on Long Lane Northbound, is evidence that the junction is already operating at capacity, and this is partly because of the exit congestion that limits the number of vehicles that can cross the junction during a green phase. We have provided our own video evidence of this congestion to LBH officers.

Their LINSIG modelling shows the junction currently operating below capacity in am and pm peaks. On page 52 Table 6.2 of the Transport Assessment, the LINSIG modeling predicts a mean maximum queue length for traffic crossing the junction northbound of only 19.4 vehicles in the pm peak. Everyone who uses the junction in the evening rush hour knows this not to be the case; queues regularly tailback to the Court Drive to the South and often even to the Uxbridge Road and therefore the model is not simulating the junction correctly.

Equally the VISSIM model shows traffic flowing freely beyond the junction Northbound to the Ickenham Pump. Because the evidence clearly shows this is not the case, their models cannot be validated which is a requirement of a Transport Assessment. Rather their models can be shown not to reflect the actual conditions of the junction and nearby road network, and therefore the LPA cannot draw the conclusion that their proposals will not *unacceptably increase demand* and is bound to reject the application.

In addition the congestion along Long Lane (North) and the High Road will increase as the Ickenham Park development becomes occupied and the consequential traffic activates the lights at the junction of Aylsham Drive and the High Road more frequently, leading to more exit congestion at Hillingdon Circus. The applicants have failed to take this into account in their modelling as they are required to do. In fact recent experience shows that even with the current partial occupation of Ickenham Park, activation of the lights at Aylsham Drive is already creating more congestion south of the Hillingdon Circus.

Moreover the data they used for existing traffic flows was based on an outline survey they claim was conducted by TfL in February 2009, not the detailed survey they undertook in 2008. The 2008 survey results are consistent with previous studies in terms of volumes, but the 2009 study is significantly lower. The applicants have failed to provide details of this study, including the dates, so we cannot check its validity. Spenhill have in the past submitted survey data taken on a Teacher Training day when traffic was abnormally low. Spenhill sent details of a revised model using the 2008 data on 14th November 2011 relating to the two previous proposals (2034 and 2035) which showed a marked increase in the saturation of the junction above levels which would normally be accepted by TfL.

There is also an increase in the cycle time to 106 secs. Spenhill claim this is the current TfL setting; it may be the MAXIMUM setting (the MOVA signals will vary the cycle) but our observations in the peak hour show it to be between 83 secs and 103 secs with an average of 94.4sec over 10 observations.

The estimates of traffic generated by the store are also to be questioned since they include for comparison a store in the Borough of Kensington and Chelsea. Shoppers are much

more likely to use car transport to go to suburban stores than those in the centre of London. Indeed the modal split assumed is extremely suspect. On page 39 of the transport assessment visits by "Walk and Public Transport" or by "Walk only" account for 47% of all visits to the store which the applicants claim will be mainly for weekly shopping trips. It is also worth comparing this with data on page 41 table 5.8 for modes of transport to work in Hillingdon, showing over 70% use cars. It is our opinion that in Hillingdon people are more likely to use public transport to go to work than to do their weekly supermarket shopping trips.

There is a high probability that in the pm peak especially, significant volumes of traffic using the A40 would divert to the store. The Transport Assessment has not shown what the impact of such a behavioural change would have on the Hillingdon Circus junction; no stress tests are included.

The applicants have failed to provide details of how the changes they propose will affect pedestrians. We have asked for details of the pedestrian crossing times under their proposed re-phasing for the previous application 2034/2035 which appears unchanged in the current applications. Spenhill did not provide us any detail of the crossing times but did admit that in their letter to us dated 16th November 2011 that pedestrian crossing times would be impacted.

An increase in the time available for motor vehicles to cross the junction WILL be at the expense of pedestrians. For example, we have calculated that the maximum time to cross the junction from the NW corner to the SE corner via the SW increases from 3min 12 secs to 5 mins 36 secs under the proposals, and the minimum from 1 min 28 sec to 3 mins 51 secs. This not only prejudices the free flow of pedestrians, but with such long waits it is likely that pedestrians will lose patience and jump the lights putting their own lives at risk.

It is of note that the pedestrian crossing on Hillingdon Parade is also disadvantaged which is already the subject of complaints by Hillingdon residents. Not only does this raise safety issues, but also undermines Spenhill's claim that the shopping experience in the North Hillingdon centre will be improved.

Of most concern is that despite our warning, the proposed timing of the traffic lights still has a conflict between pedestrians and traffic. There is no time gap allowing traffic to clear the junction turning right from Long Lane northbound before pedestrians are allowed to cross from the NE corner to the traffic island on Freezeland Way East (phases A and O). If a suitable gap were introduced it could reduce the time available for the pedestrian crossing to below the minimum required.

This gives us grave doubts about the quality of the modelling and the Transport Assessment in general.

We are also concerned about the proximity of the entrance to the store on Freezeland Way to the Hillingdon Circus junction. We understand that there are statutory limits in the number of car parking places that can be made available, but the consequence is that there will be a high probability that it will overflow. The position of the junction will mean that such an overflow is bound to block the junction, with tailbacks South to the convergence of the lanes on Long Lane and to the West.

Moreover the applicants are assuming that NO STAFF will use the car park. Those travelling to work by car will then use surrounding streets increasing the congestion there.

Environmental Statement

The main contributor to the poor air quality in the residential areas close to the A40, is the congested traffic on this transport corridor, including large numbers of freight vehicles, and the operation of the junctions at Swakeleys Road, Hillingdon Long Lane and the Polish War Memorial. The monitoring data confirms that the poor local air quality continues into the residential areas surrounding this major road, due to congestion on its feeder roads. The proposed development would result in an increase in Nitrogen Dioxide, because of vehicle emissions, and to the detriment of air quality within an Air Quality Management Area. Accordingly the proposal is inconsistent with Policy 4.A7 of the London Plan, Policy OE6 of the Council's Unitary Development Plan and the Council's Supplementary Guidance on Air Quality. It is likely the proposed and surrounding residential development would be subject to unacceptable levels of noise, in addition to fumes and general disturbance to the residential amenities of future and adjoining occupiers. This is contrary to Policy OE1 and OE5 of the Unitary Development Plan. Local residents who already suffer poor air quality, are not the main polluters in Hillingdon. Nevertheless, they are exposed to a significant threat to their health. Consequently improvement of air quality in the Borough is necessary for the well being of people who live and work in Hillingdon. Current levels exceed the limit values laid down in the UK's Air Quality Strategy and the European Unions Directive on Air Quality.

Height and Appearance

Our main objection in this respect is the height of the Hotel and, also, whilst not being part of either of these applications, the height of the possible three Accommodation blocks fronting Freezeland Way.

- Due to the way the Hotel sits right at the front of the site and being very visible the impact on the street scene is in our view unacceptable.
- Additionally, such height as proposed would intrude into views from the Green Belt at Hillingdon House Farm.

Further the proposal as currently exists is almost twice the height of the buildings forming the North Hillingdon shopping centre, which produces an incongruous mix of building size.

- Finally, we are concerned that the height of the Hotel as proposed could be considered a safety hazard to aircraft operations at Northolt Airfield.

We feel the Hotel height should be reduced by a minimum of two storeys and should approval be sought for the remainder of the site, the height of the Accommodation blocks along Freezeland Way should be restricted to only four storeys. These features would provide a more pleasing appearance to the eye and be more acceptable to the street scene and the green corridor of the A40 (Freezeland Way).

For all of the above reasons we feel these applications do not comply with either all, or part of, the following Policies as detailed in the Hillingdon Unitary Development Plan (adopted September 1998).

BE13; BE14; BE19; BE35; BE36; S1(iii); H6 and A6.

Retail Impact

In order to protect our local Ickenham retailers, it is a minimum requirement of ours that neither the proposed new store nor the associated additional retail units contain a butchery counter, a craft baker, a hardware store or a pharmacy. For the protection of residents living

nearby, we would also expect to have a significant input into the decisions relating to the hours for both opening and deliveries.

We refer to UDP S1 –

(i) Taking account of the cumulative impact of recent and committed shopping developments, new developments are not likely to harm the viability, vitality or attractiveness of any town or local centre or to damage the general pattern of local shops which provide essential local services.

Our objection to 4266/APP/2012/1544 is based on two grounds: traffic impact and consequential pollution of the environment, and the height and appearance of the proposed buildings. We are not objecting on grounds of retail impact, but this is subject to enforceable conditions on retail activity being imposed. Our objection to 4266/APP/2012/1545 is based on the height and appearance of the proposed buildings.

ICKENHAM RESIDENTS ASSOCIATION ADDITIONAL RESPONSE (2)

Traffic Impact

We are objecting to the proposal because:

4.2 The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied. Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."

and:

LB Hillingdon Unitary Development Plan Saved Policies (2007) Policy AM2 states that all proposals for development will be assessed against:

"Their contribution to traffic generation and their impact on congestion and in particular the proposal is contrary to policy AM7 the LPA will not grant planning permission whose traffic generation is likely to:

i) unacceptably increase demand along roads or through junctions which are already used to capacity,

In summary our objection is that the increased traffic flows due to the proposed development will increase demand unacceptably, and that the proposed changes to traffic signalling will only make matters worse. The applicants reasoning is fundamentally flawed because they have assumed the traffic flows freely away from the junction at all times of day: their "observed saturation flows" are by their own admission taken when the traffic is flowing freely. Anyone who uses the junction at peak hours knows this to be untrue; that is why it is a box junction, to prohibit traffic from entering the junction when the exit is not clear. So the conclusions they draw in the Transport Assessment are wrong, and the changes to the junction they propose will be detrimental to vehicular traffic and pedestrians alike.

For example in the pm peak, northbound traffic in Long Lane to the north of the junction is slow moving or backed up to the junction. The result is queuing in the approaches to the junction which is worst in the case of Long Lane South where the queue usually starts at Court Drive and often at the Uxbridge Road itself. The applicants fail to acknowledge this, and claim their observed maximum queue is only 18 vehicles long. Again anyone who uses the road will know this to be untrue.

The demand to travel north up Long Lane from Long Lane South, Freezeland Way East and Freezeland Way West exceeds the capacity of Long Lane North to carry it. The effect of the traffic signal phasing is to share the limited capacity between the three streams. The

applicants propose to change the signal phasing to allow less green light time for Long Lane South, and more for Freezeland Way. This will clearly make the longest queues even longer. Our estimate is that this would be around one mile longer, ie backing up along the Uxbridge Road in both directions. Moreover the changed phasing would mean considerably longer pedestrian crossing times at Hillingdon Circus as detailed in our report attached; this we consider completely unacceptable since they already exceed the maximum recommendations. This will increase the incidence of pedestrians crossing against a red light, and the consequential safety risks.

Our detailed traffic objections can be found in the addendum attached.

ENVIRONMENTAL STATEMENT

Air Quality Response

Our apparent insatiable appetite for new cars, as recent figures show in a report from The Society of Motor Manufacturers and Traders, goes on unabated. This gives a clue to the skepticism we must show to the over optimistic traffic study figures presented by Spenhill for Hillingdon Circus. There is a high level of public concern over existing traffic flow problems and that the situation would be bound to worsen if their proposals were to be approved.

Leading on from this, it is widely known that air pollution is worsened by traffic emissions. Petrol and diesel engines emit a variety of pollutants and the UK AQS identifies nitrogen dioxide(NO₂), carbon monoxide(CO), but also benzene and particulate matter(PM₁₀). Currently, Air Quality Management Areas (AQMAs) designated in the UK attributable to road traffic emission, are associated with high concentrations of NO₂ and PM₁₀. Drawing on from this, the following equation is self-evident: Traffic Congestion = Poor Air Quality & Pollution = Health Problems. This becomes a public health issue, because NO₂ can irritate the lungs and lower resistance to respiratory infections. People with asthma are particularly affected. The Mayor of London is responsible for strategic planning in London. The current version of the "London Plan" was published in July 2011. The plan acts as an integrating framework for a set of strategies including improvements to air quality. Policy 7.14 is the key policy relating to air quality. In this document "the Mayor recognises the importance of tackling air pollution and improving air quality to London's development and the health and well-being of its people". Development proposals should "minimise increased exposure to existing poor air quality and make provision to address local problems of air quality, particularly within AQMAs". It also states that any proposed development should "promote sustainable design and construction to reduce emissions from the demolition and construction of buildings, following the best practice guidance in the Greater London Area(GLA) and London Councils". Another important policy statement is that any development "be at least air quality neutral and not lead to further deterioration of existing poor quality air such as designated AQMAs.

The London Borough of Hillingdon sets out policies to guide a proposed development, and whether a particular proposed development will affect air quality significantly is a matter for consideration by local planning authority, being based on matters of fact and degree related to the development being proposed. In our opinion the proposals would adversely affect the environment at the Hillingdon Circus junction and its major and secondary road network. In this regard, we can also take into account the accumulative effects of what are dual development proposals "Spenhill and Bride Hall Developments".

Regarding Air Quality, the LBH Environmental Services Map indicates that within the Borough, air pollution at Hillingdon Circus is second only to levels found at Heathrow airport. It is self-evident that the development will generate significant additional traffic at the junction, and as a result increase the levels of nitrogen dioxide at Hillingdon Circus. Road traffic is the largest source of NO₂, contributing 49% of total emissions.

Noise Pollution

The area of the proposed development has already high levels of noise, again due to excessive road traffic usage, particularly from the M40 corridor. As previously stated, heavy congestion during peak times, morning and evening, at the Hillingdon Circus road network has a detrimental impact on the local environment. Loudness of noise is purely a subjective parameter, but it is accepted that an increase/ decrease of ten decibels corresponds to a doubling / halving in perceived loudness. External noise levels are rarely steady but rise and fall according to activities in the area. It is concluded that the predicted noise levels for the proposed development will be above the Council's recommended guidelines, and that even an increase of three decibels is significant. We consider that the activities associated with the proposed development would increase noise levels and cause disturbance to local residents both existing and new. Any noise assessment for residential development should include noise from mechanical service plant, noise from delivery events, noise from car parking activity, noise from road traffic, and construction noise. In addition, it should be mentioned that the proposed development is near to the flight path of RAF Northolt. We have been warned that this facility as an aerodrome will see increasing usage over the next few years, in both military and commercial aircraft.

Some of the proposed residential dwellings will require a higher level of glazing/ and ventilation. The building design should be constructed to provide an acceptable internal noise climate. We must strongly disagree with Spenhill's contention, in their environmental statement on Noise (9.6), in which they state "the predicted change in noise level from road traffic at the nearest dwellings would be around one decibel or less. As such the change would be imperceptible, and there would be no detriment to residential amenity by reason of road traffic noise". However this assumes that residents will keep their windows shut at all times. This is plainly unreasonable. To conclude, the large retail unit together with the proposed hotel and residential properties, will cause a considerable increase in the concentration of pollutants and noise in the area.

Height and Appearance

We refer to our previous comments contained in our letter of 6th August 2012 which outlined our initial objections. These, we feel, are still pertinent to the current revision and must register our disappointment that, now the 3 Residential Blocks are part of this formal full application, they remain at 5 storeys .We include therefore for the sake of completeness an extract from our original comments:

Our main objection in this respect is the height of the Hotel and, also, whilst not being part of either of these applications, (now applied for in this application) the height of the possible three Accommodation blocks fronting Freezeland Way.

- Due to the way the Hotel sits right at the front of the site and being very visible the impact on the street scene is in our view unacceptable.
- Additionally, such height as proposed would intrude into views from the Green Belt at Hillingdon House Farm. Further the proposal as currently exists is almost twice the height of the buildings forming the North Hillingdon shopping centre, which produces an incongruous mix of building size.
- Finally, we are concerned that the height of the Hotel as proposed could be considered a safety hazard to aircraft operations at Northolt Airfield.

We feel the Hotel height should be reduced by a minimum of two storeys and should approval be sought for the remainder of the site, (as now being considered) the height of the Accommodation Blocks along Freezeland Way should be restricted to only four storeys. These features would provide a more pleasing appearance to the eye and be more acceptable to the street scene and the green corridor of the A40 (Freezeland Way).

For all of the above reasons we feel these applications do not comply with either all, or part of, the following Policies as detailed in the Hillingdon Unitary Development Plan (adopted September 1998). BE13; BE14; BE19; BE35; BE 36; S1(iii); H6 and A6.

In view of the undetermined "process" situation in relation to the parallel "Bride Hall Developments Application" we would wish to comment that this current Spenhill Application has in our opinion taken into account our many objections and comments that we have made over their last 4/5 applications and appeals over many years and will be less damaging to the environment and street scene than the Bride Hall Developments proposal.

The site layout and the fact that the store itself will be single storey, with the Residential Blocks arranged at ground level around it, produces a more open appearance to the site as a whole. Looking at the overall plan of the proposal and our objection to the height of the hotel, we feel a small increase in the hotel's footprint would enable at least a floor to be removed from the height whilst still maintaining any operator's minimum bedroom requirement for operational reasons. Should such accommodation not be possible, we re-iterate our objections to the hotel's current planned height and the height of the new residential blocks facing Freezeland Way.

RETAIL IMPACT

In order to protect our local Ickenham retailers, it is a minimum requirement of ours that neither the proposed new store nor the associated additional retail units contain a butchery counter, a craft baker, a hardware store or a pharmacy. For the protection of residents living nearby, we would also expect to have a significant input into the decisions relating to the hours for both opening and deliveries.

We refer to UDP S1 -

(i) Taking account of the cumulative impact of recent and committed shopping developments, new developments are not likely to harm the viability, vitality or attractiveness of any town or local centre or to damage the general pattern of local shops which provide essential local services. In view of all the comments above, we trust you will be able to take them into consideration, when you make a decision.

ICKENHAM RESIDENTS ASSOCIATION TRAFFIC ADDENDUM (3) (summary)

This addendum provides a detailed critique of the Traffic Assessment Report in the Spenhill Environmental Assessment Statement. This is a highly technical and lengthy document and as such, has not been reproduced in full. However, its contents have been fully taken into consideration by the Highway Engineer.

In summary, the difference in the number of trips generated estimated by Morrison's and the figures Spenhill have included, throw the findings of their modelling into doubt and demonstrates the claim that the figures used are Robust, is incorrect.

Although the existing traffic models have been built using 2008 traffic data, spot traffic count check surveys were carried out in February 2011 at key junctions and it was noted that the overall traffic flow at Hillingdon Circus junction has not changed significantly (i.e shown overall reduction of around 1.8%). Therefore this model represents the existing situation. The modelling undertaken in 2012 by Robert West on behalf of the London Borough of Hillingdon excludes your proposals and shows higher saturation level in at Hillingdon Circus in 2016 than your 2016 base case.

Exit congestion, flawed.

The Journey time comparisons do not take account of the existing congestion that occurs in both the am and pm peaks. The existing congestion may have been identified, if Spenhill had extended the survey area as requested by the London Borough of Hillingdon, following the previous application.

From a survey undertaken over 5 days in October 2011, it can be seen that timings are thrown into doubt, as queuing commonly occurs from Court Road on the South section of Long Lane, to Ruislip Golf club on the Northern section. A known fact to the Council and regular users of this route.

The Queue comparison table shows the queue length at Hillingdon Circus/Long Lane Northbound rising from the 11 vehicles maximum in the base case to approximately 38 with Committed Development by 2016. We believe these figures to be understated, as we know traffic regularly queues back from the Hillingdon Circus junction to past Court Road on Long Lane South.

ICKENHAM RESIDENTS ASSOCIATION (Additional Response 4)

With the additional information available the Association is again writing to object to the above application on behalf of our membership. The objection is submitted in order to comply with the consultation timeline granted by the LBH. We had consulted our members formally about the previous applications (2011/2034 & 2035) and our opposition was based on their views. We cannot see anything in the above new proposals that is likely to reduce these objections.

We also cannot see anything in the above amended proposals that is likely to reduce these objections and would like to state that the objections raised in the response we submitted on the 10th June 2013 still remain. Our objection is based on the flawed traffic impact assessment and consequential pollution of the environment.

Additional Traffic Assessment Comments

Comment on VISSIM Sensitivity Test Technical Note;

1.6 shows the rationale adopted.

If it is not possible to make use of the Bride Hall Developments models, the preferred option is that SKM include a capacity restraint in the agreed 2008 base year models as a non-validated sensitivity test to replicate the queue and use this to test their development impacts during PM peak. This will protect the integrity and robustness of the original models.

This means the data used is out of date and invalid and that the observations made in our previous objections remain valid.

2.3.2 Defines how Spenhill's created the new bottleneck for NORTH BOUND traffic.

The capacity restraint is applied to the model in the form of a dummy signal head at the location shown in Figure 1. This signal head is coded with a 40s cycle time and a 21s green time resulting in a reduction to 53% of the normal link capacity. This capacity constraint creates a bottle neck on Long Lane which reduces the capacity of the northbound link and generates a northbound queue which reaches as far back as the Hillingdon Circus junction as shown in Figure 2. For future reference, the capacity constraint is described as a "bottleneck". This does create an exit queue but there is little detail provided for third party validation. For example, the simulation has a 15 minute warm up time. Does this give sufficient time for the exit queue to build up? i.e. is the queue in operation for the entirety of the simulation? Also, there is no validation of queuing behaviour witnessed in reality. i.e. Spenhill has produced an exit queue but there is no discussion of human behaviour, or of how this queue relates to actual physical queues seen by residents on a daily basis.

The false signal introduced to create the bottleneck allows traffic to move along according to a 40s cycle time and a 21s green time. We have no access to the information in the model, nor was any survey undertaken to verify these parameters are realistic.

The given figures appear to be completely arbitrary and have only been selected to generate some kind of bottleneck. No effort has been made to capture the actual rate the queue clears at. In our opinion, this therefore means that the model is non-validated and the results generated from the model completely unreliable.

Comment on Glebe School modelling

7.12 Glebe Primary School has planning consent for the demolition of the existing school and erection of a new 3 form entry school including nursery. Traffic flow diagrams have been obtained from the Transport Assessment submitted in support of the application, however it is noted that the AM and PM peak hours do not coincide with the network peak periods set out above. 7.13 During the AM peak, the identified peak period overlaps with the network peak set out above by 15 minutes, and therefore one quarter of the peak hour traffic generation has been included within this assessment. The PM peak identified for the Glebe Primary School occurs before the network peak hour, and therefore no additional trips will be generated during this period. LBH have confirmed that this approach is acceptable. Can LBH please provide proof of this agreement.

As no detail has been provided and no surveys undertaken, this assumption is invalid. We also believe that as there is no correlation between the Spenhill and Bride Hall Developments Traffic Assessments and because we know that data from an LBH survey has not been provided, a real risk that the Consultation Process has been flawed from the outset and that a Judicial Review may be required, should be accepted.

Transport Assessment Conflict

Because there is no correlation between the Spenhill and Bride Hall Developments Transport Assessments, despite the fact they both say they have included/modelled each others assessments. We believe both assessments are fatally flawed and present the potential for a significant impact on the local transport network.

The Bride Hall Developments TA States:

The effects of any development needs to be assessed against the criteria in the NPPF, with the key tests:

"Plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- safe and suitable access to the site can be achieved for all people;
- and improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development.

Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

7.42 The addition of traffic flows generated by the Master Brewer development proposals (scenarios 4 and 7), and associated junction modifications, results in a significant worsening of junction performance such that the junction is predicted to operate significantly above capacity during the AM, PM and Saturday peak periods in both 2014 and 2022. This is considered to primarily be as a result of the introduction of the right turn movement from Long Lane (south) to Freezeland Way (East), which results in the requirement for an alternative staging arrangement to accommodate this movement.

7.51 The addition of the Master Brewer proposals (scenarios 4 and 7) results in the VISSIM model becoming overloaded and effectively 'locking up', with vehicles becoming stationary,

and blocking the path of other vehicles which are therefore unable to pass through the network. As such, it is not possible for the model to report any meaningful results, particularly journey times, as vehicle trips through the network are not completed.

7.52 Whilst a lock up of the highway network is unlikely to occur in practice, as vehicles will give way to turning vehicles rather than blocking their path, or can change their journey in response to such conditions, this outcome within the VISSIM effectively concludes that the addition of the Master Brewer proposals would result in a significant worsening of the operation of the highway network such that the impact could be classified as significant.

7.73 The addition of the Master Brewer proposals results in a significant detrimental impact on the operation of the highway network such that the VISSIM model locks up, and journey times, vehicle speeds and queues are not able to be accurately reported. It can therefore be concluded that the addition of the Master Brewer proposal results in a significant impact.

8.18 The addition of the Master Brewer proposals so that there would be two food stores in the area results in a detrimental impact on the operation of the highway network such that the VISSIM model locks up, and journey times, vehicle speeds and queues are not able to be accurately reported. It can therefore be concluded that the addition of the Master Brewer proposal results in a significant detrimental impact

Retail Impact

1. The Ickenham Residents' Association registered its detailed objections to each of these proposals on 10th June 2013 .
2. These objections can be summarised as:
 - 2.1 Traffic pollution/environmental impact: pollution levels at Hillingdon Circus are already above lawfully permitted levels and the inevitable additional traffic would make them even worse
 - 2.2 Traffic concerns: the Hillingdon Circus junction is already beyond capacity levels, particularly at peak times, and could not cope with additional vehicle movements
 - 2.3 Retail Impact: we are concerned about the impact on our local Ickenham shops, particularly in the case of Bride Hall Developments whose meat counter we consider to be a threat to Williams' butchers, with potential knock-on effects on the entire "High St"
 - 2.5 Housing: whilst we welcome the provision of extra homes the local schools, medical facilities etc are already fully stretched and could not cope with additional demand.
3. Since we lodged those objections we have not seen any submission from either retailer that has diminished our concerns in any way, and the threat of future traffic gridlock in the area has increased with the evolving proposals for HS2.
4. Our concerns have been exacerbated by the information that LBH are considering the possibility of approving both proposals. We believe that the impact of such a decision would not just increase these problem areas in an incremental way but move them into a whole new dimension as Spenhill and Bride Hall Developments competed for business across the junction, with bargain hunters attracted from a wide area by the prospect of comparison shopping and the ability to "cherry pick" choice promotions. The exception would be housing where the increase in problems would "only" be incremental.
5. On the evidence of their submissions of 13th August 2013 [Spenhill] and 21st August 2013 [Bride Hall Developments] neither retailer considers that the North Hillingdon centre could support two major food stores.

Built Environment - Height & Appearance. (Spenhill & Bride Hall Developments)

Our objections in relation to both applications individually, in respect of the above aspects, are well documented in our previous letters of 06.08.12 and 10.06.13 concerning Spenhill and 24.09.12 and 06.06.13 concerning Bride Hall Developments.

The purpose of this addendum to our letters is to raise the issue that IF consideration should be given to both applications at the same time, and for whatever reasons they were both recommended for approval, then our individual objections would be combined, amplified, and stressed far more strongly.

Our current objections relate to each individual proposal. If forced to choose between the two, then it is our opinion that the Spenhill proposal is far less intrusive, they having listened to our many previous objections over many years. Bride Hall Developments puts more area 'under concrete', is considerably larger and higher, with less desirable housing design and location, and impinging on car parking provision at Hillingdon station.

ICKENHAM RESIDENTS ASSOCIATION -Additional Response 5 (4/11/2013)

Traffic

With regard to the amended traffic assessments and review of the LBH officers report, we still have serious concerns that the fundamental flaws in the modelling undertaken by Tesco's have not been addressed.

The observations in the LBH officers report only serve to increase our concerns that either scheme, or potentially both could be permitted without the full impact of the resulting traffic being properly modelled and therefore the real impact fully understood. This view is not based on any particular view, but on recognised Standards and Practices for Accurate Forecasting and Modeling, including:

1. Avoiding biased data sources
2. Using diverse sources of data
3. Obtaining the most recent data
4. Assess the reliability and validity of any data
5. Use objective tests of any assumptions

In layman's terms, not using the right data and making the wrong assumptions is guaranteed to lead to the wrong conclusion. In Tesco's case, the simple assumption that drivers will find an alternative route as a result of additional traffic generation and subsequent congestion caused by exit blocking is flawed, as it has nowhere else to go! They acknowledge that their VISSIM model could not cope with the traffic volumes generated and so the parameters were changed to assume it had gone somewhere else.

This fundamental issue is in addition to the other observations noted in their TA, which we have raised previously and which in our opinion and indeed in some respects the opinions of your Officers still stand. These are summarised below.

We have requested the traffic assessment undertaken by your consultants (Parsons Brinkerhoff) and the VISSIM model used by Tesco be provided, so that the conclusions can be validated, but this has not been provided, despite a number of requests. We are therefore unable to challenge the statement in the Tesco report which includes "In the context of Para 32 of the NPPF, it is unlikely that the residual cumulative traffic impacts of the Tesco development in combination with Morrison's, are demonstrably severe". We have concerns that the p.m. peak period is too early and does not reflect the actual peak period. Our objection is based on the flawed traffic impact assessment and consequential pollution of the environment.

Comment on VISSIM Sensitivity Test Technical Note If it is not possible to make use of the Morrison's models, the preferred option is that SKM include a capacity

restraint in the agreed 2008 base year models as a non-validated sensitivity test to replicate the queue and use this to test their development impacts during PM peak. This will protect the integrity and robustness of the original models.

This means the data used is out of date and invalid and that the observations made in our previous objections remain valid, see principle 3 above.

2.3.2 Defines how Tesco's created the new bottleneck for NORTH BOUND traffic.

The capacity restraint is applied to the model in the form of a dummy signal head at the location shown in Figure 1. This signal head is coded with a 40s cycle time and a 21s green time resulting in a reduction to 53% of the normal link capacity. This capacity constraint creates a bottle neck on Long Lane which reduces the capacity of the northbound link and generates a northbound queue which reaches as far back as the Hillingdon Circus junction as shown in Figure 2. For future reference, the capacity constraint is described as a "bottleneck". This does create an exit queue but there is little detail provided for third party validation.

For example, the simulation has a 15 minute warm up time. Does this give sufficient time for the exit queue to build up? i.e. is the queue in operation for the entirety of the simulation? Also, there is no validation of queuing behaviour witnessed in reality. i.e Tesco has produced an exit queue but there is no discussion of human behaviour, or of how this queue relates to actual physical queues seen by residents on a daily basis.

The false signal introduced to create the bottleneck allows traffic to move along according to a 40s cycle time and a 21s green time. We have no access to the information in the model, nor was any survey undertaken to verify these parameters are realistic.

The given figures appear to be completely arbitrary and have only been selected to generate some kind of bottleneck. No effort has been made to capture the actual rate the queue clears at.

In our opinion, this therefore means that the model is non-validated and the results generated from the model completely unreliable, see principle 5 above.

We also believe that as there is no correlation between the Tesco and Morrison's Traffic Assessments and because we know that data from an LBH survey has not been provided, a real risk that the Consultation Process has been flawed from the outset, see principle 2 above.

OAK FARM RESIDENTS ASSOCIATION

The members of OFRA object to the Planning Application 4266/APP/2012/1544 on 3 major grounds. These are:

1. Flooding and Ground Water removal.
2. Excessive Noise and Nitrous Oxide Pollution.
3. Existing Heavy Traffic congestion being increased to almost "Gridlock" conditions.

1. Flooding and Ground Water removal.

The area under proposal is at the bottom of Hillingdon Hill and has a thick non permeable clay layer just below the top soil surface. The proposal largely relies on heavy rain running off into the top soil surface and then evaporating. This is only just adequately done now with areas such as the adjacent Elephant Park often underwater for long periods of the year. If this proposal goes ahead much existing evaporation area will be lost, and a great deal more run off water will be created by the large built up areas of this proposal. Hence this proposal would greatly increase risk of local flooding, and has totally inadequate provision for dealing with this serious hazard.

2. Excessive Noise and Nitrous Oxide Pollution.

The area under proposal is right next to the A40 feeder road carrying traffic to and from the M40 less than 2 miles away. On this part of the A40 both the Noise and Nitrous Oxide pollution levels are the second highest in our Borough, with only Runway 1 (27Right/09Left) at Heathrow being higher. Expecting people to park, go shopping, or reside in this area for any length of time should be out of the question, and will probably be outside EU permitted pollution levels. About 2 years ago OFRA with the help of our Council measured the A40 road noise levels around the entrance to Hillingdon Station at a relatively low traffic flow time, and found them to be around 80dBa. Since then traffic noise has increased as can be heard across a large area of Oak Farm Estate. This proposal will increase these noise levels, and subject people to long term suffering from these excessive and increasing noise levels. These will be added to by the aircraft movements from RAF Northolt, which go almost overhead this site under proposal, being increased from 7000 to 12000 a year by 2016.

The Nitrous Oxide pollution level around the A40 Hillingdon underpass is already extremely high, and with the extra traffic that would be generated by this proposal often leading to gridlock conditions would become excessive and a serious health threat to people in the surrounding area. At times the morning rush hour traffic Eastbound into London queues up from Acton all the way back to the Hillingdon Underpass area. This already near stationary traffic adding further to the existing high level of pollution. Hillingdon Council should check these existing real pollution levels in this area especially at Rush Hours times, instead of being swamped by hundreds of pages of figures, statistics, and other expensive propaganda. The 5000 extra flights overhead from RAF Northolt every year will also add to this pollution level.

3. Existing Heavy Traffic Congestion being increased to "almost" Gridlock conditions. The "existing" traffic conditions presented in this proposal are very optimistic, ignore dangerous conditions, and out of date from recent changes. Again, instead of being swamped by hundreds of pages of figures, statistics, and other expensive propaganda, our Council should go out and view the surrounding traffic conditions to see how bad they really are already, especially during the 2-3 daily rush periods, not the "1 hour ones" discussed in the Proposal documentation. As part of this fact finding exercise our Council should also talk to the local residents about the existing real local traffic conditions.

3.1 Optimistic.

These proposals are widely optimistic because they state there are free traffic flow conditions currently available. Photographs do not lie, see photos 1 & 2 for typical queues already along Long Lane heading North towards Hillingdon Circus. These were taken at 4.45 p.m on a Summer Monday afternoon (June 17th 2013), a very long traffic queue already in Long Lane. This when some commuters are on holiday, in broad daylight, with good dry road conditions. What is this like on a dark wet November evening?

3.2 Dangerous Conditions.

Dangerous conditions ignored include funnelling 2 lanes into 1 when left turning from Freezeland Way or right turning from the bridge over the Underground North into Long Lane. 2 into 1 does not go and our Council have already stopped 2 lanes going from Freezeland Way into Long Lane. This would only work if all of Long Lane from Hillingdon Circus to the A4020 was made into 2 lane dual carriageways. Spenhill planners should realise Long Lane is not a "BOGOF" or Buy One get One Free, there are no second free carriageways along Long Lane. Also the proposed right turn lane from Long Lane into Freezeland Way was removed as unworkable and dangerous by our Council some years ago. See attached photo 3 showing the remnants of this "4th" lane, which only exists inside the traffic light junction. Again no extra "BOGOF" lane is available.

3.3 Out of Date.

Since this proposal's traffic analysis was carried out traffic flows around Hillingdon Circus have already changed significantly in several ways.

a) With the "upgrade" of the traffic signals" at Hillingdon Circus nearly 2 years ago, Freezeland Way was given a huge positive Green signal timing bias, longer green phases than A437 Long Lane. Motorists have realised this so many more are now using this A40 exit route into Uxbridge in preference to the Swakeley Roundabout exit. This has recently significantly increased traffic flow along Freezeland Way which is not taken into account in this planning proposal, rendering it invalid. Long queues now form in Freezeland Way despite its' very long "Green phase", as shown in photo 4.

b) Also as shown in photo 4 the long queues go back past the Oxford Tube coach stop. This planning application relies on this coach stop being removed from the main Freezeland Way carriageway, but Hillingdon Council have abandoned this idea. If this is eventually moved it should either go into Hillingdon Station forecourt, or on the currently unused white shaded carriageway area on the hill over the Underground shown in photo 5. The Station area would be convenient for transport connections, but would add 5-10 minutes to every Westbound journey and an extra 125 coach circuits around Hillingdon Circus, while the unused white shaded carriageway may save time and still give good public transport connections. Both these solutions are low financial cost, move the noisy coach stop away from local residents, and do not take away any parking facilities.

c) Since this proposal's traffic analysis, about 1 mile along Long Lane Ickenham a nearly 500 dwelling new estate at Ickenham Park has opened requiring 2 new sets of traffic lights to be added into the North-South traffic flow. This recent major increase in traffic flow along Long Lanes Hillingdon & Ickenham has caused a lot more traffic congestion around Hillingdon Circus back up into Long Lane Hillingdon as shown in photos 1 & 2. This planning application does not take this existing extra traffic into account and hence again is no longer valid.

d) During the 2-3 hours evening rush hour period it is often very difficult to turn right out of Granville Road into Long Lane to exit Oak Farm Estate. It can take up to 30 minutes queuing time in Granville Road just waiting to turn right into Long lane to then approach Hillingdon Circus. No mention of such already existing local traffic congestion is made in these proposals, again rendering them invalid.

Positive suggestion for Forward Planning around the Hillingdon Circus area.

We are surrounded by many Supermarkets already and do not need any more. In addition to other company supermarkets Spenhills have a Metro at West Ruislip just a mile away, a large town centre Supermarket in Uxbridge 2 miles away, and big Supermarket stores at West Drayton, Yeading and Hayes amongst many others in our area. They have bought the Hillingdon Circus site, which is on the 1 of only 3 North-South routes through our Borough without a through bus route, for totally the wrong purpose. The hard surface area already present there should be turned into an overflow car park area for Hillingdon Station to reduce some of the commuter street parking around Hillingdon Circus. The remaining green amenity space area should be developed with more trees, hedges and bushes. This will absorb more of the local noise and Nitrous Oxide pollution, and more quickly disperse ground water by absorption and evaporation.

NICK HURD MP

I am writing to register my objection to both applications to construct supermarkets on the edge of Ickenham. In registering this objection, I believe that I am reflecting the view of many Ickenham residents who are opposed to these applications. From a planning perspective, the central concern is with the traffic consequences in an area which already suffers serious congestion problems at peak periods. In this context, the traffic assessments assume great importance. Unfortunately I understand from the Ickenham Residents Association that the process of drawing up these assessments may have been insufficiently rigorous. I understand that the first assessments were only rejected after the Residents Association had to physically walk officers up and down the affected roads at peak traffic

points. I also understand that the new Tesco's assessment is just a technical note without visibility of the underlying model. Bizarrely I understand that it claims that the traffic situation will be improved by the addition of the Morrison's site. The latter have apparently just moved the proposed entrance/exit in a way which has not convinced residents that it will make a significant difference. The Residents Association also report that the conclusions of your own traffic consultant has not been made available to them. They are also concerned that the significant impacts of HS2 construction- if it should go ahead — have not been factored into anyone's calculations. The obvious concern is that the Council has not done enough to validate the models underpinning the key traffic assessments. In addition to noting my objection, I would ask for your assurance that you believe that the officers have run a sufficiently rigorous process in the face of these two very sensitive applications.

6.2 INTERNAL CONSULTEES

ENVIRONMENTAL PROTECTION UNIT

Noise

I have considered the noise report prepared by Sharps Redmore Partnership dated 22nd May 2012 (ref. 1011389/R1). The SRP report considers the development covered by (i) detailed application 4266/APP/2012/1544 including the main foodstore, (ii) outline application 4266/APP/2012/1545 including five residential blocks A to E.

My comments on noise issues on detailed application 4266/APP/2012/1544 are given below. These comments take account of the proposed development covered by the associated outline application.

The noise assessment in the SRP noise assessment is based on the Government's National Planning Policy Framework (NPPF) of March 2012, which cancelled PPG24 "Planning and noise" giving the Government's previous guidance on noise issues. NPPF paragraph 123 states that planning decisions should (i) avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development, and (ii) mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from new development, including through the use of conditions. According to the Government's Noise Policy Statement for England (NPSE) of March 2010, these aims should be achieved within the context of Government policy on sustainable development.

As discussed below, I accept that the policy requirements of the NPPF and NPSE can be met for the various noise issues by the imposition of appropriate planning conditions controlling noise impacts. It should be noted that a condition will be imposed on associated planning application 4266/APP/2012/1545 requiring noise insulation and ventilation to provide satisfactory internal noise levels in the proposed new residential blocks A to E.

The SRP report concludes in paragraph 11.1 that with appropriate mitigation measures, the development could proceed without the likelihood of harming the amenity of existing or proposed residential dwellings on the basis of 24 hours trading and 24 hours servicing. This conclusion was repeated in SRP letter dated 11 January 2012. Therefore, the discussion below considers whether or not restrictions are required for trading hours of the main store and retail units, and for hours of servicing deliveries.

Car parking activity noise

Section 8 of the SRP report contains an assessment of car parking activity noise. Tables 8.4A and 8.4B give predicted $L_{Aeq,T}$ average noise levels from car parking for daytime and night-time respectively at the existing properties of Swallow PH, Barnards Lodge Hotel, and residential properties in Freezeland Way. Table 8.6A gives predicted $L_{Aeq,T}$ noise levels from

car parking activity for daytime and night-time respectively at the proposed residential blocks C, D and E, and the proposed new hotel.

Report paragraph 8.6 claims that the predicted car park activity $L_{Aeq,T}$ average noise levels at existing and proposed properties are within World Health Organisation (WHO) guideline values for day and night-time, and significantly below the existing noise climate in the vicinity of the nearest dwellings. On this basis, report paragraph 8.7 claims that the main store could trade unrestricted for 24 hours per day without noise from customer car parking activity adversely affecting residential amenity.

I accept that the provision of $L_{Aeq,16h}$ average noise levels for car parking activity provides an adequate form of assessment for daytime, and that car parking activity noise should not be a problem during the day. I would, however, have expected the assessment of car parking activity noise at night to use L_{Amax} peak noise predictions, in addition to $L_{Aeq,8h}$ average noise predictions. The absence of predictions of L_{Amax} peak noise levels at night for car parking activity noise at the existing and proposed residential properties is a shortcoming of the noise assessment. An email was sent on 3 March 2012 to SRP requesting provision of L_{Amax} peak noise levels from car parking activity at night, but no reply was received. Owing to the relatively large separation distances involved, I now accept that noise from customer car parking will not be a problem at the existing residential properties in Freezeland Way. Although the proposed residential blocks A to E are closer to the car park area, those properties will be provided with noise mitigation in the form of noise insulation and ventilation. I therefore now also accept that provision of L_{Amax} peak noise levels for these new properties at night from car parking activity is unnecessary.

Noise impact at the proposed hotel from car parking activity is discussed later, and will be dealt with by application of noise insulation and ventilation to the proposed hotel.

In view of the above, I believe that car parking activity noise will not be significantly detrimental to residential amenity during daytime and night-time, and does not justify restricting trading hours at night for the main store and 3 retail units.

Road traffic noise

Section 9 and Annexe B of the SRP report contain an assessment of road traffic noise. Annexe B gives predicted daytime noise contours from road traffic, with Annexe B1 giving existing daytime noise contours, Annexe B2 giving existing plus development daytime noise contours, and Annexe B3 giving daytime noise change contours. Paragraph 9.6 concludes that changes in road traffic noise at the nearest dwellings would be around 1 dB or less and, as such, there would be no detriment to residential amenity due to road traffic noise.

The predictions of road traffic noise contained in Annexe B are in terms of $L_{Aeq,16h}$ average noise levels over the daytime period, and do not cover road traffic noise at night. However, Annexe C gives contours of predicted overall $L_{Aeq,8h}$ average noise levels at night. Since the contours are for overall noise, they include road traffic noise. Annexe C4 gives contours of predicted changes in night-time overall $L_{Aeq,8h}$ average noise levels. These contours show that overall $L_{Aeq,8h}$ average noise levels at night do not increase by more than 1 dB at the existing residential properties in Freezeland Way. The SRP letter dated 11 January 2012 also suggests that there would be no significant increase in noise levels from customer traffic at night at existing residential properties.

In view of the above, I believe that road traffic noise will not be significantly detrimental to residential amenity during daytime and night-time, and does not justify restricting trading hours at night for the main store and 3 retail units.

Delivery noise

Section 7 and Annexe A of the SRP report contains an assessment of delivery noise, including both noise from service yard activity and noise from moving delivery vehicles. Predicted $L_{Aeq,T}$ average noise contours from servicing activity are given in Annexe A. Tables 7.4a and 7.4b give predicted $L_{Aeq,T}$ average noise levels at existing properties from servicing activity for daytime and night-time respectively. Paragraph 7.5 claims that that these predicted $L_{Aeq,T}$ average noise levels comply with the World Health Organisation guideline values, and are significantly below the existing noise climate. Additional consideration is given to L_{Amax} peak noise levels from deliveries at night, as discussed below.

Report paragraph 7.6 gives predicted L_{Amax} peak noise levels from deliveries (assumed caused by passing delivery lorries) at existing properties. The predicted L_{Amax} peak noise levels are 65.1 dB at Barnards Lodge Hotel, and between 63 dB and 64.9 dB at existing residential properties in Freezeland Way. Report paragraph 7.7 acknowledges that L_{Amax} peak noise levels are “slightly” in excess of WHO guideline values. It points out, however, that the existing noise climate already includes noise events in excess of this level throughout the night period.

Paragraph 7.8 gives predicted L_{Amax} peak noise levels from night-time deliveries (assumed caused by passing delivery lorries) at the proposed new properties. The predicted L_{Amax} peak noise levels are up to 75.4 dB at proposed Block E and up to 78.3 dB at the proposed new hotel. Report paragraph 7.9 recognises that the predicted L_{Amax} peak noise levels at Block E and the hotel exceed the WHO guideline values. It is stated that mitigation in the form of appropriate glazing and alternative ventilation would be provided at the proposed residential blocks and the hotel to ensure that future residents and guests are not disturbed by night-time deliveries.

Noise from service yards of large foodstores can be problem, particularly at night, if residential properties are situated nearby. Noise sources to consider include vehicle reversing alarms, loading and unloading activities, delivery vehicle refrigeration units, staff shouting, and use of roll cages and trolleys. Report paragraph 7.3 claims that reversing alarms do not operate during hours of darkness as the alarms are disabled when the vehicle lights are on. It should also be noted that the layout of the servicing yard is advantageous in that the buildings of the main store and adjacent retail units will screen noise from the service yard from the proposed residential blocks A to E.

Appendix C of the report gives draft wording for a delivery noise management plan for controlling noise from night-time deliveries and service yard operation. On this basis, report paragraph 11.1 maintains that servicing could be carried out on a 24 hours per day basis without the likelihood of harming the amenity of existing or proposed residential dwellings.

In view of the above, I believe that the SRP noise report demonstrates that there is no justification for imposing a restriction on delivery hours for the main store and the 3 retail units, provided that condition is imposed requiring a delivery noise management plan.

Mechanical services plant noise

Noise from mechanical services plant is considered in SRP report section 6. Paragraph 6.6 proposes limiting plant noise to a “rating noise level” not exceeding the lowest existing background noise level. The Council's Supplementary Planning Document on noise recommends in paragraph 4.24 that the rating noise level should be at least 5 dB below the existing background noise level. Therefore, in order to control noise from mechanical services plant, a condition is recommended limiting the rating level of noise emitted from plant and/or machinery at the development to be at least 5 dB below the existing background noise level. The noise levels shall be determined at the nearest residential property.

Construction environmental issues

Construction noise is considered in section 10 of the SRP report. In order to control noise and other environmental impacts during construction, a condition is recommended for the submission of a Construction Environmental Management Plan (CEMP) which should address issues including the phasing of the works, hours of work, noise and vibration, air quality, waste management, site remediation, plant and equipment, site transportation and traffic management including routing, signage, permitted hours for construction traffic and construction materials deliveries.

Hotel

Predicted overall noise levels at the proposed hotel are given by the noise contours in Annexe C. Table 8.6A gives predicted levels of car parking noise at the proposed new hotel. The car park noise levels are given as $L_{Aeq,16h}$ average noise levels for daytime and $L_{Aeq,8h}$ average noise levels for night. Paragraph 8.6 claims that these car parking noise levels are within WHO guidelines for day and night-time. Paragraph 7.8 gives predictions of delivery event L_{Amax} peak noise levels at the proposed new hotel. Although the predicted L_{Amax} peak noise levels are well above WHO guideline values, paragraph 7.9 states that adequate noise mitigation will be incorporated in the hotel. We regard the provision of satisfactory noise levels in guest accommodation at new hotels as the developer's concern. I would, however, recommend an informative advising on the need for adequate noise insulation at the proposed new hotel.

Comments on EIA

I have reviewed section 7.4 of the additional ES (Noise and Vibration) concerning cumulative assessment of this development together with other nearby developments. I have the following comments/observations: The additional information provided in section 7.4 of the ES is the same for both applications and looked at the combined effect of the master brewer site development together with the Hillingdon circus site development (planning ref: 3049/APP/2012/1352). What assumptions were made for the Hillingdon Circus site is not specified.

Noise contour maps are provided in appendices NVB4 and 5 which shows the changes in noise levels due to cumulative effect. NV4 shows the daytime and night time cumulative effect on proposed residential development blocks A-E. Comparing this with the contour maps in Annex C1 and C2 of the Sharps Redmore acoustic report dated 22nd May 2012 shows the overall cumulative noise effect will only be slight. The facade noise levels on each of the blocks will only change by few decibels. This is something which can be addressed by the previously recommended noise condition for facade sound insulation.

The assessment also looked at changes in road traffic noise levels and found this to be negligible on existing residential in Freezeland Way i.e. only 1dB change. Car park noise will also be negligible and can be addressed by the previously recommended condition for delivery management plan.

Contaminated Land

The RPS desk study report reviewed and referred to in my memo of 11 November 2011 is submitted with both applications. Therefore my previous comments in my memo of 11 November 2011 still apply. A contaminated land condition should be attached.

The contaminated land information can be submitted later in a combined geo-environmental report as this site is a low risk. For any areas of soft landscaping in the residential element of the development, in addition the standard contaminated land condition, a condition is

advised with regard to soil contamination, a condition to minimise risk of contamination from garden and landscaped areas is recommended.

Air Quality

The following information was submitted with regard to air quality for both the applications:

- Mixed-Use Development Air Quality Assessment, Former Master Brewer Site, Hillingdon onBehalf of Spenshill Regeneration Limited by RPS (Project No. JAP6873, Rev0), dated 29 May 2012. The only change of note from version JAS6121, Rev3 dated 28 July 2011 relates to an update in policy documents relating to the site and the use of a slightly higher background NO2 in the modelling.

As part of the Construction Management Plan requirements, management of potential dust generation including fugitive dust, and minimising emissions to air of pollutants needs to be considered as set out in the air quality assessment (identified as medium risk without mitigation). There is potential in the area for further development and congestion as a result of development. The applicant needs to include mitigation in order to ensure the development is at least air quality neutral. Some of the mitigation proposals submitted the the planning application are noted. There does not appear to be any specific provision for protecting future residents from poor air quality.

The proposed development is within the declared AQMA and in an area which currently appears to be close to the European Union limit value for annual mean nitrogen dioxide, and may be exceeding the EU limit value adjacent to the A40 (CERC modelling for 2011 indicates an exceedance across most of the site).

With the proposed development in operation the magnitude of change in the level of pollutants have been classified as imperceptible and the impact as negligible. Officers do not agree with this finding.

The modelling does not appear to have considered the residential development in relation to the CHP. The new energy statement (May 2012, Appendix G) indicates the energy centre (and stack) will be located in the north western corner of the site. The London Plan, Policy 7.14, supports the need for development to be at least air quality neutral and not lead to further deterioration of existing poor air quality. The A40 and the areas around the junctions within Hillingdon have been identified as priority areas for improvement in regards to poor air quality.

Source apportionment work undertaken by CERC for 2011 for Hillingdon indicates the main contribution of NOx at Warren Road (HD53) and Freezeland Way (HD69) are from the roads, with the emissions arising from the TfI-controlled A40 and cars queuing to gain access to, and to cross, the A40 on the local authority roads. Cars, followed by HGVs and LGVs are the main sources of NOx at both locations. As the development is in and will cause increases in an area already suffering poor air quality the following is requested:

Section 106

Section 106 obligation for up to a total of £50,000 should be sought for contribution to the air quality monitoring network in the area with regard to these applications. (Note, this is in addition to the Travel Plan contributions indicated in the Travel Plans.)

The BREEAM pre-assessment report by URS dated May 2012 for the commercial element of the development appears to indicate no points will be picked up for indoor air quality in occupied areas.

The following conditions are advised specifically in connection the proposed store, retail units and hotel as it appears this part of the development will house the energy centre. Every effort should be made at the design stage to ensure polluted air will not be drawn into the ventilation systems on site, and where this is unavoidable appropriate filtration or treatment measures are implemented.

1. A scheme for protecting the proposed accommodation from external air pollution

Notes: In areas where there the air pollution levels are above, or close to, the national and European limits, this is designed to safeguard the future residents/users of the site from the ingress of the poor outdoor air quality. The design must take into account climate change pollutants and ensure there are no trade-offs between local and global pollutant emissions. Suitable ventilation systems will need to: take air from a clean location or treat the air and remove pollutants; designed to minimise energy usage; be sufficient to prevent summer overheating; have robust arrangements for maintenance.

2. A condition is recommended in order to ensure relevant information with regard to pollution emissions from the energy provision at the site is provided, so that mitigation measures can be agreed and implemented if necessary, as part of the development. This is because a CHP will be installed in a dedicated energy centre to the north west of the site adjacent to the superstore.

Notes: This condition relates to the operational phase of residential and commercial development and is intended for the protection of future residents in a designated AQMA and Smoke Control Area.

Travel Plans

It is noted a Framework Travel Plan, Hotel Travel Plan and a Food Store Travel Plan have been submitted with the application. It is understood if the application is given permission the travel plans will be implemented as part of a s106 agreement. On that basis no conditions are advised with regard to travel plans

ACCESS OFFICER

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

The Act states that service providers should think ahead to take steps to address barriers that might impede disabled people. It is appreciated that design team for Spenhill stores will likely have a defined model that meets best practice design guidance, however the Design and Access Statement does not explain in detail how the principles of access and inclusion have been applied.

In view of the above, the following observations are provided:

1. Accessible car-parking bays should be sited within 40m of the entrances into the proposed supermarket, cafe and restaurant facilities and for the hotel. Details should be provided on how the accessible parking spaces would be distributed within the site. Additionally, the information should include a breakdown on the number of spaces to be allocated to each facility. It should be noted that the Council requires 10% of parking spaces in developments of this type to be designated as accessible with appropriate delineation in accordance with BS 8300: 2009

2. A suitable access route to the building should be provided from the car parking area. Paths forming access routes should be a minimum of 1.5m clear wide, no steeper than 1:20 (unless designed as a suitable ramp), non-slip, well lit and clearly defined using texture and visual contrasts. Paths should include suitably dropped kerbs at key crossing points.
3. The presence of a glass doors should be made apparent with permanent strips on the glass (manifestation) within a zone of 850 mm -1000 mm and 1400mm - 1600mm from the floor, contrasting in colour and luminance with the background seen through the glass in all light conditions. The edges of a glass door should also be apparent when the door is open. If a glass door is adjacent to, or is incorporated within a fully glazed wall, the door and wall should be clearly differentiated from one another, with the door more prominent.
4. Cashpoint machines should be fully accessible. The maximum reaching height of controls and card slots should not exceed 1200mm.
5. All signage for directions, services or facilities should be provided in a colour contrasting with the background. Signage and lighting levels should be consistent throughout the building and care taken to avoid sudden changes in levels.
6. Accessible toilets should be designed in accordance with BS 8300:2009. The cubicle should not incorporate baby change facilities. A combination of both left and right hand transfer spaces should be provided, as more than one unisex provision is proposed.
7. The accessible toilet should be signed either "Accessible WC" or "Unisex". Alternatively, the use of the "wheelchair" symbol and the words "Ladies" and "Gentlemen" or "Unisex" would be acceptable.
8. Details of separate baby changing facilities should be provided.
9. As the proposed redevelopment would represent a key community resource, the Council should require a 'Changing Places' toilet facility in accordance with the 'Accessible Hillingdon' SPD (adopted January 2010). Such provision is in line with BS 8300: 2009 and the Department for Communities and Local Government (DCLG) strategic guidance 'Improving Public Access to Better Quality Toilets'. No details in this regard have been submitted.
10. Details of refuge areas and/or emergency evacuation provisions and procedures should be provided. Advice from an appropriate fire safety officer or agency should be sought at an early stage to ensure that adequate and appropriate refuge areas are incorporated into the scheme as a whole. Refuge areas provided should be sized and arranged to facilitate manoeuvrability by wheelchair users (Refer to BS 9999: 2008). Refuge areas must be adequately signed and accessible communication points should also be provided in the refuge area.
11. Details of a fire in emergency plan should be submitted to demonstrate that adequate means of escape for disabled people has been incorporated into the design of all the proposed buildings.

Observations Specific to the Proposed Hotel

12. Policy 4.5 (London's visitor infrastructure) of the London Plan 4.5, seeks to achieve 40,000 net additional hotel bedrooms by 2031, of which at least 10 per cent should be wheelchair accessible. To this end, the Council seeks to increase the quality and quantity of fully wheelchair accessible hotel accommodation, and, therefore, in accordance with the above mentioned Supplementary Planning Document and BS8300:2009, requires the minimum provision of accessible bedrooms as a percentage of the total number of bedrooms to be:
 - i. 5% without a fixed tracked-hoist system (see example in Figure 59);
 - 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.
13. The principal entrance door should be provided with a glazed panel giving a zone of visibility, in accordance with BS 8300:2009.
14. It is strongly recommended that consideration be given to the use of an automatic opening door device.
15. Part of the reception/concierge desk should be provided at a height of 750-800mm. An assisted listening device, ie infra-red or induction loop system, should be fitted to serve all reception areas.
16. Seating of varying heights should be provided and sited close to reception.
17. All signage for directions, services or facilities should be provided in a colour contrasting with the background. Signage and lighting levels should be consistent throughout the building and care taken to avoid sudden changes in level.
18. Lighting levels should be consistent throughout the building and care taken to avoid sudden changes in levels.
19. Accessible toilets within the communal areas should be designed in accordance with the guidance given in Approved Document M to the Buildings Regulations 2004.
20. The accessible toilets should be signed either "Accessible WC" or "Unisex". Alternatively, the use of the "ladies" and "gentlemen" with a "wheelchair" symbol and the word "Unisex" would be acceptable.
21. Plans should detail room dimensions, particularly for the en suite bathrooms and confirm within the Design and Access Statement, that bath and shower rooms will accord with the design guidance in BS8300:2009. As the majority of wheelchair users prefer showers, a larger proportion of the accessible rooms should feature shower rooms. Large-scale plans should be submitted detailing the specification of the proposed accessible bath and shower rooms.
22. Corridors should be a minimum of 1500mm wide and internal doors across circulation routes should incorporate a suitable zone of visibility.
23. Internal doors, across circulation routes, should be held open using fire alarm activated magnetic closers.

24. Details of where Hearing Enhancement Systems (e.g. induction loops) will be provided should form part of the scheme. Consideration should also be given, at this stage, to the type of system(s) that will be suitable for different areas of the hotel. (It is important to consider such detail now, as the design of a building and the material from which it is constructed, contribute to good acoustic travel and stability. A technical audit should form part of the Design & Access Statement, as the reliability of systems in proximity to other electrical equipment or materials can be adversely affected, e.g. fluorescent lighting and steelwork.)
25. Signs indicating the location of an accessible lift should be provided in a location that is clearly visible from the building entrance.
26. The lifts should accord with BS 8300:2009.
27. A minimum of one fire rated lift should be incorporated into the scheme. The lift should be integrated to support Horizontal Evacuation and designed in accordance with BS 9999:2008 and all related standards contained within.
28. Fire exits should incorporate a suitably level threshold and should open onto a suitably level area.
29. 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 in the event of a fire evacuation.
30. The alarm system should be designed to allow deaf people to be aware of its activation. (Such provisions could include visual fire alarm activation devices, and/or a vibrating pager system. A technical audit should be considered at this stage to ensure that mobile phone and emergency paging system signals can transmit throughout the building.)

URBAN DESIGN AND CONSERVATION OFFICER

COMMENTS: The scheme is much as previously discussed. The design of the hotel has changed and is improved. The first floor green roof is welcomed. There are still some issues to be addressed:

- The long term maintenance of the buffer area along Long Lane
- The design of the energy centre
- The introduction of more landscaping within the car park areas
- Further information on the landscaping and design of the Freezeland Way frontage (adjacent to the hotel)
- Treatment of the boundary with the A40

If minded to approve, details of the elevational treatment of the hotel will be required, including the ground floor glazing and roof/fascia design and finish. Details of the windows, louvers, balconies and plant enclosure at roof level should also be required. Details/ samples of all external materials and finishes will need to be agreed.

POLICY AND ENVIRONMENTAL PLANNING

Development Plan Policies

The London Plan

The Mayor provided the Council with comments on how the proposals relate to specific policies in the London Plan on 17 October 2012.

A Vision for Hillingdon 2026: The Hillingdon Local Plan Part 1

The relevant policies adopted Local Plan are as follows:

- Policy E5: Town and Local Centres seeks to accommodate retail growth in town centres in accordance with the latest evidence base. If appropriate, specific locations for retail growth will be determined through the Local Plan Part 2.
- Policy H1 and H2 refer to Housing Growth and Affordable Housing respectively. Hillingdon's current target is to provide 425 additional residential units per annum. The Council seeks to maximise the delivery of affordable units in accordance with the London Plan. In particular, it seeks to deliver 35% of all new units as affordable with an indicative tenure mix of 70% social rent and 30 % intermediate housing.

Unitary Development Plan Saved Policies (2007)

The Masterbrewer site is specifically identified in policy PR23 of the Unitary Development Plan Saved Policies 2007. This sets a number of objectives for the 'developed area' and also the parts of the site within the Green Belt. The site is within a designated Local Centre in the UDP. Policies S9 and S10 refer to the change of use of A1 shops in these areas and are not considered to be relevant to the proposals.

Local Plan Evidence Base

2012 Convenience Goods Retail Assessment

This study was produced as an evidence base document for the Local Plan Part 1. The key conclusions are firstly the growth figures for convenience floorspace over the period of the plan. There is no capacity in the borough for additional convenience goods retailing in the years up to 2016. For the following five year period from 2016 through to 2021, capacity grows to 2,709 sqm. The study notes that there could be a qualitative argument to support the provision of an additional foodstore in the northern half of the borough.

Convenience goods provision in North Hillingdon has remained static since 2004 and represents 26% of total floorspace in the centre. This is above the national average of 17%. Vacancies amount to 1% of total floorspace, which is well below the national average and indicates that the centre serves an important role for providing goods and services to local residents.

The study makes the following observations in relation to overtrading in the borough at paragraph 7.45:

'Our qualitative assessment of existing stores in the Borough has identified that whilst some stores appear to be 'over trading' according to national averages, no stores appear to be experiencing the symptoms of overtrading. Indeed, we consider that these stores are trading at reasonable levels for stores in London. As a result, we have assumed that the larger stores are not 'over trading' in 2011 and that this should not be used justify additional convenience goods floorspace over the study period.'

Town Centres and Retail Study 2006

This study provides an assessment of comparison and convenience goods provision in the borough and a health check of all designated centres. The assessment of North Hillingdon notes a relatively low level of comparison provision, which is due to the suburban nature of

the centre. Overall, North Hillingdon is a vital and viable centre that offers an adequate range of retail uses to serve the local population.

National Planning Policy Guidance

The National Planning Policy Framework (NPPF)

The NPPF states that planning policies should be positive, promote competitive town centre environments and set out policies for the management and growth of centres over the plan period. Paragraph 24 requires Local Planning Authorities to apply a sequential test to applications for main town centre uses that are not in an existing centre and are not in accordance with an up to date Local Plan. Paragraph 26 sets out the criteria relating to the submission of an impact assessment for retail proposals and refers to a threshold of 2,500 sqm. The applicant has submitted a sequential and an impact assessment with the application.

Planning for Town Centres: Practice guidance on need, impact and the sequential approach

In December 2009 the Government produced a companion guide to Planning Policy Statement 4 (sustainable economic development). Whilst the PPS was deleted following the introduction of the NPPF, the companion guide remains extant. The Council has used this document to assess the applicant's sequential and impact assessments.

The practice guidance provides advice on when to assess the cumulative impact nearby proposals. Paragraph D7 states:

'First, it is relevant to consider the effect of known commitments, and to consider the cumulative impact of the proposals in question. Conventionally, cumulative impact assessments take into account the effect of known commitments i.e. schemes with planning permission. However, it may be relevant, in policy terms, to judge the cumulative effect of other proposals, particularly where there is a choice between two competing proposals and the combined impact of both needs to be considered.'

Conclusions

The Council does not object to the principle of mixed use development on the site and the key principles of UDP policy PR23 appear to have been met. The key issues relate to the delivery of the scheme, affordable housing provision, the impact of the store on nearby town centres and the adequacy of the applicant's Retail Assessment.

It is noted that the proposed retail and residential uses are subject to separate planning applications. A phasing plan should be put in place to ensure that both elements of the scheme are delivered in a timely manner. The Council would not wish to see the residential element dropped.

The absence of affordable housing on the site would be at odds with policy H2 in the Local Plan Part 1. This element of the scheme should be reviewed in the context of the London Plan, which seeks to maximise affordable housing delivery and the borough-wide target to provide 35% of all new homes as affordable housing

Comments from the Mayor indicate that the location of the proposed store will not have an adverse impact on the North Hillingdon or other centres in the catchment area. The comparison element of the scheme will not be in direct competition with retailers in North Hillingdon and the store could play a role in retaining a significant amount of local expenditure that would have gone outside the area.

SUSTAINABILITY OFFICER

Air Quality

The site is in an air quality management area and there are recorded levels of poor air quality near the site that are close to or exceeding the minimum EU limits for health (40µg NO₂). This limit relates to the levels at which there are significant impacts on health.

Whilst the air quality assessment seems to have estimated the impact of the development(s) to be imperceptible/negligible, they have failed to adequately characterise the air quality in the area in the modelling, which based on monitoring data suggests it may be close to or above the EU limit value.

It is likely the air quality will continue to be poor in the area due to existing traffic issues without development, and it will likely worsen due to increase in traffic as a consequence of the development.

The Council considers that the impacts on air quality will be negative. However, this should not automatically result in a refusal as this would result in blight across the area. Through conditions and planning obligations, if implemented in isolation (and considering the benefits of the scheme), this proposal could be considered acceptable in air quality terms.

The cumulative impacts of this scheme as well as the proposal at the site adjacent Hillingdon Underground station present a greater problem. Cumulative impacts would be worse (and more complex) than just the sum of an individual scheme. This is, for example, due to the extra traffic congestion (at junctions resulting from both schemes) resulting in greater emissions from vehicles.

I therefore do not object to the application on its own (subject to clear measures to reduce the impacts of the development). The need to provide green travel plans and contributions to public transport will assist and conditions are also necessary.

Air Quality Impacts to new residents

The air quality assessment does not identify any mitigation as being necessary for the proposed development. However, it does note the façade of the building nearest to the A40 will be at and slightly exceed the EU annual limit value for NO₂ (receptor 1 - 41.6 mg/m³, receptor 2 - 40.8 mg/m³). The most recent modelling carried out by Hillingdon has indicated that this transport corridor and associated junctions are contributing to levels of air pollution above recognised air quality standards and NO₂ is predicted to be over the annual mean in 2011 and 2015 (this is also the case for the hourly mean). The following condition is advised for the residential block to ensure some mitigation for the poor air quality in the area.

1. The submission of a scheme for protecting the proposed residential units from external air pollution

CHP

There are limited details regarding the air quality impacts from the proposed CHP unit or the pollution abatement technology to reduce impacts. The following condition is therefore necessary:

1. The submission of specifications of the CHP unit which shall demonstrate the use of the least polluting CHP system appropriate with and the relevant NO_x emissions, the designs of the flue to reduce impacts to residents and further pollution abatement technology to ensure the CHP has minimal air quality impacts

REASON

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

Energy

All the information submitted to date broadly equates to an appropriate strategy. There are still gaps in the information expected for a design stage application and therefore there is a need for planning conditions to ensure the final energy solutions are appropriate. There is a significant concern that the London Plan energy targets (Policy 5.2) have little impact on the superstore as most of the energy use is from unregulated sources.

Some updated information has been provided to outline the energy efficiency improvements for the general retail units, and the superstore. As the housing development is subjected to the Code for Sustainable Homes and an outline planning application, the issue can be considered as part of conditions.

The information about the renewable energy solution for the development is also broad at this stage although a bit more information has been provided. Further information is required to ensure the final design of the development incorporates the broad strategy. The following conditions are therefore required for the developments Superstore, Hotel and

General Retail Units

A condition requiring a detailed energy assessment, to consolidate all the information provided with the detailed planning submission and show clearly the baseline carbon footprint for each of the non residential uses. It shall also detail how each use contributes to the 25% reduction set out in the London Plan. It will include specific technological details relating to the location, type and amount of air source heat pumps, and the CHP plant. It will set out the phasing arrangements for the energy strategy and show that the CHP will be delivered as part of first building phases. Finally, it will clearly set out the maintenance arrangements for the CHP and air source heat pumps. The development will proceed in accordance with the approved scheme.

Energy Note 1: The S106 will include a monitoring and reporting requirement for the first years of the development. If the targets set out in the energy strategy have not been achieved (i.e. the performance of technologies were overestimated or the changes to the building fabric were made) then the Council will seek action through onsite improvements or offsite contributions.

Energy Note 2: A maintenance schedule will be required for the district heating network. This will need to be included within the S106.

Living Walls and Roofs

The drainage plan suitably shows the drainage attenuation to be installed. I therefore have no further objections subject to the development proceeding in accordance with the plans submitted. Living walls and roofs have been previously discussed but little or no justification has been put forward for not including them within the designs. Since the original designs a district heating centre has been included within the plans and there is no reason that this structure cannot be 'greened' in some manner. In accordance with comments previously made a condition needs to be applied to any subsequent approval requiring the incorporation of living walls and a living roof onto the energy centre.

Sustainability - Electric Vehicle Charging Points

Condition requiring a plan showing provision for electric charging points to

serve 5% of all car parking spaces should be submitted to and approved in writing by the Local Planning Authority. A further 5% should be adequately serviced to allow for the future installation of further charging points. The plan shall set out the location of the charging points, the chosen technology and clear presentation of how the bays will be marked.

S106 Inclusion

1 Ecology Protection and Enhancement Works

[£50,000 for the clearance of vegetation and trees, new landscaping, fencing, re-modelling and re-contouring, and placement of bat boxes, bird boxes and beetle loggeries.]

2 Maintenance and operation of district heating network

3 Monitoring and reporting of energy use

4 Maintenance of SUDS

TREE AND LANDSCAPE OFFICER

LANDSCAPE CHARACTER / CONTEXT: This vacant site was formerly occupied by the old Master Brewer hotel. The building has since been demolished and the land cleared. Situated to the northeast of the junction between Long Lane and Freezeland Way, the site is bounded to the north by A40(M), with Greenbelt open space and Freezeland Covert to the east. North Hillingdon Town Centre is across the road, immediately to the south of Freezeland Way.

The site is generally flat with notable changes of level immediately beyond the west boundary, where the land rises in wooded embankment supporting the approach to the Long Lane bridge. To the north of the site, the A40 lies in a cutting beneath the Long Lane road bridge and the Metropolitan Line to the west. Although the immediate site boundaries are dominated by roads and railways, the land immediately to the east, further west and to the north of the A40 is semi-rural, in character.

There are a number of trees on the site including the vestigial landscape associated with the former Master Brewer, the Long Lane road embankment, groups of trees along the northern boundary and self-set scrub which has colonised the site following the site clearance. The site is covered by Tree Preservation Order No.6. However, this is an old order and many of the scheduled trees no longer exist.

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.

Environmental Statement

- The Environmental Statement considers Townscape and Visual Change in chapter 7, Effects on the Local Environment. The assessment methodology is described in 7.1.6. One of the documents referred to is the 'Guidelines for Landscape and Visual Assessment' Second edition, 2002. This guidance has recently been superseded by a third edition, in 2013. However, the report will have been prepared prior to the publication of the latest guidance and is considered to be valid.

- The Environmental Statement sets out a site wide landscape strategy for the comprehensive redevelopment of the site which is underpinned by four key principles: the creation of a 'gateway' entrance to the site adjacent to Hillingdon Circus, the establishment of an urban edge along Freezeland Way and Long Lane, the creation of an appropriate landscape setting adjacent to the Green Belt and the provision of safe, attractive and effective amenity space for residents (7.1.146).

- The ES(Technical Summary) confirms that a comprehensive planting scheme will be provided within the site specifically to: assist with the overall softening of the appearance of the built form, define the proposed use of the various zones, reduce the impact of the car parks, and to mark the transition between the residential and commercial areas.

- At 7.1.303 the ES considers the 'Residual Effects' of construction (temporary, short-medium term) on townscape character will be minor adverse to negligible significance to the

townscape character areas (CA) 2b, 6 and 7, with minor adverse effects on CA 3 and minor adverse to negligible.

- 'Residual visual effects' during the construction phase will be minor adverse from viewpoint 3 for local residents and minor adverse to negligible from viewpoints 4 and 21 (7.1.305).

- Once operational, the ES concludes that the residual effect on townscape character to CA2A and CA2B is of minor beneficial to negligible significance, moderate to minor beneficial significance on CA3 (7.1.306) and minor adverse to negligible significance on CA5 (7.1.307).

- At 7.1.308 it concludes that as the proposed planting matures and performs its screening / integrating function, the residual visual effects will be moderate beneficial for residents at viewpoint 3 and minor beneficial for residents at viewpoint 4. After mitigation, there would be minor adverse significance from viewpoint 21.

Design & Access Statement

- The Design & Access Statement provides a scheme overview, assesses the existing site and context and considers the policy context before describing the design evolution. The proposal is then described in detail.

- In section 7.2 the Phase 1 proposal is a detailed application which seeks to develop a Spenhill store in the north-west corner, with an energy centre, retail and a hotel extending along the west boundary towards Freezeland Way and North Hillingdon Town Centre. This will be supported by surface level car parking in the centre of the site and to the east of the Spenhill store.

- Section 7.3 describes the Phase 2 proposal which is an outline application to develop an 'L'- shaped residential scheme which wraps around the east and south-east boundaries in five separate blocks. Forming the interface with the Green Belt land to the east, there are generous spaces between the blocks which will permit visual permeability through to the Green Belt. Collado Collins' drawing No. PO-106 Rev F Illustrative Masterplan clearly shows the proposed site layout for both phases with regard to the arrangement of buildings and circulation.

- Section 8 of the Design & Access Statement describes the landscape objectives for the scheme, describing the main features for both the Phase 1 (retail) and Phase 2 (residential) developments.

The Landscape Proposal - General Arrangement illustrates and annotates the key landscape features, including: hedge planting (native, retained and proposed), tree planting (including large specimens, avenues, woodland) retained trees (protected during construction), play area provision (residential area), footpath provision and pond enhancement (in public open space).

Existing Trees

- The site is covered by tree Preservation Order No. 6 which features 10No. individual tree specimens and 3No. groups. According to the TPO records several of the trees are dead or have been deleted / removed. The Tree Survey confirms that only two of the trees protected by the original Tree Preservation Order remain and these are poor ('C') and justify removal ('R' grade).

- The tree retention and removal strategy for the site has been the subject of detailed discussion with the local planning authority. Grontmij's drawing No. W105860 L10, Trees to be removed and retained: All Works, indicates that most of the trees in the centre of the site will be removed in order to accommodate the development. However, the off-site woodland planting along the Long Lane road embankment will be retained, as will on-site trees and hedgerows along the north, south and east boundaries. Additionally, the trees and hedgerows along the northern boundary will be managed / rejuvenated.

- The drawing confirms that 29No. 'B' category trees will be removed, together with 75No. 'C' category trees, 12 'C' category groups and 23No. 'R' category trees (which should be removed in the interest of sound arboricultural management). This drawing also specifies tree protection measures for the retained trees.

· A more detailed (phased) tree strategy is shown on Grontmij drawing Nos. W105860 L03 Rev E Trees to be Removed and Retained: Outline Application and No. W105860 L04 Rev E Trees to be Removed and Retained: Detailed Application.

Landscape Proposals

· By way of mitigation, Grontmij's drawing No. W105860 L09 On and off Site Landscape Proposals: All Works indicates a comprehensive soft landscape proposal to plant over 190 No. specimen trees within the site (Environmental Statement 7.1.300). Additional landscape benefits include the retention / protection and rejuvenation of existing trees and hedges. Off-site benefits include the development of the fields and woodland between the residential blocks and Freezeland Covert, with the installation of a new footpath link, proposed indigenous woodland blocks and possible pond enhancements.

· It is noted that Ash *Fraxinus excelsior* is amongst the species on the Typical Planting Schedule. Due to the bio-security risks associated with the outbreak of Ash Dieback (*Chalara fraxinea*) Ash should not be included in the planting mixes.

· Grontmij drawing Nos. W105860 L07 Rev A and L08 Rev A illustrate On and Off Site Landscape Proposals: Phase 1 and Phase 2 respectively.

· If the application is recommended for approval, landscape conditions should be imposed to ensure that the detailed proposals preserve and enhance the character and appearance of the area.

RECOMMENDATIONS:

· At the time of writing, Forestry Commission guidance indicates that Ash should not be included within any new planting schemes until further notice.

· The proposed landscape enhancements have been developed and adjusted in accordance with advice from Hillingdon's former Principal Landscape Conservation Officer and incorporates measures to mitigate residual effects of the development on the local townscape character and viewpoints.

· The provision of off-site planting and other landscape improvements to the adjacent Green Belt land to the east are to be secured through a S.106 agreement.

No objection subject to the above observations and conditions COM6, COM8, COM9 (parts 1,2,3,4,5 and 6), COM10.

HIGHWAY ENGINEER

The Council has appointed an external transport consultancy Parsons Brinckerhoff (PB) to undertake the review of the Transport Assessments and related technical documentation submitted by the applicant's transport consultants SKM Colin Buchanan (SKMCB).

Given the complexity, volume and technical nature of the submitted documentation and the reviews undertaken by PB, it is not considered practical to include all the information in the comments here. Instead, these comments highlight the main issues for consideration by the Planning Committee.

An analysis has been carried out of the reported accidents over a period of 5 years to August 2010. At this stage there does not appear to be any cluster of specific accident types that would cause concern. Just less than 40% of the collisions occurred during the hours of darkness. A review of lighting and the visibility of signs and road markings should be undertaken.

A series of static and micro-simulation models have been submitted by SKMCB. The modelled traffic flows are made up of three parts as described in the list below:

- 2008 base year flows;
- Committed development flows; and

- Proposed development flows, containing the Tesco development with and without Morrisons development.

There are some discrepancies between the calculated and modelled flows, but the variations are small and considered negligible. PB has created a model using the 2016 PM base VISSIM scenario with the calculated flows and has advised that the observations of this model showed that the network operates similarly to the models SKMCB has submitted. Therefore it could be said that the flow difference has negligible effects on the modelling results.

The traffic flows have been combined to develop the scenario models listed below. Adequate traffic growth has been applied to the future years 2016 and 2022 modelling scenarios.

- 2008 base
- 2016 base+committed
- 2016 base+committed+Tesco
- 2016 base+committed+Tesco+Morrisons
- 2022 base+committed
- 2022 base+committed+Tesco
- 2022 base+committed+Tesco+Morrisons

The latest modelling of 2016 base+committed+Tesco+Morrisons and 2022 scenarios is submitted for the PM peak only. This is based on the assumption that traffic demand is lower in the AM and Saturday peak periods. It would be preferable for SKMCB to have also provided models for the missing periods to confirm this. However, given the time available, and in the interest of deriving some indication of the likely impact, PB has used the LinSig models provided to assess the cumulative impact of Tesco and Morrisons developments in the AM and Saturday peaks in 2022.

There are two highway layouts used for the proposed development. The highway layout plans are presented in Appendix C / Appendix D of March 2013 Addendum TA and described as:

Layout A –Highway improvements required to accommodate the Tesco development traffic in isolation include:

- Re-introduction of the right turn for traffic at the Hillingdon Circus junction from the Long Lane northbound approach;
- Modifying the existing right turn into the western site access for traffic coming from the A40 westbound;
- Introduction of a southbound left turn flare at the Hillingdon Circus junction from the Long Lane southbound approach. The left turn lane requires a widening of the Long Lane carriageway and footway, taking land from part of the south west corner of the development site;
- Narrowing of the island to the west of the Hillingdon Circus junction, to allow provision of two westbound traffic lanes on Freezeland Way to the west of the Hillingdon Circus junction;
- Provision of one dedicated on-street coach bay on Freezeland Way, immediately east of the proposed site access for the Hotel land use;
- Provision of an informal pedestrian refuge crossing at the western site access; and
- Provision of a shared cycle/footway into the site from the western site access towards the proposed food retail store and three non-food retail units.

Layout B – Cumulative scheme highway improvements with further mitigation measures needed to accommodate the Morrisons development traffic, which includes all of the highway improvements proposed under layout A and in addition:

- Widening and introduction of two left turning flare slip lanes of over 85m in length on Freezeland Way Eastbound approach lane; and
- Providing a two lane approach on Freezeland Way westbound approach road to the Morrisons.

Due to the increase in background traffic, the latest 2022 base model has several over-saturated turns, and the results are worse than those presented in the 2016 base model.

The modelling results show that the operation of Hillingdon Circus would deteriorate in all peak periods in 2022. This is mainly caused by the substantial background growth applied from 2008 to 2022 which is at least 15% in all peaks.

The results show that in 2022 Hillingdon Circus will be over-saturated in all modelled peaks. This is true for the Tesco development in isolation and when both Tesco and Morrisons developments are in place. The results are worse with Tesco and Morrisons than with Tesco in isolation, as would be expected.

Only the PM peak was modelled in VISSIM in 2022 as this contains the highest demand compared to the other two peaks. However, the LinSig modelling tests undertaken by PB show that the impact of Tesco and Morrisons in combination would lead to Hillingdon Circus operating at close to or above saturation at all peaks.

The latest VISSIM modelling, including the northbound blocking has only been submitted for the PM peak. Analysis of the LinSig models suggests that the impacts at Hillingdon Circus will be similar in the AM and Saturday peaks to the PM peak, but the exit blocking is observed to be less severe or even non-existent in these peaks. Therefore, it is likely that the results in the PM peak will be worse than those in the AM and Saturday peaks and can be considered to be a worst case.

The modelled journey times from the 2016 PM peak VISSIM models show that with the addition of the Tesco development traffic, the northbound journey time will increase whilst the southbound journey time will decrease. On the basis of the overall journey times, it is considered that the impact of the Tesco development traffic is generally offset by the proposed highway improvements. However, the combination of the Tesco and Morrisons developments causes an increase in journey time both northbound and southbound and therefore has a negative impact.

The modelled journey times from the 2022 PM peak VISSIM models show that six years further into the future than 2016, the results indicate longer journey times in all three PM peak scenarios.

The applicant has agreed to TfL's request for a contribution towards extending route U10 from Swakeley's Drive to Hillingdon Station Forecourt via a S106 agreement. Although the extension is considered to be positive as it will improve public transport accessibility for the development site from Ickenham and Ruislip (albeit at a low frequency and noting that the Underground already links the site with some parts of the U10 corridor), there is no feasibility study submitted to review the proposed extension including practicality, manoeuvrability, and advantages and disadvantages.

The latest modelling review undertaken by PB recommends that:

In traffic terms, the sensitivity test modelling has demonstrated that in 2016 and 2022 the network can be mitigated to accommodate the flows produced by the Tesco development without any net increase in journey time (Long Lane northbound + Long Lane southbound).

In the context of paragraph 32 of NPPF it is unlikely that the residual cumulative traffic impacts of either the Tesco development (only), or Tesco development in combination with Morrisons, are demonstrably severe. The weight which may now be attached to LB Hillingdon's Policy AM7 should be reviewed in the light of paragraph 215 of the NPPF.

Subject to the items listed under the heading of Transport & Highways Obligations being covered within the S106 Agreement, no objection is raised on the residual traffic impacts of the Tesco development (alone).

The conclusion of the latest cumulative assessments i.e. Tesco and Morrisons combined, undertaken by SKMCB, Tesco's transport consultants, and Vectos/SCP, Morrisons' transport consultants, suggest that the residual cumulative traffic impact with mitigation will be significantly detrimental.

Considering that;

- The surrounding highway network carries very high volumes of traffic, especially during traffic peak periods, and experiences traffic congestion;
- The Tesco and Morrisons developments combined will generate high volumes of traffic, where the highway network is already well congested;
- Cumulative impact results submitted by both the developers show a significant worsening of junction performance;
- The applicant has not undertaken a Road Safety Audit of the proposed highway layout B and changes to the layout as a result of safety issues could affect the traffic modelling results;
- There are inconsistencies between the assessments carried out by Tesco and Morrisons; and
- There are a number of outstanding traffic assessment issues to fully review the cumulative traffic impact

It will be highly risky to conclude that the residual cumulative traffic impacts of these two major developments are unlikely to be significant.

The access and parking layout, pedestrian and cycle routes and linkages, impact on public transport, and facilities for disabled people have been reviewed. The proposed development is not considered to merit objection on any of the above aspects.

The proposed highway layout and internal access and road layout have been reviewed and are not considered to have any significant issues to merit objection. Layout of the retail car park is acceptable in principle, however suitability of traffic management (circulation) within the car park should be further demonstrated and the layout should be amended where required. In addition, further details should be provided of the internal commercial/residential junction within the access road ensuring safety and suitable manoeuvring.

The proposed car parking provision for the retail and residential elements of the development are within the range of maximum standards and are therefore considered acceptable. The level of car parking proposed for the hotel is not considered excessive. The operational arrangements to cater for any overspill from hotel parking overnight and residential visitor parking during limited times over weekends to share the retail parking

facilities should be devised and a car parking management plan should be covered by way of a condition/S106 agreement.

The proposed disabled car parking provision is just over 7% (13 no.) for retail, circa. 52.9% (7 no.) for hotel and 10% (10 no.) for residential of their respective total car parking provisions. Around 3.9% (7 no.) of the retail car parking spaces will be parent and child spaces. Around 2-3% (4-5 no.) of the retail car parking spaces should be provided for brown badge holders

For the retail element, it is proposed to provide 5% (9no.) electric vehicle charging points (EVCPs) with a further 15% (27 no.) spaces to be passive spaces to make a total of 20% provision. The EVCP provision does not meet the London Plan standards requiring 10% of all spaces to have electric charging points and an additional 10% passive provision for electric vehicles in the future. No objection is raised on the above shortfall subject to a review mechanism of the use and increase of active EVCPs.

The residential proposals do not include any EVCPs. The London Plan standards require 20% of all spaces to have electric charging points and an additional 20% passive provision for electric vehicles in the future. The developer should provide at least 5% (5 no.) active EVCPs and a further 15% (15 no.) passive spaces with a review mechanism of the use and increase of active EVCPs.

One car club space is proposed for the residential development, which is acceptable in principle. Details of the operation and management of the car club should be submitted.

One coach parking space is proposed on Freezeland Way as a dedicated space for the hotel. This is unacceptable, principally due to two reasons; one, the coach parking space is proposed on the highway and therefore cannot be dedicated to the proposed hotel, and second, the Council resists on the use of highway land to provide on-street parking bays including coach parking required for developments. Instead, any development requiring parking for coaches or other types of vehicles should provide a suitable layout to accommodate such parking and manoeuvring within the site.

Cycle parking is provided to the relevant standards for the retail customers and employees, hotel, and residential. The accessibility and layout of the cycle parking are considered acceptable.

A framework Travel Plan and separate Travel Plans for the Food Retail Store and Hotel have been submitted with the application. A version of the Travel Plan accepted by TfL is included in the further transport assessment May 2012. Subject to comments from the Council's travel plan officer, the travel plans should be conditioned or covered within the S106 agreement as appropriate.

Recommendation

No objection is raised on the highways and transportation aspects of the proposed Tesco development alone.

Additional comments

A summary of pedestrian crossing times has been provided for Hillingdon Circus junction, calculated by a spreadsheet using the existing and proposed signal staging and cycle times. A comparison of base and proposed results is provided for the PM peak. An example calculation has also been provided for one of the longer, if not the longest route that a pedestrian might reasonably take and on this basis the methodology is considered to be robust. Six of ten possible crossing movements will experience changes of

under 10 seconds as a result of the junction alterations, but four crossing movements will experience increased average crossing times of over 40 seconds and up to 56 seconds. These changes are the result of maintaining provision of safe controlled crossing facilities for all pedestrian movements at the junction. The increased crossing times are limited, specific impacts of the junction alterations which, overall, mitigate the traffic impacts of the development.

Transport & Highways Obligations

The items listed below should be covered within the S106 agreement or conditioned as appropriate:

- Car Park Management Plan (CPMP) including sharing the retail car parking with hotel overnight and with residential visitors during limited times over weekends;
- ECVPs for residential: 5% active and 15% passive with a review mechanism;
- ECVPs for retail: review mechanism of the use and increase of active EVCPs;
- Brown badge car parking spaces within the retail car park: 2-3% (3-5 nos.);
- Details of internal access roads and car parking;
- Details of the car club: parking space, operation, and management;
- Removal of the proposed coach parking on Freezeland Way and relocate within the site;
- Highway Improvements listed below to be agreed in detail before commencement and works to be completed before occupation of the development:
 - Re-introduction of the right turn for traffic at the Hillingdon Circus junction from the Long Lane northbound approach;
 - Modifying the existing right turn into the western site access for traffic coming from the A40 westbound;
 - Introduction of a southbound left turn flare at the Hillingdon Circus junction from the Long Lane southbound approach. The left turn lane requires a widening of the Long Lane carriageway and footway, taking land from part of the south west corner of the development site;
 - Narrowing of the island to the west of the Hillingdon Circus junction, to allow provision of two westbound traffic lanes on Freezeland Way to the west of the Hillingdon Circus junction;
 - Provision of an informal pedestrian refuge crossing at the western site access; and
 - Provision of a shared cycle/footway into the site from the western site access towards the proposed food retail store and three non-food retail units;
 - Traffic signal timings and operations ;
 - Review lighting and the visibility of signs and road markings at and in the surrounding of Hillingdon Circus junction (extent of review to be agreed with the Council's Highways Engineer) and implement works required by the Council;
 - Provide carriageway and footway resurfacing, anti-skid surfacing, and upgrade pedestrian islands and road markings (extent of works to be agreed with the Council's Highways Engineer); and
- Safety Audit
- Revised traffic modelling and signal timings and operations to be submitted to and approved in writing by the Council and TfL;
- Contribution to real time information system at bus stops prior to commencement;
- Construction Logistics Plan (CLP) to include (but not limited to):
 - Construction traffic generation by development phase;
 - Access routes;
 - Contractor parking;
 - Deliveries to avoid highway network peak hours and traffic sensitive hours;

- Construction staff travel plan;
- Measures to manage localised priorities.
- Delivery & Servicing Plan (DSP)
- Travel Plan (subject to the Travel Plan officer comments)

FLOOD AND DRAINAGE OFFICER

The FRA demonstrates a worst case scenario should no infiltration be found. However the FRA commits that further tests will be taken to confirm this and the detailed drainage design adapted accordingly. Therefore it is appropriate a suitable condition requesting a more detail strategy is provided. This should be undertaken in a way which allows development of phases and any drainage work required to support those phases of the development as required in the Section 106 agreement.

This condition will also require further details of the adoption and maintenance arrangements or who would carry these out. If drainage tanks are to be used then silt traps and ongoing inspections and maintenance would be needed and this needs to be determined. In terms of ongoing management and maintenance, the FRA suggests that it would be appropriate that in areas set aside for adoption, the Council would be responsible for future maintenance. As the Suds Approval Body is not yet required by government and therefore not in existence at Hillingdon, in areas that are not adopted, it is likely that they would remain private and would need to be maintained by a private management company. Clear standards of inspection, maintenance, remediation and response times for resolving issues should be provided as part of the commitment of that Private Management Company.

7. MAIN PLANNING ISSUES

7.1 THE PRINCIPLE OF THE DEVELOPMENT

PRINCIPLE OF THE PROPOSED USE

The strategic policy planning context for development of the site is provided by the London Plan (2011) and Local Plan Part 1 Policy E5.

London Plan Policies 2.15 (town centres), 4.7 (retail and town centre development) and 4.8 (Supporting a successful and diverse retail sector) collectively seek to ensure that retail developments:

- Relate to the size, role and function of the centre
- sustain and enhance the vitality and viability of the centre
- follow the sequential approach to site selection
- Accommodate economic and housing growth
- support and enhance competitiveness, quality and diversity of town centres
- promote public transport and sustainable modes of travel
- contribute towards an enhanced environment.

Local Plan Part 1 Policy PT1.E5 (Town and Local centres) affirms the Council's commitment to improve town and neighbourhood centres across the Borough and improve public transport, walking and cycling connections whilst ensuring an appropriate level of parking is provided. At a more site-specific level, the context is provided by Saved Policy PR23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and the detailed planning brief for the site, adopted in 1990. In each case, the planning guidance advocates a comprehensive mixed-use development on the site, which respects the scale and function of the existing Local Centre and the adjoining Green Belt.

In establishing the principle for the development, PR23 provides a framework for the type of development deemed to be acceptable. A mixed-use retail-led development with an hotel, housing and some community uses would be considered acceptable, provided issues of scale, density, traffic intensification and impact on the Green Belt are suitably addressed. These issues are discussed in more detail below.

The Mayor in his Stage 1 Report considers that there is no land use policy objection to the principle of a retail led mixed use development of the North Hillingdon Local Centre provided the retail element is of a scale that is appropriate to the continued viability of the local centre; offers convenience or specialist goods and services that are accessible to people who would otherwise need to travel further afield and gives due regard to the cumulative impact of planned or emerging development within Hillingdon Circus, especially a potential food store development on land adjoining Hillingdon Station.

RETAIL

The application site, together with the land to the immediate east and the shopping parade on the south west side of Hillingdon circus are identified in the Local Plan: Part 2 - Saved UDP Policies (November 2012) as the North Hillingdon Local Centre. Table 8 of the Local Plan: Part 2 - Saved UDP Policies defines local centres as providing local shops and services for people who do not live or work near a town centre. Accordingly, they are in principle an appropriate location for a supermarket, for people who would otherwise make longer trips to their nearest town centre.

The National Planning Policy Framework (NPPF) replaces PPS4. However, the PPS4 Practice Guidance remains a material planning consideration. Paragraph 23 of the NPPF requires Local Planning Authorities in drawing up local plans to define a network and hierarchy of centres that is resilient to anticipated future economic changes and set policies for consideration of proposals for main town centre uses which cannot be accommodated in or adjacent to town centres. Paragraphs 24 to 27 of the NPPF set out the matters to be considered in the determination of planning applications for main town centre uses, including retail. Paragraph 27 provides that where applications do not satisfy the sequential and impact tests, they should be refused.

Policies 4.7 to 4.9 of the London Plan address retail matters, at strategic, planning decision and LDF preparation levels. Policy 2.15 (Town Centres) requires that development proposals in town centres should comply with Policies 4.7 and 4.8, and additionally:

- a. sustain and enhance the vitality and viability of the centre
- b. accommodate economic and/or housing growth through intensification and selective expansion in appropriate locations
- c. support and enhance the competitiveness, quality and diversity of town centre retail, leisure, arts and cultural, other consumer services and public services
- d. be in scale with the centre
- e. promote access by public transport, walking and cycling
- f. promote safety, security and lifetime neighbourhoods
- g. contribute towards an enhanced environment, urban greening, public realm and links to green infrastructure
- h. reduce delivery, servicing and road user conflict.

Policy 4.7 (Retail and Town Centre Development) directs that the following principles should be applied in determining applications for proposed retail and town centre development:

- a. the scale of retail, commercial, culture and leisure development should be related to the size, role and function of a town centre and its catchment

- b. retail, commercial, culture and leisure development should be focused on sites within town centres, or if no in-centre sites are available, on sites on the edges of centres that are, or can be, well integrated with the existing centre and public transport
- c. proposals for new, or extensions to existing, edge or out of centre development will be subject to an assessment of impact.

Policy 4.8 (Supporting a Successful and Diverse Retail Sector) provides that LDFs should take a proactive approach to planning for retail through a number of measures, including (inter alia):

- b. support convenience retail particularly in District, Neighbourhood, and more local centres, to secure a sustainable pattern of provision and strong, lifetime neighbourhoods
- c. provide a policy framework for maintaining, managing and enhancing local and neighbourhood shopping and facilities to provide local goods and services, and develop policies to prevent the loss of retail and related facilities that provide essential convenience and specialist shopping
- d. identify areas under-served in local convenience shopping and services provision and support additional facilities at an appropriate scale in locations accessible by walking, cycling and public transport to serve existing or new residential communities

Policy 4.9 (Small Shops) sets out that the Mayor will and that boroughs should consider imposing conditions or seeking contributions through planning obligations where appropriate, feasible and viable, to provide or support affordable shop units suitable for small or independent retailers and service outlets and/or to strengthen and promote the retail offer, attractiveness and competitiveness of centres.

Sequential test:

Paragraph 24 of the NPPF sets out the principles of the sequential test. In effect, this direction carries over the guidance set out in PPS4 Policy EC15. Furthermore, Paragraph 24 provides further advice to local authorities that when considering applications on out of-centre sites, preference should be given to accessible sites that are well connected to the town centre. Paragraph 24 adds that LPAs should apply sequential testing to planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up to date Local Plan. They should require applications for main town centre uses to be located in town centres, then edge of centre locations and only if suitable sites are not available should out of centre uses be considered. In- and edge-of-centre sites have been considered in terms of whether they are suitable and available, having regard to the requirement for flexibility on issues of format and scale. The sequential test has shown that no such suitable sites are available and the applicant submits that the application site is therefore the most sequential preferable location. The application site is on the edge of a centre, will be reasonably integrated into North Hillingdon, by virtue of the design and is located close to public transport links (London Underground station and bus services on Long Lane). This is compliant to London Plan Policy 4.7 (b). Having regard to the requirements of the NPPF at paragraph 24, it is considered that there are no preferable sites following the sequential approach to site selection.

Impact Assessment:

Paragraph 26 of the NPPF covers the requirement for impact assessments. The application is in excess of the 2,500 sqm default threshold for impact assessments. Paragraph 26 requires that this should include assessment of the impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal. This carries over the requirements set out in the now revoked PPS4 Policy EC16.1a. In addition, paragraph 26 requires the impact assessment to include an assessment of the impact of the proposal on town centre vitality and viability,

including local consumer choice and trade in the town centre and wider area, up to five years from the time the application is made. For major schemes where the full impact will not be realised in five years, the impact should also be assessed up to ten years from the time the application is made. This carries over the requirements of PPS4 Policy EC16.1b and 16.1d.

The question of retail impact has been a key concern in the consideration of this application. The NPPF is clear in stating that applications should be refused where there would be a 'significant adverse' impact upon existing centres. With any proposal of this scale, there will clearly be an impact upon shopping patterns within the locality and the aim of the retail impact assessment and addendum submitted with the application is to predict, with as much accuracy as possible, the impact on these trade patterns.

This involves a complex set of assumptions regarding the available level of retail expenditure within the store's catchment area, the performance and trading capacity of the store itself, the relative performance of competing stores and centres, the likely trade draw from other centres, future changes in trading patterns (such as internet shopping) and the cumulative impact of existing retail commitments, such as the extensions to Sainsbury's South Ruislip and Uxbridge stores. Any one of these fields is sensitive to the assumptions inputted into the forecasting model and retail forecasting has developed into a specialised area.

Adequacy of Retail Impact Assessment

The original Retail Impact Assessment submitted in support of this application was dated July 2011 and relies on a household survey conducted in November 2008 (and refers to planning policy statements PPS1 and PPS4 and London Plan policies that have since been superseded). There was concern therefore that the originally submitted assessment is out of date.

There have been a number of changes to the retail geography and context since 2008, including the opening of new stores, new retail commitments and applications, as well as new surveys of shopping patterns. Policies have also changed.

To this end, the applicant was asked to update the study. A further Retail Addendum, as well as several clarification notes have therefore been submitted to both update the submitted impact assessment tables, as well as provide cumulative impact analysis to take into account a recent application in North Hillingdon ('the Morrison's scheme'). Following receipt of the various clarification notes and the addendum to the Retail Assessment objections are not raised in terms of the study being out of date.

The Guidance to PPS4 suggests that the first step in under taking a retail impact assessment is to define the likely catchment/study area. The applicant has done so having regard to the location of its principal competitors and the road network/ease of access.

The site has a previous planning history which involved a scheme for a large supermarket which was refused (subsequently appealed). It should be noted that the appeal was withdrawn before a decision was reached by the planning inspector, however to assist the applicant with any resubmission the inspector helpfully provided comments to the applicant. In relation to the size of the catchment area the Inspector stated:

"The catchment was very extensive and it was also unclear on what basis the "local" catchment had been drawn."

The current application has a much smaller catchment area than that considered excessive by the Inspector (approximately half the size, with a residential population of approximately 65,000). While the size of the store is also smaller (and therefore it's not surprising that the

catchment area is smaller), it is considered that the catchment area is realistic given the size of store now proposed, and taking account of the location of the competitive set of supermarkets, road network/ease of access and location of customers.

In terms of trade draw to the proposed store generally, the retail analysis assumes that the majority (approximately 70%) of spending in the proposed store will come from areas close to the store. Taking into account populations concentration, access (roads etc) and the location of other supermarkets, the general approach is considered to make sense (i.e. the approach would not tend to underestimate impacts).

Members should note that the forecasting predictions simply provide an indication of the likely impact of developments and should not be read as an exact science. Perhaps unsurprisingly therefore, the predictions of the various retail consultants involved has varied significantly.

The submitted Retail Addendum (August 2013) seeks to address inconsistencies and to roll forward the impact year to 2016, having regard to the time now elapsed since the initial applications' submission in August 2011. Figures, previously expressed in 2008 price base, have been updated to 2010 price base. This is consistent with the Council's Retail Study Update 2012 ('Retail Study Update'). In addition, the impact modelling has been modified to take into account a number of changes in retail provision across and beyond the study area since the original household survey was undertaken.

With regard to the accuracy of household surveys, PPS4 Practice Guidance states that these surveys can at best only give a general indication of prevailing market shares and further testing is needed during the impact analysis stage of an assessment. They can also overstate the importance of the larger centres and stores, and can understate the smaller and less frequently visited stores.

The Retail Addendum (August 2013) therefore adopts a combined approach by utilising both market share and actual turnover figures where available for stores within or with influence on the study area. The effect of this is to help ensure the basis upon which impact is assessed on these stores and centres is more robust by using factual turnovers where available.

The Retail Addendum explores the cumulative retail issues arising from the two food store proposals.

Overall, the approach taken by the Spenhill Retail Impact Assessment is unlikely to result in underestimates of impact. It has a sensible trade/catchment/study area and officers broadly agree with the findings.

Impact on existing, committed and planned public and private investment:

The applicant has defined a relatively wide catchment area which includes Cowley in the south to Iver Heath in the west. The core of it overlaps the catchment identified in respect of the Morrison's Food store at Hillingdon Circus. There are no significant planned or committed public sector investments within the catchment areas of both sites for the foreseeable future. However, there are a small number of privately funded investment proposals for retail development in the area.

Planning permission has been approved for a 2,130 m² extension to the Sainsbury's food store in Uxbridge Town Centre, of which 1,099 sq m would be allocated for the sale of convenience goods. The retail impact assessment estimates that approximately 16% the trade in an expanded Sainsbury's Uxbridge store would be diverted to the proposed

supermarket at the Master Brewer site. This would leave the Sainsbury's trading at 13% less than would be expected (13% less than the 'benchmark') for a Sainsbury's store.

The approved extensions at the Uxbridge Sainsbury's have not been implemented. It may well be the case that the reason for this is that the viability of the extensions is finely balanced. It is worth noting that Sainsbury's have raised an objection to the proposed scheme in this regard.

The National Planning Policy Framework states that where a proposal is likely to have significant adverse impact on committed and planned private investment in a centre in the catchment area of then the application should be refused.

To understand if the impact is significant, its worth remembering that the planning application for extensions to Sainsbury's in Uxbridge noted that a key rationale for the expansion was to better serve the needs of existing customers rather than significantly increasing market share (i.e. the viability of the extension would not necessarily rely solely on additional customers). Whilst there is considerable concern over the impact of the proposal on the viability of the approved extensions to Sainsbury's in Uxbridge, on balance officers are not of the view that they would be so harmful as to represent a significant adverse impact.

Permission was also granted on appeal in February 2012 for a Lidl supermarket in Cowley, comprising 1,029 sq.m of convenience shopping floor space. The Mayor considers and officers agree that the proposed Spenhill store is unlikely to draw trade or compete with the Lidl store, given the significant differences in the nature of Lidl's retail operations, the goods and services it offers and the catchments over which it has influence.

The other major retail investments is the Sainsbury's store at South Ruislip. However, this is outside the catchment area of the proposed Spenhill Store.

Impact on town centre vitality and viability:

The table below highlights an estimate of the impact on entire centres (in convenience goods turnover) as a result of the Spenhill store should it be built in isolation.

	Spenhill Trade Draw £m	Adverse Impact %
North Hillingdon	£0.28	7%
Uxbridge	£9.55	19%
Ruislip	£1.74	7%
Ickenham	£0.11	2%
South Ruislip	£0.54	2%

Clearly the largest impact would be upon Uxbridge Town Centre. Whether the impact is considered to cause significant harm to each centre is considered in further details below:

North Hillingdon:

A health check on the vitality and viability of the centre indicates a low vacancy rate, but with few national multiple operators and a predominance of local independent retailers providing specialist goods and essential services, with few convenience goods shops. With limited opportunities for convenience shopping, the centre is not considered a destination for main

food shopping activity, but rather a top-up/secondary shopping destination. Surveys indicate that that most local residents carry out their weekly/monthly food shopping at Uxbridge Town Centre. The introduction of the proposed Spenhill store would offer a much wider choice of branded goods (hitherto unavailable in the centre). This would retain a significant amount of local expenditure within the area and in turn, reduce the number of vehicular trips to shopping destinations further afield.

It should be noted that the main focus of the assumptions has been in terms of impact on major retail outlets in the catchment area. The impact upon smaller shops in the locality, such as the Co-op in North Hillingdon has been considered but, in reality, the forecasting models used are aimed at predicting general trading patterns and are not overly sensitive to micro-level predictions on individual small independent retailers. A level of judgement is therefore required in relation to these assumptions.

It is acknowledged that the proposed Spenhill store may result in loss of trade to the existing Co-op and local bakeries and butcher shops. However, this could be well off set by the additional effort needed to access the proposed Spenhill store from areas south of the A40/Long Lane junction.

The Mayor considers it unlikely that any loss of trade would be of such a scale as to undermine the vitality and drive the existing local shops out of business. The proposed Spenhill supermarket would provide a main food shopping destination for local residents and will an alternative choice to shopping destinations further afield, thereby resulting in more sustainable shopping practices by reducing the need to travel.

On balance it is considered that the proposed store would have a net beneficial effect on the vitality of North Hillingdon local centre, by enhance by enhancing local consumer choice and resulting in increased spin-off expenditure in existing shops and services.

Uxbridge:

Uxbridge is designated as being of metropolitan importance in the London Plan retail hierarchy. Being the nearest centre to the application site the proposed Spenhill store would draw some trade from Uxbridge. However, Uxbridge is likely to remain a vibrant and viable shopping destination. In addition Uxbridge benefits from large anchor stores and firms which will continue to attract visitors (who in turn undertake linked trips).

As the most comparable sized facility, the Sainsbury's store in Uxbridge is most likely to be affected by trade draw. However, its overall viability is unlikely to be compromised by the proposed supermarket at the Master Brewer site. It must be remembered that the proposed store at the Master Brewer site would have little impact on the estimated £451m of trade generated from the sale of comparison goods in Uxbridge. It is therefore considered that whilst there will be diversion of trade from Uxbridge Town Centre, this will not result in a significantly adverse impact on the vitality and viability of the centre.

Ruislip:

Ruislip District centre is anchored by a Waitrose store supported by an Iceland store and M&S outlet. Although Waitrose does have a budget range of convenience goods, its limited size, niche range and quality goods means that it caters for a somewhat different target population than that of the Spenhill store proposed at the former Master Brewer site. It is acknowledged that a larger range of branded budget foods at the proposed Spenhill store is likely to draw a significant, though not decisive amount of trade from Ruislip, given its relative proximity to the application site.

Ickenham:

Following the submission of the 2011 applications, a health check of Ickenham Local Centre was undertaken in November 2011. Given the role of the proposed food store as a main food shopping destination, it will not draw significant turnover from Ickenham Local Centre because of the centre's primarily top-up and service function. South Ruislip and Hayes:

Other centres

The commitments for a replacement Sainsbury's store at South Ruislip and a new Asda at Hayes have been considered. However, there is no overlap in catchment with the Spennhill proposal. On this basis, officers do not consider that there would be an unacceptable impact from the current proposal on that centre.

Scale:

Policy 2.15 of the London Plan notes that Development proposals in town centres should be in scale with the centre. The London Plan provides descriptions of Local Centres, which is set out below:

"Neighbourhood and more local centres typically serve a localised catchment often most accessible by walking and cycling and include local parades and small clusters of shops, mostly for convenience goods and other services. They may include a small supermarket (typically up to around 500sq.m), sub-post office, pharmacy, laundrette and other useful local services.

Together with District centres they can play a key role in addressing areas deficient in local retail and other services."

The proposal is for a supermarket well in excess of 500sqm, and it is considered that the centres function would alter with the presence of the proposal. It is worth noting that the Council resolved that it would have refused planning permission for a much larger store (3,917sqm net sales area) in 2005/2006, in part on the basis that such a large store would be out of scale with the centre.

The current scheme is for 2,182sqm (net sales area) store. The current scheme is roughly half the size of the previously refused scheme. Whilst it would clearly affect the scale and function of the centre (which does not currently have a large supermarket in it with a matured base of customers), it is important to establish if this change in scale would result in harm to other centres.

In this case, the size of the proposed store (if implemented on its own) limits the extent of its impact and Officers do not consider that it would cause unacceptable impacts (i.e. it would not disrupt the function, viability and vitality of other centres) as a result of its scale.

INDEPENDENT RETAIL UNITS

In addition to the proposed supermarket, the application comprises a number of other town centre uses, including three independent retail units (flexible Use Class A1-5), hotel and cafe/bar. These complementary town centre uses form a central spine from the food store to the existing North Hillingdon centre, via a surface-level signalised pedestrian crossing over Freezeland Way. Whilst it is not possible at this juncture to identify occupiers for the proposed units, the proposed unit sizes are slightly larger but broadly in keeping with the size of existing local centre units. As such, occupiers attracted to the units are unlikely to be

out of keeping with the existing role of North Hillingdon for day-to-day shopping needs and could include uses such as banks, florists, estate agents, hairdressers/beauty salon, food takeaway etc.

HOTEL

The acceptability of the site for a hotel has been established by virtue of the planning history relevant to the site and is an acceptable location the site's position within a designated Town Centre. The proposed hotel will help meet the overwhelming identified need for hotel rooms, asset set out at the local and regional policy levels.

CONCLUSION

The site is allocated in emerging planning policy for mixed-use retail-led development and it sits within a defined local centre. At present, North Hillingdon is under-provided for in terms of main food shopping, as evidenced by the limited role the centre currently plays for local residents. Furthermore, emerging policy in the form of the Council's Site Allocations DPD specifically promotes the redevelopment of the site for a retail-led mixed use development incorporating residential use. The principle of the proposed uses therefore meets the policy requirements of the adopted Development Plan and emerging policy. The accompanying Retail Assessment concludes that the scale of development proposed is commensurate with the function of North Hillingdon Local Centre and accordingly would not result in an adverse impact on its vitality and viability. This is reinforced by the localised catchment adopted in the retail impact assessment.

The supermarket and independent retail units will allow people to shop more locally by meeting main food shopping needs within North Hillingdon Local Centre, whilst still ensuring that the centre plays a subordinate role to surrounding, higher order centres and therefore addressing any concerns raised in relation to previous applications for retail development on the site.

The supporting Retail Assessment has confirmed that the proposed retail development will not have a significant impact on the other centres in the catchment area and will meet the relevant tests set out within the NPPF. Objection is not raised in terms of scale or impact.

7.2 DENSITY OF THE PROPOSED DEVELOPMENT

Not applicable to this application as there is no residential component. Housing matters are dealt with as part of the associated outline residential scheme elsewhere on this agenda.

7.3 IMPACT ON ARCHAEOLOGY

ARCHAEOLOGY

Saved Policy BE3 of the UDP states that the applicant will be expected to have properly assessed and planned for the archaeological implications of their proposal. Proposals which destroy important remains will not be permitted. The site does not fall within an Archaeological Priority Area.

An Archaeological Desk Based Assessment has been submitted in support of the application. The assessment considers the impact of the proposed redevelopment on archaeological assets and concludes that the site has generally low archaeological potential for as yet undiscovered.

Nevertheless, English Heritage considers that the proposed development is situated in an area where archaeological remains may be anticipated. Of particular significance is the Iron Age/Roman period, when the application site appears to have been ringed by settlement activity, as shown by recent works along Long Lane, to the north of the site, and along the corridor route for a National Grid pipeline to the south of Western Avenue. The latter investigations, in particular, found extensive archaeological deposits including evidence for landscape management, settlement and ritual activity. Also of note are the numerous medieval moated manors in the area. The proposed development may, therefore, affect remains of archaeological importance.

However, English Heritage does not consider that any further work need be undertaken prior to determination of this planning application but that the archaeological position should be reserved by attaching a condition to any consent granted under this application, in accordance with Policy HE12.3 of PPS5 and local policies.

In the event of an approval, a condition is therefore recommended to secure the implementation of a programme of archaeological work, in accordance with a written scheme of investigation.

The application site is not located within or in proximity to any Conservation Areas, Listed Buildings or Areas of Special Local Character.

7.4 AIRPORT SAFEGUARDING

There are no airport safeguarding objections to the proposal. The former Master Brewer site lies within both the height and technical safeguarding zones surrounding RAF Northolt, being located in close proximity to the flight approach path for runway 7. However, the Ministry of Defence (MOD) Defence Infrastructure Organisation have written to confirm that it has no safeguarding objections to the full and outline planning applications.

Given the proximity to Northolt Airport, it is important to ensure the site does not attract birds, and therefore conditions are recommended to ensure that the extraction is done in a way which would not create large pools of water (attractive to birds), or that restoration landscaping involves berry bearing species (which may also attract birds).

7.5 IMPACT ON THE GREEN BELT

Policy OL5 states that development adjacent or conspicuous from the Green Belt will only be permitted if it would not injure the visual amenities of the Green Belt, by reason of siting, materials, design, traffic or activities generated. This is reflected in the NPPF, which advises that the visual amenities of the Green Belt should not be injured by development conspicuous from it of a kind that might be visually detrimental by reason of siting, materials or design.

The hotel would be visible from longer views from Hillingdon House Farm to the west, although its impact is not considered to be significant, given the distances involved. In terms of the potential impact on the open Green Belt land to the east of the site, the key views are provided in the Design and Access Statement. The photomontages show the 2004 scheme and the current proposal (as well as the 2009 project), and the illustrative off-site planting.

The extent to which the proposals impact upon the locality has been addressed in a Landscape/Townscape Character and Visual Resources Assessment of the site and surrounding area. A Visual Impact Assessment Addendum has also been submitted, which revisits the agreed viewpoints from the adjacent green belt (views 20 and 21) and reflects the proposed off site woodland planting. The indicative off-site planting is in the form of a

15m wide belt of woodland near/parallel to the eastern boundary of the site. The woodland planting is a mixture of standard (3-4m high) oak* and ash trees in a matrix of holly, field maple and hawthorn whips (60-80cm).

View 20, approximately 250 m east of the Master Brewer site, shows that the 7-storey hotel will be visible on the skyline above the 8-10m high hedge/trees, as will the upper/top floors of the 4/5-storey (c.15.5m high) residential blocks, and the impact appears to be similar to that of the 2004 scheme. The prominence of the buildings in the winter is acknowledged. Proposals to undertake coppicing and replanting of this hedgerow would in the short term, increase the long term create a more effective screen. The offsite planting would, when the trees are in leaf, mitigate the impact of the blocks in that view, but not the impact of the hotel. However, the hotel would be sited some considerable distance from the Green Belt boundary and would therefore be unlikely to have a dominating effect on the adjoining Green belt land.

View 21 also from the east, but closer to the site shows that the 7-storey hotel will be visible on the skyline, as will the top floor of the residential blocks. The prominence of the buildings in the winter is acknowledged. In addition, the proposals to undertake coppicing and replanting of the hedgerow would in the short term, increase the term increase the visibility of the residential blocks, but in the ling terms create a more effective screen.

The off-site planting would, when the trees are in leaf, mitigate the impact of the blocks in that view, and lessen the impact of the hotel.

Whilst the associated residential scheme has been designed to allow visual permeability from the Green Belt (to the east of the site), creating green gaps with amenity areas and with a green buffer/tree planting associated with the commercial elements, the question is whether this design with gaps between the taller blocks (more openness) mitigates the visual impact of the 7-storey hotel and 4/5-storey residential blocks on the Green Belt.

Without large scale off-site planting, similar to that associated with the 2004 scheme, the proposed development would be unacceptable in terms of the impact on the Green Belt. However, Such off-site planting would, together with the tree planting on the site, create a new landscape setting for the development, improve the landscape of the Green Belt, and mitigate the landscape/ecological impact caused by the loss of the majority of the trees on the site.

In the event of an approval, a legal agreement is recommended to secure the implementation and long-term management of the proposed off-site landscaping (piazza, Freezeland Way) and the off-site landscaping/woodland planting in the open space/parkland in the Green Belt, all of which are/should be integral to the scheme to develop the Master Brewer site.

Subject to the off-site woodland planting, the scheme is considered to be in compliance with Saved Policies OL5, OL26, PR23 and BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)and London Plan 7.21.

7.6 IMPACT ON THE CHARACTER AND APPEARANCE OF THE AREA

Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to ensure that new development makes a positive contribution to the character and amenity of the area in which it is proposed. Policy BE13 states that, in terms of the built environment, the design of new buildings should complement or improve the character and appearance of the surrounding area and should incorporate design elements which stimulate and sustain visual interest. Policy BE38 requires new development

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

In terms of urban design, site specific policy PR23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) requires development to be of a form of architecture and design which maintains a satisfactory relationship with nearby residential properties, Hillingdon Circus, the Green Belt and surroundings from which it is prominent. Policy BE35 requires major development adjacent and visible from the A40 to be of a high standard of design.

It is acknowledged that the present open and degraded site, together with the vacant adjoining Hillingdon Circus site to the west are major detractors in North Hillingdon's function as a local shopping centre. The site is clearly in need of an appropriate scheme of redevelopment, bringing regeneration, vibrancy and improvements to the townscape of North Hillingdon. However these need to be integrated in a way that brings improvements to the whole environment of the Circus and not merely the site itself.

Layout

The scheme adopts a traditional design approach with a large supermarket to be positioned towards the north west of the site and extensive ground level parking. The scheme includes commercial units and a 7 storey hotel located at the entrance to the site. The existing wooded embankment along Long Lane would screen the service area. In addition, there would be five, 5 storey housing blocks on the south and east site boundaries (associated outline application), set back from Freezeland Way and with a buffer area of planting adjacent to the open land to the east.

The Mayor, in his Stage 1 Report, commented that the layout of the scheme requires reconsideration to reduce the visual dominance of parking and service areas and their impact on the public realm, and to improve its relationship to the existing local centre. One of the main issues with the scheme is the proximity of the large car park to the housing, although the amenity space, which is at ground floor, is positioned between the blocks and away from the parking area.

In response to these concerns the applicant submits that the layout of the development has been designed to improve the public realm and create an attractive environment. The foodstore has been positioned adjacent to Long Lane and the A40, to take advantage of the existing boundary planting and slope leading down into the site, which helps reduce perceived visual impact. The alternative would locate the foodstore adjacent to the southern boundary of the site, which is far more visible. Indeed, this was a concern of the Inspector as part of the previous application with respect of the site.

The design approach of the commercial element of the scheme is to create a commercial spine extending from North Hillingdon centre into the site which facilitates pedestrian movement between the proposed foodstore via the independent retail units and hotel towards North Hillingdon Centre. The positioning of the foodstore also takes into account the characteristics of the site, particularly the slope and existing boundary planting between Long Lane and the site which reduces the perceived visual impact of the service yard. It should be noted that additional screening is proposed adjacent to the A40

A range of commercial uses form a spine of active uses leading from the foodstore into North Hillingdon Local Centre thereby creating and activating a public realm. The hotel has been located to the south-west of the site to help reinforce the creation of a landmark

development. Extensive hard landscaping is proposed at the ground floor level of the hotel including a plaza, which connects into the proposed crossing facilities into North Hillingdon Centre, thereby improving the existing and proposed pedestrian environment.

Scale

The application site is relatively isolated from the surrounding built environment as it is surrounded by roads on three sides and the green belt to the east. This provides an opportunity to create a new identity and approach towards the distribution of buildings on site.

The independent retail units and supermarket buildings would have a maximum height of approximately 7.5 metres. These buildings are low key structures and are considered to have little visual impact on the street scene and character of the area. Whilst the hotel building at 7 storeys would be visually prominent, it is a stand alone landmark building occupying only a small proportion of the site at the south west corner. It is noted that the supporting text to Local Plan Policy BE26 states that new buildings should maintain the feeling of bulk and scale of the town centres while creating variety and interest in themselves. In addition, where centres have prominent sites with development potential, the opportunity to create distinctive new buildings that can act as landmarks or focal points of the centres should be taken, although buildings which exceed the height of their surroundings will only be permitted where it can be shown that they will make a positive and welcome contribution to the character of the centre. It is not considered that the hotel building would appear as so dominant that refusal could be justified. It is considered that the proposed hotel building would be in keeping with the character and appearance of the surrounding area and would not detract from the visual amenities of the street scene. Notably, no objections have been raised by the Council's Urban Design/Conservation Officer, subject to conditions regarding materials.

Design

The Urban Design and Conservation Officer notes that the Design and Access Statement has been refined since the previous applications, which is welcomed. The scheme is much improved whilst the design of the hotel has changed and is improved. The first floor green roof is welcomed. Details of the elevational treatment of the hotel will be required, including the ground floor glazing and roof/fascia design and finish. In addition, details of the windows, louvers, balconies and plant enclosure at roof level and the energy centre would be required, whilst details/ samples of all external materials and finishes will need to be agreed.

Landscaping and boundary treatment

The belt of existing tree and shrub planting along the site's western boundary (adjacent to Long Lane) falls outside of the application boundary and so will be retained. An opportunity has been taken to extend this planting south towards Hillingdon Circus Junction through new planting at the south-west corner of the application site. The existing and proposed planting will screen the hotel car park and servicing areas/back of house associated with the food store and independent retail units. The existing hedgerow along the northern boundary will be retained and enhanced through management and re-planting to maintain and enhance its role in screening the site from the A40.

The site's eastern boundary provides an effective screen to much of the proposed residential development. Notwithstanding, and in line with the recommendations of the supporting Arboricultural Survey, it is proposed that work is undertaken to this boundary planting to further improve its form and screening effectiveness. Accordingly, it is proposed that

selective thinning, coppicing, re-planting and supplementary tree and hedgerow planting will take place.

Whilst the existing boundary planting provides limited screening of the proposed residential and commercial development, a woodland buffer to be planted on the adjacent Green Belt land to further supplement the existing eastern boundary planting. This woodland buffer is delivered through a Section 106 Agreement.

The Urban Design and Conservation Officer comments that ideally, more planting should be introduced into the car park areas. Improvements to the existing planting along Freezeland Way, the area in Council ownership, should also be secured.

Gateway Entrance/Piazza

To mark the entrance to the site a new piazza is proposed at the south-west corner of the site. The landscape treatment will be in urban in character, comprising paving and tree and hedge planting, together with new lighting and seating. The proposed piazza will help facilitate pedestrian movement to the site from North Hillingdon Centre as well as reinforce the urban character of the immediately surrounding area.

The Council's Design Officer raises no objection to the scheme which is considered to be of an appropriate massing and design in accordance with Policies BE13 and BE26 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

7.7 IMPACT ON NEIGHBOURS

Policies BE20 and BE21 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to prevent developments which would be detrimental to the amenity of nearby occupiers by way of their siting, bulk, proximity or loss of light.

There are no residential properties that directly abut the site. The development would be separated from residential properties by roads and open land to the east. The nearest residential properties are in Freezeland Way opposite. The nearest building would be the hotel, which would be 7 stories in height and would be separated from the residential properties by 70m at their closest point. This separation is adequate to ensure the development does not have adverse impacts on the amenity of residential occupiers in respect of overdominance or loss of outlook and light.

Policy BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to ensure that new developments do not have adverse impacts on the amenity of existing residential properties due to loss of privacy.

The 7 storey hotel building would be over 70m from the nearest residential properties in Freezeland Way and would be separated from those properties by the road itself. The independent retail units and the super store would be over 120 metres distant. This is sufficient to ensure no harm to the residential occupiers by loss of privacy.

Accordingly, the proposal would comply with policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

Issues relating to air quality and noise are dealt with elsewhere in this report.

7.7.1 LIVING CONDITIONS FOR FUTURE OCCUPIERS

Not applicable to this application as there is no residential element to this proposal. The design of the hotel and other commercial elements (subject to conditions) would provide adequately for disabled persons.

7.8 TRAFFIC IMPACT, CAR/CYCLE PARKING, PEDESTRIAN SAFETY

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

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

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

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

TfL is the highway authority for A40 Western Avenue, while LB Hillingdon is responsible for the rest of the road network in this area. TfL buses operate on Long Lane.

Access

Vehicular access to the proposed foodstore, the 3 retail units and hotel (detailed application) is proposed via a priority junction from Freezeland Way, around 50 metres east of the Hillingdon Circus junction. This vehicular access is referred to as the western site access. Upon entering the site visitors to the retail units will turn right into the dedicated car park area with refuse, delivery vehicles and visitors of the hotel turning left onto a dedicated road serving these uses and associated areas.

Vehicular access to the residential use (outline application) is proposed via the south east corner of the foodstore car park and via a separate access around 120 meters east of the western site access. Pedestrian and cycle access to all proposed development will be provided through the site from the signalised pedestrian crossings at the Hillingdon Circus junction. A shared cycle/footway and an informal refuge crossing at the western site access are proposed.

Off Site highway Improvements

In addition to the proposed internal highways works further highway improvements required to provide effective site access to the proposed development and improve junction flow. These changes are summarised below:

- Re-introduction of the right turn for traffic at the Hillingdon Circus junction from the Long Lane northbound approach.
- Modifying the existing right turn into the western site access for traffic coming from the A40 westbound.
- Introduction of an additional right turn lane for right turning traffic at the Hillingdon Circus junction from the Long Lane southbound approach. The left turn lane requires a widening of the Long Lane carriageway and footway, taking land from part of the south west corner of the development site;

- Narrowing of the island to the west of the Hillingdon Circus junction, to allow provision of two westbound traffic lanes on Freezeland Way to the west of the Hillingdon Circus junction
- Provision of an informal pedestrian refuge crossing at the western site access;
- Provision of a shared cycle/footway into the site from the western site access towards the proposed Spenhill store and retail units.
- Traffic signal works
- Review street lighting at and in the surrounding of Hillingdon Circus junction (extent of review to be agreed with the Council's Highways Engineer) and implement works required by the Council;
- Provide carriageway and footway resurfacing, anti-skid surfacing, and upgrade pedestrian islands and road markings (extent of works to be agreed with the Council's Highways Engineer);
- Coach stop enhancements on Freeland Way
- Revised traffic modelling to be submitted to and approved in writing by the Council and TfL

A Transport Assessment and a series of related technical notes have been submitted in support of this application and the associated outline application for residential development. In addition, an Environmental Statement which considers the cumulative impact of the Spenhill and Bride Hall Developments schemes has also been submitted.

The Transport Assessment includes a capacity analysis in order to determine the likely impact of the proposals on the local highway network. This assessment states that the trip rates uses are considered to be robust and likely represent an overestimate of likely future trip generation. Further to this, the level of pass-by trips and linked trips as well as level of cross-utilisation of the site is likely to have been underestimated, which makes the impact assessment of the site even more robust. Even when assuming a robust case scenario, the assessment concludes that that the proposed new site accesses and the Hillingdon Circus traffic signal junction improvements, will operate satisfactorily and that the traffic impact on the rest of the study area will be acceptable.

Members will note that local residents and residents associations have raised concerns regarding increased traffic generation and congestion at Hillingdon Circus junction. Both the Ickenham Residents Association and Oak Farm Residents Associations have provided detailed responses to the consultations, and these have been reproduced in the External Consultees section of this report.

The Council has appointed an external transport consultancy Parsons Brinckerhoff (PB) to undertake the review of the Transport Assessment and associated documents by the developer's transport consultants. The Highway Engineer notes that there are some discrepancies between the calculated and modelled flows, but the variations are small and are considered negligible. The Highway Engineer's detailed comments, which take into account representations from local residents groups, TfL, agents for the Bride Hall scheme and the Council's external transport consultancy are provided in the Internal Consultee section of this report.

TfL is satisfied that there would not be a significant impact on the A40. However, the Council will need to be satisfied that the proposed changes are acceptable both in terms of highway capacity and safety (in relation to the Strategic Road Network). Accordingly, TfL raise no objection on highways grounds.

In terms of traffic impact on the local highway network, the Highway Engineer considers that the modelling has demonstrated that the network can be mitigated to accommodate the flows produced by the Spenhill development without any severe impact.

The Highway Engineer has reviewed the residual traffic impacts reported in the Council's Transport Consultants comments and considers that in the light of paragraph 215 of the NPPF; with the proposed mitigation measures, the impacts are not demonstrably severe for the Master Brewer Development alone.

With regard to the Master Brewer development alone, the Highway Engineer raises no objections, subject to the recommended conditions and transport and highways obligations being covered within the S106 Agreement. Accordingly, it is considered the proposed development accords with the policy requirements of Local Plan Policy AM7(i).

Parking

It is considered that the proposals strike the requisite balance between parking restraint (to promote alternative travel modes) and the provision of adequate parking. The proposed level of parking meets LBH's UDP standards as well as all London Plan standards and will also provide additional car parking for the primary shopping frontage on Long Lane, capturing more of the east-west traffic on Western Avenue.

The level of car parking proposed for the hotel is not considered excessive. The operational arrangements to cater for any overspill of hotel parking to share the retail parking facilities overnight and a car parking management plan could be covered way of a condition, in the event of an approval.

Disabled brown badge parking is considered acceptable subject to conditions. The Highway Engineer recommends that the developer should provide at least 5% (5 no.) active EVCPs and a further 15% (15 no.) passive spaces with a review mechanism of the use and increase of active EVCPs.

One car club space is proposed for the residential development, which is acceptable in principle. Details of the operation and management of the car club should be submitted.

One coach parking space is proposed on Freezeland Way as a dedicated space for the hotel. This is unacceptable, principally due to two reasons; one, the coach parking space proposed on the highway cannot be dedicated to the proposed hotel, and second, the Council resists on the use of highway land to provide on-street parking bays including coach parking required for developments. Instead, any developments requiring parking for coaches or other types of vehicles should provide suitable layouts to accommodate such parking and manoeuvring within the site.

In conclusion, the proposed car parking provision for the retail and residential elements of the development are within the range of maximum standards. The Council's Highways Officer has reviewed the proposals and subject to conditions, considers the level of provision for various categories of parking spaces is acceptable as well as the layout of the car parking areas. In addition the provision of electric charging points complies with the London Plan requirements for the retail superstore. The proposal therefore accords with the aims of Policy AM14 and AM15 of the Local Plan Part 2.

Travel Plan

A key tool in further mitigating the impact of the development on the highway network is the introduction and promotion of the site wide Travel Plan (TP). The TP and associated package of measures and initiatives has been tailored to promote sustainable travel choices and reduce reliance on car-use. The TP will work to encourage sustainable travel behaviour from the outset and minimise congestion on the local road network as a result of the development. In discussion with LBH and TfL officers a Travel Plan target programme for

modal shift will be agreed. This is to be secured as part of the S106 Agreement in the event of an approval.

Deliveries and Servicing

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

Public Transport Network

The potential impacts on the public transport network have been identified and it is considered that sufficient capacity exists on the bus, London Underground and railway networks to accommodate development related trips by these modes. Nevertheless the following mitigation measures have been agreed with TfL and will be provided as part of the development, to be secured by way of a S106 Agreement:

- Coach stop enhancements on Freezeland Way
- Contribution to real time information systems at bus stops
- Contribution to improvements to bus service U2

Pedestrian and Cycling Networks

The site is accessible to pedestrians and cyclists, particularly between the primary shopping frontage on Long Lane and Hillingdon LUL Station. To promote sustainable travel by bike, a good level of secure cycle parking has been incorporated within the proposed redevelopment and a shared pedestrian cycle link is also proposed within the site. The Council's Highways Officer has also reviewed all of the internal layouts and off-site highways works and raises no objections with regard to pedestrian safety.

With regard to pedestrian crossing times at Hillingdon Circus junction, the Highway Engineer notes that six of ten possible crossing movements as a result of the Hillingdon Circus junction improvements will experience changes of under 10 seconds as a result of the junction alterations, but four crossing movements will experience increased average crossing times of over 40 seconds and up to 56 seconds. These changes are the result of maintaining provision of safe controlled crossing facilities for all pedestrian movements at the junction. The increased crossing times are not considered to be excessive in the context of the overall scheme to mitigate the traffic impacts of the development.

Conclusion

With regard to the Master Brewer development alone, the Highway Engineer raises no objections, subject to the recommended conditions and transport and highways obligations being covered within the S106 Agreement. Accordingly, it is considered the proposed development accords with the policy requirements of Local Plan Part 2 Policies Policy AM7(i), AM9, AM14 and AM15 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

7.9 URBAN DESIGN, ACCESS AND SECURITY

Issues of design and accessibility are addressed elsewhere within the body of the report.

In respect of security, the submitted design and access statement details various areas where security has been taken into account in the design of the proposals including:

- (i) Natural Surveillance;
- (ii) Appropriate Levels of Lighting;

- (iii) Provision of internal and external CCTV;
- (iv) Design of the car park to comply with Park Mark standards; and
- (v) Provision of appropriate boundary treatments.

It is considered that the submitted documentation demonstrates that security and safety considerations have formed a fundamental part of the design process and have been appropriately integrated into the scheme. The Metropolitan Police Crime Prevention Officer raises no objections to the proposed security measures. The implementation of specific measures such as lighting, boundary treatments and CCTV could be secured by way of appropriate conditions in the event the application were approved.

7.10 ACCESS FOR PEOPLE WITH A DISABILITY

The Equality Act 2010 seeks to protect people accessing goods, facilities and services from direct discrimination on the basis of a protected characteristic, which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease.

Policies 7.2 and 3.8 of the London Plan provide that developments should seek to provide the highest standards of inclusive design and this advice is supported by the Council's Supplementary Planning Document - Accessible Hillingdon.

The application is supported by a design and access statement and incorporates a number of measures to incorporate the requirements of inclusive design including appropriate gradients and flush kerbs within car parking areas for the retail store and hotel and full compliance with Part M of the Building Regulations and the Disability Discrimination Act, including but not limited to the provision of flush thresholds, wheelchair accessible lifts, disabled toilets and baby change facilities. However the Design and Access Statement does not explain in detail how the principles of access and inclusion have been applied.

In view of the above, the Council's Access Officer has made a number of observations which are summarised elsewhere in the report. These relate to the location and access to disabled parking, glass doors, cash point machines, signage, accessible toilets, baby changing facilities, details of refuge areas and/or emergency evacuation procedures, and details of a fire in emergency plan. specific observations have been made with regard to the proposed hotel regarding the minimum provision of accessible bedrooms as a percentage of the total number of bedrooms and internal access arrangements, lighting levels toilets, directional signage, lifts and fire evacuation procedures.

In terms of accessible parking the proposal would provide 20 spaces marked out to an appropriate standard for use by blue badge holders within the car park for the retail store, which would be appropriately located adjacent to the store entrance. The Access Officer advises that this level of provision would exceed the requirements set out within the Council's Supplementary Planning Document - Accessible Hillingdon, but would fall slightly below the 10% required within by the London Plan. However, the store car park would also be served by 6 parent and children spaces which would also to a size which could be used by disabled users and located an appropriate distance from the store entrance. Given that the proposal would comply with the Council's Local Guidance and that the parent and children spaces provide additional flexibility with regard to parking no objection with respect to the provision of inclusive parking for the retail store.

The hotel would be served by 9 spaces marked out to an appropriate standard for use by blue badge holders, which fully complies with both the Council's Local Guidance and the London Plan.

It is considered that should the application be approved, detailed matters could be dealt with by way of suitably worded conditions and an informative. Subject to a condition to ensure the provision of facilities designed for people with disabilities are provided prior to commencement of use, the scheme is considered to comply with Policy R16 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), London Plan policies 7.1 and 7.2 and the Council's Supplementary Planning Document 'Accessible Hillingdon'

7.11 HOUSING MIX, AFFORDABLE HOUSING AND SPECIAL NEEDS HOUSING

Not applicable to this application as there is no residential component. Housing matters are dealt with as part of the associated outline residential scheme elsewhere on this agenda.

7.12 TREES, LANDSCAPING AND ECOLOGY

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

The application is supported by a tree survey, arboricultural implications report and by landscaping plans covering both the retail stores, hotel and associated residential developments.

The site is covered by tree Preservation Order No.6, which features 10 individual tree specimens and 3 groups. However only two of the trees protected by the original Tree Preservation Order remain and these are poor or justify removal. Most of the trees in the centre of the site will be removed in order to accommodate the development. However, the off-site woodland planting along the Long Lane road embankment will be retained, as will on-site trees and hedgerows along the north, south and east boundaries. Additionally, the trees and hedgerows along the northern boundary will be managed / rejuvenated.

The Landscape Strategy for the site proposes significant on site planting to help assist the transition between Green Belt land and the proposed and existing built form. It is underpinned by four key principles summarised below.

- Creation of a gateway entrance to the site adjacent to Hillingdon Circus;
- Establishment of an urban edge along Freezeland Way and Long Lane;
- Creation of an appropriate landscape setting adjacent to the Green Belt; and
- Provision of safe, attractive and effective amenity space for residents.

The Applicant has taken the opportunity to incorporate a comprehensive planting scheme within the site to help assist with the overall softening of the appearance of the proposed built form and to define/zone the proposed uses. It is proposed to plant over 190 specimen trees within the site, including significant tree planting within the car park, to help avoid a large expanse of hard standing. A well-defined row of trees is proposed along the eastern boundary of the car park to help mark the transition between residential and commercial uses.

The belt of existing tree and shrub planting along the site's western boundary (adjacent to Long Lane) falls outside of the application boundary and so will be retained. An opportunity has been taken to extend this planting south towards Hillingdon Circus Junction, through new planting at the south-west corner of the application site. The existing and proposed planting will screen the hotel car park and servicing areas/back of house, associated with the foodstore and independent retail units. The existing hedgerow along the northern boundary will be retained and enhanced through management and re-planting to maintain and enhance its role in screening the site from the A40.

Additional landscape benefits include the retention, protection and rejuvenation of existing trees and hedges. The site's eastern boundary provides an effective screen to much of the proposed residential development and it is proposed that work is undertaken to this boundary planting to further improve its form and screening effectiveness. Accordingly, it is proposed that selective thinning, coppicing, re-planting and supplementary tree and hedgerow planting will take place.

Off-site benefits include the development of the fields and woodland between the residential blocks and Freezeland Covert, with the installation of a new footpath link, proposed indigenous woodland blocks and pond enhancements. The application also includes the provision of a woodland buffer and structure planting to be planted on the adjacent Green Belt land to further supplement the existing eastern boundary planting, which will be secured by way of a Section 106 Agreement.

To mark the entrance to the site a new piazza is proposed at the south-west corner of the site. The landscape treatment will be urban in character, comprising paving, tree and hedge planting, together with new lighting and seating. The proposed piazza will help facilitate pedestrian movement to the site from North Hillingdon Centre as well as reinforce the 'urban' character of the immediately surrounding area.

The Tree and Landscape Officer raises no objections subject to conditions to ensure that the detailed proposals preserve and enhance the character and appearance of the area and off-site planting and other landscape improvements to the adjacent Green Belt land to the east be secured through a S.106 agreement. It is considered that the scheme is on the whole acceptable and in compliance with Saved Policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

ECOLOGY

Saved Policy EC2 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks the promotion of nature conservation interests. Saved policy EC5 seeks the retention of features, enhancements and creation of new habitats. London Plan Policy 7.19[c] seeks ecological enhancement. Although the trees in the site may be valuable for biodiversity, the application site itself is not considered to have a high ecological value, due to the lack of potential for protected species. However, it is not appropriate to only protect sites with protected species, which by their nature are not abundant. Sites with large expanses of trees and natural areas play an important role in ecological management.

The proposed development would result in a loss of natural areas and trees which will be replaced by heavily landscaped areas, hardstanding and new buildings.

The applicant has proposed off-site compensation to the east of the site. The applicant has agreed to a financial contribution in the sum of £252,308.88, towards the landscape screening and ecological mitigation, which will include a new off site tree belt, and enhancement to the pond and improved access to the adjacent park. The details of this planting and management work will be delivered through a Section 106 Agreement as part of the super store detailed development.

Overall, it is considered that the detail provided in the amended ecology enhancement information, which ties the off-site ecological compensation to the development of the site can be delivered and ecological mitigation is considered satisfactory. The proposal therefore complies with Policy 7.19 of the London Plan which requires that development protects and enhances biodiversity, and Local Plan Part 1 Policy EM7 and relevant Local Plan Part 2 policies.

7.13 SUSTAINABLE WASTE MANAGEMENT

Although the design details have not been provided, the requirement for the scheme to provide for appropriate covered and secure refuse and recycling bin storage facilities can be secured by a condition in the event that this scheme is approved.

7.14 RENEWABLE ENERGY/SUSTAINABILITY

Sustainability policy is now set out in the London Plan (2011), at Policy 5.2. Part A of the policy requires development proposals to make the fullest contribution to minimising carbon dioxide emissions by employing the hierarchy of: using less energy; supplying energy efficiently; and using renewable technologies. Part B of the policy currently requires nondomestic buildings to achieve a 25% improvement on building regulations. Parts C, D of the policy require proposals to include a detailed energy assessment. The 2011 London Plan requires major developments to demonstrate a 25% reduction from a 2010 Building Regulations compliant development.

A Sustainability Statement has been submitted in support of the application. This report demonstrates how a variety of technologies could be incorporated into the design to reduce the CO₂ emissions of the proposed mixed use development, representing a CO₂ saving of 45%. In line with the adopted energy hierarchy, a decentralised gas fired reciprocating engine CHP unit is considered for the development. Air Source Heat Pumps are also considered to meet the complete space conditioning demands of the general retail units. Based on the analysis presented in this report, the proposed development could achieve circa 45% reduction in CO₂ emissions beyond the baseline. This report also shows that each element of this development would achieve at least 44% reduction in carbon emissions over the respective baselines.

Whilst achieving significant reduction in CO₂ emissions, the applicants submit that it is not likely to be viable to provide a significant reduction from renewable sources. The applicants have explained the constraints preventing this and demonstrated the rationale behind the proposed approach.

Considering the residential units of the scheme alone (outline application), the proposals are expected to achieve approximately 46% reduction in carbon emissions over the Part L 2006 compliant base case thereby allowing the scheme to qualify in energy-related emissions terms for Code for the Sustainable Homes Level 4 compliance (requiring a 44% reduction in CO₂ emissions over the Part L 2006 compliant base case or 25% reduction in CO₂ emissions over the Part L 2010 compliant base case).

In response to comments in the Mayor's Stage 1 Report, the applicants have responded as follows:

Be Lean- Energy Efficiency standards

The air permeability and heat loss parameters are now improved significantly. For the food retail store, an air permeability of 3 m³/(h.m²) @ 50 pa has been used in the design calculations. The U-values of the development will be improved on average circa by 15% below the Part L 2010 limiting values, depending on the building use. The development will achieve circa 6% reduction in regulated emissions from passive design and energy efficiency measures alone, estimated over the Part L 2010 compliant baseline emissions of the development.

Be Clean-District Heating

The developer will provide a spatial allowance for heat connection equipment within the energy centre to ensure the system is designed to allow future community heating networks, should this become feasible. Site-wide CHP is proposed. An LTHW network linking the food retail store, residential blocks and hotel is proposed. We have re-examined the case for linking the hotel to the site-wide CHP network. The DHW and space heating demands of the food retail store, residential blocks and hotel (including bedrooms and bar/restaurant) will be supplied by the site-wide CHP heating network.

The revised proposal for the site is to install a circa 185kWe gas fired CHP as the primary heat source for the proposed site-wide district heating network linking the food retail store, residential blocks and hotel (including bedrooms and bar/restaurant).

A reduction in regulated CO2 emissions of 102 tonnes per annum is estimated in approved software analysis through the second part of the energy hierarchy. Based on the calculation methodology recommended by the GLA, CHP would provide circa 19% reduction in regulated emissions estimated over the energy efficient design.

Be Green-Renewable technologies

The applicant has investigated the feasibility of a number of renewable technologies and air source heat pumps are proposed for the retail units. Based on the approved software analysis, a reduction in regulated CO2 emissions of circa 4 tonnes per annum is estimated through the third element of the energy hierarchy.

Overall Carbon Savings

Based on the approved software analysis, this report demonstrates how a variety of technologies will be incorporated into the design to reduce the regulated CO2 emissions of the proposed mixed use development at Hillingdon to 417 tonnes CO2 per annum from the Part L 2010 compliant base case of 557 tonnes, representing a regulated CO2 emission savings of 25%. Hence the development will satisfy the CO2 emission reduction requirements of the London Plan 2011.

The Sustainability Officer notes that most of the energy use on the superstore is from unregulated sources and as such, the London Plan energy targets have little impact on the superstore. However, the information submitted broadly equates to an appropriate energy strategy. Some updated information has been provided to outline the energy efficiency improvements for the general retail units, and the superstore. In addition, the information about the renewable energy solution for the development is also broad at this stage. It is considered that there is a need for planning conditions, in the event of an approval, to ensure the final energy solutions are appropriate.

In order to ensure there is a clear understanding of how each use within the development contributes to the site wide strategy and to ensure the energy reduction targets of Policy 5.2 of the London Plan are met, a condition is therefore recommended, requiring the submission and approval of a detailed energy assessment which consolidates all the information provided with this application and shows clearly the baseline carbon footprint for each element of the proposal. The energy assessment must include specific technological details relating to the location, type and amount of air source heat pumps, and the CHP plant, set out the phasing arrangements for the energy strategy and show that the CHP will be delivered as part of first building phases. In addition the assessment must clearly set out the maintenance arrangements for the CHP and air source heat pumps.

It is also recommended that a monitoring and reporting requirement for the first years of the development be secured by way of a S106 Agreement. Should targets set out in the energy

strategy not be achieved then the Council will seek action through on site improvements or off site contributions. In addition, a maintenance schedule will be required for the district heating network, which should be included within the S106.

A condition is recommended requiring the development not be occupied until measures set out in the Energy Statement have been complied with. In addition, as stated elsewhere in this report, a condition requiring a scheme for the harvesting and reuse of rainwater as well as the recycling and reuse of grey water, is recommended.

Conclusion

It is considered that the scheme could achieve a 25% reduction in carbon dioxide emissions above Part L of the Building Regulations, in compliance with London Plan requirements. Notably, the Council's Sustainability Officer has raised no objections, subject to conditions. Subject to compliance with the afore mentioned conditions, it is considered that the scheme will have satisfactorily addressed the issues relating to the mitigation and adaptation to climate change and to minimising carbon dioxide emissions, in compliance with Policies 5.2, 5.13 and 5.15 of the London Plan, Policy PT1.EM1 of Hillingdon Local Plan Part 1 and the NPPF.

7.15 FLOODING ISSUES

Policies OE7 and OE8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to ensure that new development incorporates appropriate measures to mitigate against any potential risk of flooding. The application is not located within a zone at risk of flooding, however due to the size of the development, it is necessary for it to demonstrate that it would incorporate sustainable drainage techniques and reduce the risk of flooding, in accordance with the requirements of Policies 5.11, 5.12 and 5.13 of the London Plan and the NPPF.

A Flood Risk Assessment (FRA) has been submitted as part of the application and the associated outline residential application, taking into consideration the principles of the NPPF and other relevant regional and local policies.

Retail and hotel led development requires large areas of car parking and utilising permeable paving provides filtration at source as well as attenuation. Therefore both rainwater harvesting and SUDS are to be incorporated within the scheme. Above ground attenuation is not considered appropriate within the commercial phase due to the car parking space required. The site is part of a larger application for future residential phases and there may be scope to provide above ground attenuation within those phases

The FRA states that permeable paving with an area of 5000m² will be required. The Micro Drainage results supplied with the FRA provide a summary of critical results (the worse case storm for each pipe) for the 1:100 year storm event plus 30% climate change, demonstrating that there is no flooding during all storms. If further storage is required an alternative solution of attenuating surface water runoff in the substructure below the permeable paving, storage type crates can be used thus reducing the area of attenuation required.

The results in the FRA demonstrate that for the 1:100 year storm event plus climate change there is no flooding within the site or downstream and the drainage strategy has been modelled correctly.

Sustainable Urban Drainage (SUDS)

The Hillingdon LDF:SFRA provides guidance on locating retail led development in this site. It states that surface water attenuation should be provided by the use of SUDS and that water recycling and rainwater harvesting could be considered as a means of reducing surface water from the site. The London Plan also requires the use of sustainable drainage systems. The drainage report acknowledges this and sets out a series of options. Some of these are considered feasible but are not elaborated upon. In summary, the store will utilise rainwater harvesting and water recycling and all the car park paving will be permeable. However, there is limited information as to how the Mayor's drainage hierarchy (policy 5.13 of London Plan) will be implemented.

The Environment Agency considers that the Flood Risk Assessment provided by the applicant demonstrates that sustainable drainage techniques can be used on this site. The Environment Agency has therefore raised no objections, subject to a condition requiring the submission of a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development. The drainage strategy would have to demonstrate the surface water run-off generated up to and including the 1 in 100 year critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme would also need to include provision of on-site surface water storage to accommodate the critical duration 1 in 100 year storm event, with an allowance for climate change.

The Council's Flood and Drainage Officer also notes that there is some uncertainty about the types of SUDS to be used. The FRA states that it is unknown if infiltration is viable on the site and the calculations in the FRA do not include for this. However, the FRA states that if during construction, areas of land are identified that may be used for infiltration then soakage testing will be carried out and infiltration techniques utilised. It is noted that it would not be appropriate to pepper pot the site at this time with soakage testing when the SFRA states that infiltration will probably not be viable on this site.

The FRA demonstrates a worst case scenario should no infiltration be found. However as stated above, the FRA commits that further tests will be taken to confirm this and the detailed drainage design adapted accordingly. Therefore it is appropriate a suitable condition requesting a more detail strategy is provided. This should be undertaken in a way which allows development of phases and any drainage work required to support those phases of the development as required in the Section 106 agreement. This condition will also require further details of the adoption and maintenance arrangements or who would carry these out.

Rain water harvesting

The FRA has states that rain water harvesting will be utilised. The reduction in surface water runoff by utilising rainwater harvesting has not been deducted from the overall strategy. Therefore there is an additional saving not calculated in the FRA. Rain water harvesting is secured by condition.

Green roofs

Policy 5.11 of the London Plan requires all new major development to consider the incorporation of green roofs into designs. The Flood Risk Assessment (FRA) states that green roofs are feasible but have not been incorporated into the designs. The Council's Flood and Drainage Officer notes that no reasons have been provided to justify why green roofs cannot be used on any of the buildings.

The Environment Agency also notes that sustainable drainage systems (SUDS) hierarchy does not appear to have been followed. For example, green roofs, which are at the top of the SUDS hierarchy have been identified as a solution on site, but their use has then been ruled

out without adequate explanation. The applicant should use the most sustainable drainage techniques as fully as possible across the site where it is possible to do. The Agency also notes that the addition of green or brown roofs to this development will provide benefits for biodiversity on the site, and provide some green buffering between the adjacent LWS and the development. This is in line with Unitary Development Plan (UDP) Saved Policies EC1, EC3 and EC5.

However, it should be noted that this application is for a site situated within both the height and bird strike safeguarding zones surrounding RAF Northolt and the development proposal must not unacceptably increase the risk of bird strike to aircraft using RAF Northolt.

Since the original designs, a district heating centre has been included within the plans and this structure could incorporate a green roof. It is therefore recommended that a condition be imposed requiring the incorporation of living walls and a living roof onto the energy centre, subject to no objections from M O D Safeguarding - R A F Northolt, in order to incorporate methods for urban greening, water attenuation and climate change adaptation, in accordance with Policy 5.11 of the London Plan.

Conclusion

The FRA provides a clear drainage strategy and a suitable assessment of the flood risk, both to and from the site, whilst adhering to local policy and best practice for the type of development proposed. The Environment Agency and Council's Flood and Drainage Officer raise no objections subject to the implementation of a detailed surface water drainage scheme and provision of green roofs for the site, based on the agreed Flood Risk Assessment(FRA). Subject to compliance with these conditions, it is considered that the scheme will have satisfactorily addressed drainage and flood related issues, in compliance with The Hillingdon Local Plan: Part 2 Policies OE7 and OE8, Policies 5.13 and 5.15 of the London Plan and the aspirations of the NPPF.

7.16 NOISE AND AIR QUALITY

NOISE

The Government's National Planning Policy Framework (NPPF) which replaces PPG24 (Planning and Noise) gives the Government's guidance on noise issues. NPPF paragraph 123 states that planning decisions should (i) avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development, and (ii) mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from new development, including through the use of conditions. According to the Government's Noise Policy Statement for England (NPSE) of March 2010, these aims should be achieved within the context of Government policy on sustainable development.

Saved Policies OE1 and OE3 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to protect the environment from the adverse effects of pollutants and to ensure sufficient measures are taken to mitigate the environmental impact of the development and ensure that it remains acceptable. Saved Policy OE3 seeks to ensure that uses which have the potential to cause noise be permitted only where the impact is appropriately mitigated.

A noise report has been submitted in support of the application. The report considers the development covered by this application and the outline application 4266/APP/2012/1545 comprising five residential blocks. The report concludes that with appropriate mitigation measures, the development could proceed without the likelihood of harming the amenity of existing or proposed residential dwellings, on the basis of 24 hours trading and 24 hours

servicing. The Council's Environmental Protection Unit (EPU) has reviewed the Noise Report, taking into account both applications. In summary, the EPU accept that the policy requirements of the NPPF and NPSE can be met for the various noise issues, by the imposition of appropriate planning conditions controlling noise impacts, subject to a condition being imposed on the associated outline planning application 4266/APP/2012/1545, requiring noise insulation and ventilation, to provide satisfactory internal noise levels in the proposed new residential blocks. An assessment of noise issues is provided in more detail below.

Car parking activity noise:

The Noise report contains an assessment of car parking activity noise and provides predicted LAeq,T average noise levels from car parking, for daytime and night-time respectively, at the existing properties of Swallow PH, Barnards Lodge Hotel, the residential properties in Freezeland Way for the proposed residential blocks and new hotel. The report predicts that average noise levels at existing and proposed properties are within World Health Organisation (WHO) guideline values for day and night-time, and significantly below the existing noise climate in the vicinity of the nearest dwellings. On this basis, report claims that the main store could trade unrestricted for 24 hours per day without noise from customer car parking activity adversely affecting residential amenity.

The EPU accept that the provision of average noise levels for car parking activity provides an adequate form of assessment for daytime, and that car parking activity noise should not be a problem during the day. However, EPU would have expected the assessment of car parking activity noise at night to use peak noise in addition to average noise predictions. Nevertheless, owing to the relatively large separation distances involved, EPU accept that noise from customer car parking will not be a problem at the existing residential properties in Freezeland Way. Although the proposed residential blocks A to E are closer to the car park area, those properties will be provided with noise mitigation in the form of noise insulation and ventilation. EPU concludes that car parking activity noise will not be significantly detrimental to residential amenity during daytime and night-time, and there is no justification for restricting trading hours at night for the main store and 3 retail units.

Delivery noise

The Noise report also deals with delivery noise, including both noise from service yard activity and noise from moving delivery vehicles. Predicted average noise contours from servicing activity, predicted average noise levels at existing properties from servicing activity for daytime and night-time respectively are provided and the report claims that that these predicted average noise levels comply with the World Health Organisation guideline values, and are significantly below the existing noise climate. Additional consideration is given to peak noise levels from deliveries at night.

In addition the report gives predicted peak noise levels from deliveries caused by passing delivery lorries at existing properties, which are are slightly in excess of WHO guideline values. However, the existing noise climate already includes noise events in excess of this level throughout the night period.

The report gives predicted peak noise levels from night-time deliveries caused by passing delivery lorries at the proposed new properties. The report paragraph recognises that the peak noise levels at Block E and the hotel exceed the WHO guideline values, but that mitigation in the form of appropriate glazing and alternative ventilation would be provided at the proposed residential blocks and the hotel to ensure that future residents and guests are not disturbed by night-time deliveries.

EPU notes that noise from service yards of large food stores can be a problem, particularly at night, if residential properties are situated nearby. Noise sources to consider include vehicle reversing alarms, loading and unloading activities, delivery vehicle refrigeration units, staff shouting, and use of roll cages and trolleys. The report however claims that reversing alarms will not operate during hours of darkness, as the alarms are disabled when the vehicle lights are on. It should also be noted that the layout of the servicing yard is advantageous in that the buildings of the main store and adjacent retail units will screen noise from the service yard from the proposed residential blocks A to E.

The report provides draft wording for a delivery noise management plan for controlling noise from night-time deliveries and service yard operation. On this basis, the report concludes that servicing could be carried out on a 24 hours per day basis without the likelihood of harming the amenity of existing or proposed residential dwellings. In view of the above, EPU concludes that the application has demonstrated that there is no justification for imposing a restriction on delivery hours for the main store and the 3 retail units, provided a condition is imposed requiring a delivery noise management plan.

Mechanical services plant noise

Noise from mechanical services plant is considered in the Noise Report which proposes limiting plant noise to a rating noise level not exceeding the lowest existing background noise level. However, the Council's Supplementary Planning Document on noise recommends that the rating noise level should be at least 5 dB below the existing background noise level. EPU therefore recommends a condition to control noise from mechanical services plant to this lower level.

Construction environmental issues

Construction noise is considered in the Noise Report. EPU recommends the imposition of a condition requiring the submission and approval of a Construction Environmental Management Plan (CEMP) comprising of measures for controlling the effects of demolition, construction and enabling works. This should address the phasing of the works, hours of work, noise and vibration, air quality, waste management, site remediation, plant and equipment, site transportation and traffic management including routing, signage, permitted hours for construction traffic and construction materials deliveries.

Cumulative impact

Noise contour maps provided in the EIA show the changes in noise levels due to the cumulative effect of both the Hillingdon Circus and Master Brewer developments. The daytime and night time cumulative effect on proposed residential development blocks A-E is shown to be slight. The facade noise levels on each of the blocks will only change by a few decibels, which could be addressed by the recommended noise condition for facade sound insulation.

The assessment also looked at changes in road traffic noise levels and found this to be negligible on existing residential in Freezeland Way i.e. only 1dB change. Car park noise will also be negligible and can be addressed by the previously recommended condition for a delivery management plan.

Hotel:

Predicted overall noise levels at the proposed hotel are given by the noise contours in the noise report, as well as average noise levels for daytime and at night. The report claims that these car parking noise levels are within WHO guidelines for day and night-time. The report also gives predictions of delivery peak noise levels at the proposed new hotel. Although

these are well above WHO guideline values, that adequate noise mitigation would be incorporated in the hotel. EPU notes that the provision of satisfactory noise levels in guest accommodation at new hotels is the developer's concern. EPU recommends an informative advising on the need for adequate noise insulation at the proposed new hotel.

Conclusion:

It is considered that the policy requirements of the NPPF, London Plan and the Local Plan can be met for the various noise issues discussed above, by the imposition of appropriate planning conditions controlling noise impacts, subject to a condition also being imposed on the associated outline planning application 4266/APP/2012/1545, requiring noise insulation and ventilation, to provide satisfactory internal noise levels in the proposed new residential blocks.

AIR QUALITY

The London Plan, Policy 7.14, supports the need for development to be at least air quality neutral and not lead to further deterioration of existing poor air quality.

The proposed development is within the declared AQMA and in an area which currently appears to be close to the European Union limit value for annual mean nitrogen dioxide, and may be exceeding the EU limit value adjacent to the A40. The A40 and the areas around the junctions within Hillingdon have been identified as priority areas for improvement with regard to poor air quality.

Air quality is therefore a key concern. An Air Quality Assessment was submitted in support of both the full commercial and outline residential applications. This was referred to the Council's Air Quality advisor who advised that while there are concerns with cumulative impacts associated with other live applications (namely development on the site adjacent to the Hillingdon Underground station), on an individual basis, objection is not raised.

As part of the Construction Management Plan requirements, management of potential dust generation including fugitive dust, and minimising emissions to air of pollutants has been identified as medium risk without mitigation.

EPU also notes that there is potential in the area for further development and congestion as a result of the operational phase of the development. The applicant would therefore need to provide some mitigation in order to ensure the development is at least air quality neutral. Some mitigation proposals have been proposed, although there does not appear to be any specific provision for protecting future residents from poor air quality. Should the applications be given planning permission, conditions have therefore been recommended.

The Council's Sustainability Officer has also reviewed the submitted documentation and notes that whilst the air quality assessment seems to have estimated the impact of the development(s) to be imperceptible/negligible, they have failed to adequately characterise the air quality in the area in the modelling, which based on monitoring data suggests it may be close to or above the EU limit value at present at the façade of buildings near existing monitoring locations. It is likely the air quality will continue to be poor in the area due to existing traffic issues without development, and it will likely worsen due to increase in traffic as a consequence of the development.

Although officers consider that the impacts on air quality will be negative and significant, this should not automatically result in a refusal, as this would result in blight across the area. On balance, officers do not object to the application, subject to clear measures to reduce the impacts of the development. The need to provide green travel plans and contributions to

public transport will assist attempts to reduce the impact of the development. In addition conditions are considered necessary to further ensure a potential wider reduction in emissions as well as reducing the impacts to the new development. The following conditions are therefore recommended:

- A construction air quality action plan which sets out the methods to minimise the adverse air quality impacts from the construction of the development.
- An air quality action plan which sets out the measures to be undertaken to promote, encourage and install measures to reduce impacts on air quality.
- A scheme for protecting the proposed residential units from external air pollution.
- Full specifications of the CHP unit demonstrating the use of the least polluting CHP system appropriate with and the relevant NOx emissions, the designs of the flue to reduce impacts to residents and further pollution abatement technology to ensure the CHP has minimal air quality impacts

As the development is in and will cause increases in an area already suffering poor air quality, the Council's Environmental Protection Unit has also requested a contribution of up to £50,000 (£25,000 for the commercial and £25,000 for the residential elements of the scheme), to the air quality monitoring network in the area to be secured by way of a Section 106 Agreement.

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

7.16 COMMENTS ON PUBLIC CONSULTATION

Submissions in Support

At the time of writing the report, in total 28 letters, supporting the proposals and 14 letters providing comments, together with one petition bearing 29 signatures were received and are summarised in the preceding 'Consultees' section of the report.

Planning Officer Comment:

The comments received are noted and all relevant issues are addressed within the body of the report.

Submissions in Objection

At the time of writing the report, 72 letters or internet representations have been received together with 2 petitions bearing 30 and 37 signatures respectively organised by the Oak Farm and Ickenham Residents Associations have been received objecting to the proposal. The main issues raised together with officer's commentary are provided below:

1. Impact on already heavily trafficked roads (points 1 and 19).

Planning Officer Comment:

This issue has been assessed by the Council's Highways Officer who has considered the implications of the development on the potential impact on the free flow of traffic.

2. Long lane is already the major route north and south for the three main emergency services. Creating more traffic and more junctions will only slow these very important services down (point 2).

Planning Officer Comment:

These issues have been assessed by the Council's Highways Officer regarding the potential impact on the free flow of traffic.

3. No need for another store let alone 2 (with the Master Brewer Tesco).

Planning Officer Comment:

'Need' is not a planning consideration.

4. Loss of trade for local stores.

Planning Officer Comment:

This has been assessed within the principle of development section.

5. Insufficient parking

Planning Officer Comment:

Car parking provision has been assessed by the Council's Highways Officer who has raised no objection in this regard.

6. Disruption during construction Nuisance to residence and increased noise and air pollution.

Planning Officer Comment:

The issue of noise and disturbance during construction is controlled by separate Environmental Protection legislation.

7. The hotel is out of keeping for the site but a lower height is more acceptable.

Planning Officer Comment:

The hotel has been assessed by Design Officers and is deemed acceptable in both scale and design.

8. Overdevelopment of the site

Planning Officer Comment:

The scheme has been assessed and is deemed to not represent an overdevelopment of the site.

9. Design unattractive

Planning Officer Comment:

The design of the development has been assessed by the Council's Design Officer. Following concerns with the initial design the scheme was amended to the satisfaction of officers. The scheme is considered to be in keeping with and add positively to the character of the area.

10. Eye sore on the landscape

Planning Officer Comment:

Please see point 9 above.

11. Development should be coordinated with the Tesco Master Brewer site

Planning Officer Comment:

The Commutative Assessment, carried out by officers, has demonstrated that both developments cannot be carried out together.

12. More parked cars and vehicles within this vicinity.

Planning Officer Comment:

The car provision for the development has been assessed by the Highways Officer and is deemed acceptable. As such, it is not considered that the development will result in indiscriminate parking in the area.

13. Noise from deliveries (points 8 and 9)

Planning Officer Comment:

This issue has been assessed in detail by the Council's Environmental Protection Unit

14. (Point 22). The Spenhill Retail Addendum continues to be based on a 2008 household survey and the Morrison's survey (2011) is more up to date, covering a greater population sample and is therefore more robust.

Planning Officer Comment:

The Bride Hall 2011 survey does not directly relate to the assumptions and judgements used to inform the Morrison's Retail Assessment. It is worth noting that the Spenhill 2008 survey is supplemented by an update. The Spenhill survey is therefore considered to be more realistic.

15. (Point 23) The Spenhill Retail Addendum omits the Morrison's and Aldi (Yiewsley) stores.

Planning Officer Comment:

The Morrison's and Aldi (Yiewsley) stores are not included in the summary table but are referred to in the full list.

16 (Point 24) Spenhill do not consider the cumulative impact of the Sainsbury's South Ruislip store on the basis that it is outside their catchment area.

Planning Officer Comment:

It is noted that in the Sainsbury's South Ruislip Retail Assessment, that store's catchment did not overlap the Spenhill catchment area. Concerns have also been raised regarding the overly large catchment area of the Bride Hall scheme.

17. (Point 25) The retail addendum incorrectly references the expenditure available in the catchment of £256.78, compared to £230.43 in 2010, rising to 246.49 in 2017.

Planning Officer Comment:

The Spenhill Retail Assessment is informed by third party data sourced from Experian. This information is more recent than the Bride Hall Experian data. The Spenhill data therefore differs from the older Bride Hall data.

18. (Point 26) There are inconsistencies in the approach and reasoning between the reports for the two supermarkets with regard to the status of the local centre.

Planning Officer Comment:

The Spenhill supermarket is considerably smaller than the Bride Hall scheme, and has smaller shop units associated with it. The latter are similar in scale to the units in the existing centre. It is also noted that South Ruislip has an existing supermarket, with a mature catchment of customers who use the store. Expansion of that store would not necessarily change the scale of the centre. By contrast, there is no supermarket at Hillingdon Circus. Therefore by introducing a supermarket here would create a new catchment altering the role and function of the centre.

19. (Point 27) The Council has applied the Spenhill retail assumptions to the Morrison's scheme.

Planning Officer Comment:

It should be emphasised that Officers have only made these assumptions because of the concerns over the reliability of the estimates provided by Bride Hall. Concerns are raised regarding the judgement, catchment area and assumptions that inform the Bride Hall Retail Impact Assessment, which is likely to have underestimated the impact of the store. The Spenhill retail assumptions are therefore considered to be more reliable.

20. (Point 28) National Planning Policy promotes new retail provision to be in close proximity to existing retail provision.

Planning Officer Comment:

The Spenhill scheme has been designed to create a commercial spine extending from North Hillingdon centre into the site via the independent retail units and hotel.

21. (Point 29) Inconsistent approach to procedures and drafting of recommendations

Planning Officer Comment:

It is standard procedure for only one officer recommendation to be included in Officers' reports to planning committees. Members of committees are aware that they have the ability to accept officer recommendations or to make another decision, based on all material considerations before them.

22. (Point 30) Inaccuracies within the highway submission for the Spenhill application,

Planning Officer Comment:

These issues have been reviewed by the Council's Highway Engineer and by Parsons and Binceroff and their conclusions remain the same.

With regard to the under reporting of impact upon journey times along Long Lane, Bride Hall reviewed the traffic flow assumptions and proposed signal staging arrangements from the Spenhill Transport Assessment dated December 2012 and associated mitigation measures. These were then inputted into the Morrison's Model to formulate a comparison assessment based on the traffic levels as projected at 2014. However, Officers are unable to comment on the model results, as the objector's VISSIM files have not been provided by the objector.

23. (Point 31). Concern that north bound right hand turning traffic into the site could potentially interfere with free flow of traffic south bound.

Planning Officer Comment:

Collisions would not occur because south bound traffic would be held by red signals whilst north bound traffic goes left, right and straight ahead. There would be a change to signal stage sequence and as a result, ahead and right turn will run at the same time.

24. (Point 32). West bound traffic exiting the A40 at speed could conflict with vehicles merging from the site onto Freezland Way.

Planning Officer Comment:

It is recommended that a safety audit be carried out and any works required, such as vehicle activated speed indicator signs etc be implemented by the developer.

25. (Point 33). Concern over how vehicles exiting the A40 will turn right into the site.

Planning Officer Comment:

There is a dedicated right hand turn lane for west bound traffic entering the site.

26. (Point 34). Has a safety audit been carried out regarding pedestrians crossing Freezland Way from the pedestrian/cycle route at the end of Windsor Avenue?

Planning Officer Comment:

A safety audit has not considered this particular aspect. However, given the proposed location of the store and the proposed access to the site via the dedicated signalised junction at Hillingdon Circus, Officers do not consider that this particular issue raises highway safety concerns.

The comments received in relation to drainage, flooding, Impact on wildlife and the Green Belt are noted and have been addressed within the body of the report.

Ickenham Residents Association Comments

The Ickenham Residents Association submitted 5 sets of comment to the Council. These were assessed by Officers and meetings were held with officers to discuss its concerns. The issues raised were taken into account and changes made to the proposals and clarification sought on issues where it was deemed necessary.

7.17 PLANNING OBLIGATIONS

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

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

1. Transport: A s278 and/or s38 agreement will be entered into to address any and all on site and off site highways works as a result of this proposal. These include the following:
 - Improvements at/in vicinity of the service road approach to Freezeland Way subject to road safety audit (which may include vehicle activated speed signs);
 - Re-introduction of the right turn for traffic at the Hillingdon Circus junction from the Long Lane northbound approach;
 - Modifying the existing right turn into the western site access for traffic coming from the A40 westbound;
 - Introduction of a southbound left turn flare at the Hillingdon Circus junction from the Long Lane southbound approach. The left turn lane requires a widening of the Long Lane carriageway and footway, taking land from part of the south west corner of the development site;
 - Narrowing of the island to the west of the Hillingdon Circus junction, to allow provision of two westbound traffic lanes on Freezeland Way to the west of the Hillingdon Circus junction;
 - Provision of an informal pedestrian refuge crossing at the western site access;
 - Provision of a shared cycle/footway into the site from the western site access towards the proposed food retail store and three non-food retail units;
 - Traffic signal timings and operations ;
 - Review lighting and the visibility of signs and road markings at and in the surrounding of Hillingdon Circus junction (extent of review to be agreed with the Council's Highways Engineer) and implement works required by the Council;
 - Provide carriageway and footway resurfacing, anti-skid surfacing, and upgrade pedestrian islands and road markings (extent of works to be agreed with the Council's Highways Engineer); and
 - Coach stop enhancements on Freeland Way
 - Revised traffic modelling and signal timings and operations to be submitted to and approved in writing by the Council and TfL;
 - Contribution to real time information system at bus stops prior to commencement;
 - Travel Plan

2. Public Transport Infrastructure: A financial contribution in the sum of £220,000, being an annual contribution of £40,000 towards improvements to bus services for a period of 5 years and 2 bus stop upgrades at £10,000 each.
3. Travel Plans for both the store and hotel.
4. Employment and Hospitality Training: An employment strategy to be entered into and adhered to, in order to address how local people will gain access to employment opportunities. It is noted that the applicants have confirmed that they will be forming a Regeneration Partnership that guarantees 30% of around 200 roles created at the Spenhill store will be given to local people that are currently long-term unemployed.
5. Construction Training: either a construction training scheme delivered during the construction phase of the development or a financial contribution secured equal to the formula as contained in the SPD (£2,500 for every £1m build cost + (total gross floor area/7,200m² x £71,675) = total contribution).
6. Landscape Screening and Ecological Mitigation: a financial contribution in the sum of £252,308.88.
7. Air Quality: a financial contribution in the sum of £25,000.
8. 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.
9. Delivery of the residential development which is subject to a separate outline application. The applicants have offered to deliver 100% of the affordable (Block A) and also "block B" to "shell and core" prior to occupation of the retail and hotel scheme. The applicants have also offered to implement residential blocks C, D & E no later than the sale of 50% of the units in Block B.

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

8. OBSERVATIONS OF 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. CONCLUSION

The development accords with the sequential approach set out in the NPPF and will not result in any significant adverse impacts on planned investment or the vitality and viability of town centres. Comments from the Mayor indicate that the location of the proposed store will not have an adverse impact on the North Hillingdon or other centres in the catchment area. The comparison element of the scheme will not be in direct competition with retailers in North Hillingdon and the store could play a role in retaining a significant amount of local expenditure that would have gone outside the area. Accordingly, there are no retail grounds for refusal of the application.

A capacity analysis has been carried out in order to determine the likely impact of the proposals on the local highway network. The Highway Engineer considers that the proposed new site accesses and the Hillingdon Circus traffic signal junction improvements, will operate satisfactorily. The analysis also shows that the traffic impact on the rest of the study area will be acceptable. In the context of paragraph 32 of NPPF it is unlikely that the residual traffic impacts of the Spenhill development alone, with the proposed mitigation measures, would be demonstrably severe.

Subject to compliance with conditions, it is considered that the scheme can satisfactorily address noise and air quality impacts, drainage and flood related issues, the mitigation and adaptation to climate change and to minimising carbon dioxide emissions.

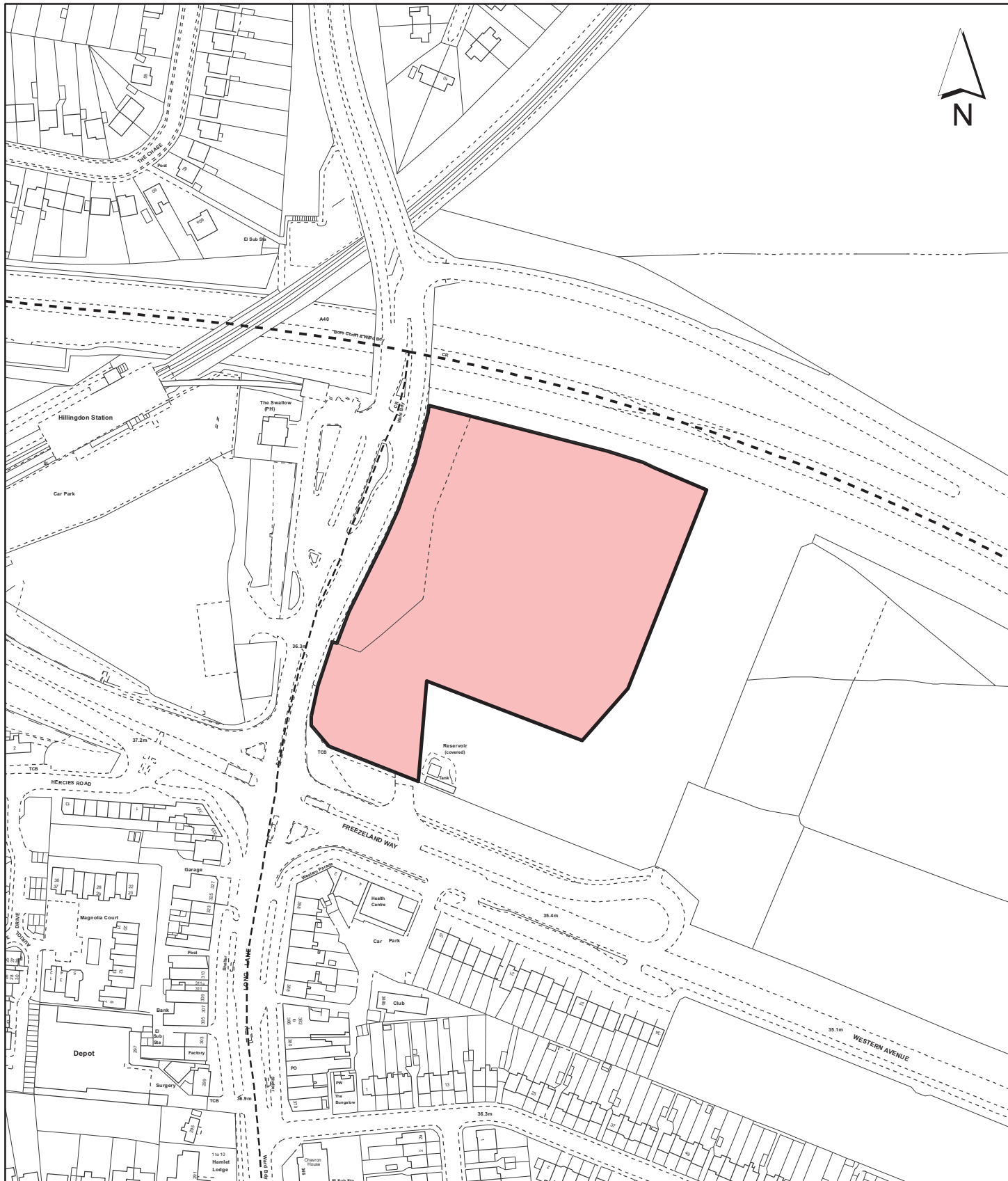
It is considered that the level of planning benefits sought is adequate and commensurate with the scale and nature of the proposed development.

The proposal will secure the sustainable redevelopment of a brownfield site, enhance the vitality and viability of North Hillingdon and promote more sustainable patterns of travel. Given the presumption in favour of sustainable development articulated throughout the NPPF, the application is recommended for approval.

10. REFERENCE DOCUMENTS:

The Hillingdon Local Plan: Part 1- Strategic Policies (8th November 21012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan 2011
National Planning Policy Framework (NPPF)
The Greater London Authority Sustainable Design and Construction (2006)
Council's Supplementary Planning Guidance - Community Safety by Design
Council's Supplementary Planning Document - Air Quality
Hillingdon Supplementary Planning Document: Accessible Hillingdon January 2010)

Contact Officer: Karl Dafe



Notes

 Site boundary

For identification purposes only.

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Site Address

**Former Master Brewer Site
Freezeland Way
Hillingdon**

**LONDON BOROUGH
OF HILLINGDON
Residents Services**

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

Planning Application Ref:
4266/APP/2012/1544

Scale
1:2,500

Planning Committee
Major Applications

Date
**September
2013**



HILLINGDON
LONDON

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Report of the Head of Planning, Green Spaces and Culture

Address:	THE FORMER MASTER BREWER SITE, FREEZELAND WAY
Development:	Erection of 5 part 4, part 5 storey blocks to provide 125 residential units (Use Class C3) with 99 car parking spaces and 150 cycle parking spaces and associated highways alterations, together with associated landscaping (outline application)..
LBH Ref Nos:	4266/APP/2012/1545
Drawing Nos:	SEE REPORT AT APPENDIX A
Date Application Received:	08-06-12
Date Application Valid:	12-06-12

1. EXECUTIVE SUMMARY

Outline planning permission is sought for the erection of 5, part 4, part 5 storey blocks to provide 125 residential units (Use Class C3), with 99 car parking spaces and 150 cycle parking spaces and associated highways alterations, together with associated landscaping, with layout, scale, means of access and landscaping to be determined, whilst appearance is a matter to be reserved for future determination.

This outline planning application has been submitted in association with a full application for a retail led commercial development on land to the east and south of the site, the latter application being subject to a separate report on this agenda. Although these full and outline applications have been submitted separately, they are intrinsically linked, as they represent different phases of an overall scheme submitted by Spenhill Developments on behalf of Tesco (hereafter referred to as the Master Brewer scheme).

The Council also has before it a separate scheme for retail and mixed use development at Hillingdon Circus. Both the Master Brewer and Hillingdon Circus schemes propose a comprehensive mixed-use retail-led development incorporating residential, hotel, and in the case of the Master Brewer scheme, community and café bar. The most appropriate approach to adopt when considering two competing supermarket applications is to firstly assess the applications individually and if they are both acceptable individually in planning terms the starting point is that both should, in principle, be granted planning permission.

Individual Assessment

In terms of the Master Brewer outline residential scheme, this has been independently assessed and has been judged to be acceptable on an individual basis. The individual report is attached at Appendix A. In summary, there is no land use policy objection to the principle of a retail led mixed use development of the site, The re-use of previously developed land in town centres for new housing in mixed use schemes is considered to be consistent with both national and local planning guidance.

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

In addition, the development would incorporate adequate parking and including off-site highways works and contributions towards public transport improvements. The Council's Highways Officer is satisfied that the development would be served by adequate car parking and would not have any adverse impacts on the free flow of the highway network or on highway or pedestrian safety.

The layout would reflect the established suburban character of the townscape context to the site. Landscaping has been incorporated within the adjacent open space in an attempt to mitigate the impact of the hotel on longer views towards the site. In terms of the impact on the Green Belt, off-site woodland planting is proposed, which would, together with the tree planting on the site create a new landscape setting for the development, improve the landscape of the Green Belt, and mitigate the landscape/ecological impact caused by the loss of the majority of the trees on the site.

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

The Council also has a public duty to pay due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations (Equality Act 2010). As a consequence, an Equalities Impact Assessment has been carried which concludes that the positive benefits of the scheme outweigh any potential negative impacts on equality groups in the affected area.

Cumulative Impact

However, consideration also needs to be given as to whether the grant of two planning permissions, in this case the Spenhill scheme (outline and full) and the Bride Hall scheme would be acceptable in planning terms. Of relevance here will be the Development Plan Policies. If there are any policies that permit a number of planning permissions to be granted or alternatively prevent a cumulative build up of retail permissions, this needs to be taken into account in the judgement. If there is evidence that the cumulative impact of both schemes being implemented would be unacceptable in planning terms, then that evidence should be taken into account in dealing with the two schemes. In this case, Environmental Impact Assessments have been undertaken for both the Bride Hall and Spenhill applications. A cumulative Impact Assessment has also been carried out by the Local Planning Authority and this is attached elsewhere on this agenda.

These assessments suggest that the cumulative impact of the two schemes together would be likely to have an unacceptable impact on town centres within the relevant catchment areas, on traffic congestion and air quality.

Comparative Assessment

If it is judged that the two proposals' cumulative impact is unacceptable to the extent that only one permission can therefore be granted, then the approach to be taken is a

full comparative assessment of each site against the other, in order to decide which scheme is preferred in planning terms. A full comparative assessment has therefore been undertaken, in accordance with relevant criteria in the Development Plan and against the material facts of the sites proposed. The comparative assessment is provided elsewhere on this agenda and includes consideration of the location of the proposed sites, any additional benefits each scheme would bring, traffic impact, visual impact, parking provision, employment generation, residential amenity issues and impact on town centres.

The comparative assessment concludes that the combined Master Brewer scheme should be approved and the Hillingdon Circus scheme be refused.

The above mentioned reports were withdrawn from the October 8th Major Planning Committee Agenda, as additional information had been received and points of clarification were required following information circulated to Members.

2. RECOMMENDATION

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

- 1. That the application be referred back to the Greater London Authority.**
- 2. That the Council enter into a legal agreement with the applicants 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:**
 - (i). Transport: All on site and off site highways works as a result of this proposal. These include the following:**
 - **Improvements at/in vicinity of the service road approach to Freezeland Way subject to road safety audit (which may include vehicle activated speed signs);**
 - **Re-introduction of the right turn for traffic at the Hillingdon Circus junction from the Long Lane northbound approach;**
 - **Modifying the existing right turn into the western site access for traffic coming from the A40 westbound;**
 - **Introduction of a southbound left turn flare at the Hillingdon Circus junction from the Long Lane southbound approach. The left turn lane requires a widening of the Long Lane carriageway and footway, taking land from part of the south west corner of the development site;**
 - **Narrowing of the island to the west of the Hillingdon Circus junction, to allow provision of two westbound traffic lanes on Freezeland Way to the west of the Hillingdon Circus junction;**
 - **Provision of an informal pedestrian refuge crossing at the western site access;**
 - **Provision of a shared cycle/footway into the site from the western site access towards the proposed food retail store and three non-food retail units;**
 - **Traffic signal timings and operations ;**
 - **Review lighting and the visibility of signs and road markings at and in the surrounding of Hillingdon Circus junction (extent of review to be agreed with the Council's Highways Engineer) and implement works required by the Council;**

- Provide carriageway and footway resurfacing, anti-skid surfacing, and upgrade pedestrian islands and road markings (extent of works to be agreed with the Council's Highways Engineer); and
 - Coach stop enhancements on Freeland Way
 - Revised traffic modelling and signal timings and operations to be submitted to and approved in writing by the Council and TfL;
 - Contribution to real time information system at bus stops prior to commencement;
 - Travel Plan
- (ii). **Affordable Housing:** 15% of the scheme, by habitable room, to be delivered as Affordable Housing.
- (iii). **None of the market housing will be occupied until 100% of the affordable housing is delivered**
- (iv). **Education:** The applicant provides a financial contribution towards school places in the area commensurate with the estimated child yield of the development as calculated in the formula prescribed within the Supplementary Planning Document or any subsequently approved amendments to this guidance
- (v). **Health:** The applicant provides a financial contribution towards health care in the area as calculated in the formula prescribed within the Supplementary Planning Document or any subsequently approved amendments to this guidance. - £216.67 per person.
- (vi). **Libraries:** The applicant provides a financial contribution towards library provision in the area commensurate as calculated in the formula prescribed within the Supplementary Planning Document or any subsequently approved amendments to this guidance (£216.67 per person).
- (viii). **Community Facilities:** either a financial contribution in the sum of £60,000 or a facility delivered on the commercial part of the development - if sought.
- (ix). **Landscape Screening/ Ecological Mitigation and Public Open Space:** a financial contribution in the sum of £252,308.88. Details of phasing and timing of delivery.
- (x). **Construction Training:** either a construction training scheme delivered during the construction phase of the development or a financial contribution secured equal to the formula as contained in the SPD ($£2,500 \text{ for every } £1\text{m build cost} + (125/160 \times £71,675) = \text{total contribution}$).
- (xi). **Air Quality:** a financial contribution in the sum of £25,000.
- (xii). **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.
- (xiii) **A phasing program for the implementation of the residential scheme and full commercial scheme (application ref: 4266/APP/2012/1544).**
- 3. That officers be authorised to negotiate and agree the detailed terms of the proposed agreement.**
- 4. If the above Section 106 agreement has not been finalised within 6 months, then the application is to be referred back to the Planning Committee for determination.**
- 5. That if the application is approved, the conditions set out at appendix A be attached:**

Report of the Head of Planning, Sport and Green Spaces

Address FORMER MASTER BREWER SITE FREEZELAND WAY HILLINGDON

Development: Erection of 5 part 4, part 5 storey blocks to provide 125 residential units (Use Class C3) with 99 car parking spaces and 150 cycle parking spaces and associated highways alterations, together with associated landscaping (outline application).

LBH Ref Nos: 4266/APP/2012/1545

Drawing Nos: W105860L10
W105860L10
09032/P0-001 REV. J
09032/P0-002 REV. L
09032/P0-003 REV. J
09032/P0-005 REV. G
09032/P3-002 REV. D
09032/P3-001 REV. C
W105860 L04 REV E
W105860L07 REV A
W105860L08 REV A
W105860L09
W105860L03 REV E
Archaeological Desk-Based Assessment
Air Quality Assessment
Report on Tree Inspections
BREEAM Pre-assessments
Daylight and Sunlight Report
Ecological Assessment
Potable Water Strategy
Statement of Community Involvement summary
Framework Travel Plan
Planning Statement
Environmental Noise Assessment
Transport Assessment
Revised Transport Assessment
Final Addendum Transport Assessment with Appendices March 2013
Flood Risk Assessment
Design and Access Statement
Site Statutory and Site Utility Services Investigation
Energy Statement
Lighting Impact Assessment
Environmental Statement
ES Non-Technical Summary
Addendum Report to ES Final 16.8.13
2016 Proposed Results
Pedestrian Crossing Times - Hillingdon Circus Junction
VISSIM Sensitivity Test Technical Note

Date Plans Received: 08/06/2012 **Date(s) of Amendment(s):** 20/08/2013
12/06/2012

Major Applications Planning Committee - 2nd December 2013
PART 1 - MEMBERS, PUBLIC & PRESS

1. SUMMARY

Outline planning permission is sought for the erection of 5, part 4, part 5 storey blocks to provide 125 residential units (Use Class C3), with 99 car parking spaces and 150 cycle parking spaces and associated highways alterations, together with associated landscaping, with layout, scale, means of access and landscaping to be determined, whilst appearance is a matter to be reserved for future determination.

This outline planning application has been submitted in association with a full application for a retail led commercial development on land to the west and north of the site, the latter application being subject to a separate report on this agenda. Although these full and outline applications have been submitted separately, they are intrinsically linked, as they represent different phases of an overall scheme submitted by Spenhill Regeneration Ltd. on behalf of Tesco (hereafter referred to as the Master Brewer scheme). This application is therefore referable to the Mayor of London.

1,657 local residents, businesses and local amenity groups were consulted initially in June 2012, and re-consulted on receipt of further information in May 2013. In total, 62 individual letters of objection have been received, objecting to the planning application, primarily on the grounds of increased traffic generation and traffic congestion at Hillingdon Circus and the surrounding road network. Issues relating to the scale of the development, lack of community infrastructure, and flooding have also been raised. In addition, 10 letters of support have been received. Both the Ickenham and Oak Farm Residents Associations have provided detailed responses to this application, and have raised similar concerns as the individual responses mentioned above.

There is no land use policy objection to the principle of a retail led mixed use development of the site. The re-use of previously developed land in town centres for new housing in mixed use schemes is considered to be consistent with both national and local planning guidance.

Although this is an outline application with further details to be submitted at reserved matters stage, the submitted documentation has demonstrated that the proposed development could provide good living conditions for all of the proposed units and protect the residential amenity of surrounding occupiers in terms of outlook, privacy and light.

In addition, the Spenhill development would incorporate adequate parking and includes off-site highways works and contributions towards public transport improvements. The

Council's Highways Officer is satisfied that the development would not have any adverse impacts on the free flow of the highway network or on highway or pedestrian safety, subject to mitigation measures.

The layout would reflect the established suburban character of the townscape context to the site. Landscaping has been incorporated within the adjacent open space to mitigate the impact of the development on longer views towards the site. In terms of the impact on the Green Belt, off-site woodland planting is proposed, which would, together with the tree planting on the site create a new landscape setting for the development, improve the landscape of the Green Belt, and mitigate the landscape/ecological impact caused by the loss of the majority of the trees on the site.

The Spenhill development would integrate an appropriate level of inclusive design, measures to reduce energy use and other sustainable design features. Subject to appropriate conditions and planning obligations, the development would not have any unacceptable impacts on air quality, noise or ecology.

Approval is recommended subject to recommended conditions, planning obligations and a Stage 2 referral to the Mayor of London.

2. RECOMMENDATION

This recommendation is based upon an individual assessment of the proposal, assuming that it were to be implemented in isolation. It does not take into account the cumulative impact of both the Master Brewer and Hillingdon Circus schemes together, or the comparative assessment of both schemes against the other. If the scheme was being proposed in isolation, it is recommended that the proposal be approved, subject to the following:

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

- 1. That the application be referred back to the Greater London Authority.**
- 2. That the Council enter into a legal agreement with the applicants 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:**
 - (i). Transport: All on site and off site highways works as a result of this proposal. These include the following:**
 - o Improvements at/in vicinity of the service road approach to Freezeland Way subject to road safety audit (which may include vehicle activated speed signs);**
 - o Re-introduction of the right turn for traffic at the Hillingdon Circus junction from the Long Lane northbound approach;**
 - o Modifying the existing right turn into the western site access for traffic coming from the A40 westbound;**
 - o Introduction of a southbound left turn flare at the Hillingdon Circus junction from the Long Lane southbound approach. The left turn lane requires a widening of the Long Lane carriageway and footway, taking land from part of the south west corner of the development site;**
 - o Narrowing of the island to the west of the Hillingdon Circus junction, to allow provision of two westbound traffic lanes on Freezeland Way to the west of the Hillingdon Circus junction;**
 - o Provision of an informal pedestrian refuge crossing at the western site access;**
 - o Provision of a shared cycle/footway into the site from the western site access towards the proposed food retail store and three non-food retail units;**

- o Traffic signal timings and operations ;
 - o Review lighting and the visibility of signs and road markings at and in the surrounding of Hillingdon Circus junction (extent of review to be agreed with the Council's Highways Engineer) and implement works required by the Council;
 - o Provide carriageway and footway resurfacing, anti-skid surfacing, and upgrade pedestrian islands and road markings (extent of works to be agreed with the Council's Highways Engineer); and
 - o Coach stop enhancements on Freeland Way
 - o Revised traffic modelling and signal timings and operations to be submitted to and approved in writing by the Council and TfL;
 - o Travel Plan
- (ii). Affordable Housing: 15% of the scheme, by habitable room, to be delivered as Affordable Housing.
- (iii). None of the market housing will be occupied until 100% of the affordable housing is delivered
- (iv). Education: The applicant provides a financial contribution towards school places in the area commensurate with the estimated child yield of the development as calculated in the formula prescribed within the Supplementary Planning Document or any subsequently approved amendments to this guidance
- (v). Health: The applicant provides a financial contribution towards health care in the area as calculated in the formula prescribed within the Supplementary Planning Document or any subsequently approved amendments to this guidance.
- £216.67 per person.
- (vi). Libraries: The applicant provides a financial contribution towards library provision in the area commensurate as calculated in the formula prescribed within the Supplementary Planning Document or any subsequently approved amendments to this guidance (£216.67 per person).
- (viii). Community Facilities: either a financial contribution in the sum of £60,000 or a facility delivered on the commercial part of the development - if sought.
- (ix). Landscape Screening/ Ecological Mitigation and Public Open Space: a financial contribution in the sum of £252,308.88. Details of phasing and timing of delivery.
- (x). Construction Training: either a construction training scheme delivered during the construction phase of the development or a financial contribution secured equal to the formula as contained in the SPD (£2,500 for every £1m build cost + $(125/160 \times £71,675) = \text{total contribution}$).
- (xi). Air Quality: a financial contribution in the sum of £25,000.
- (xii). 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.
- (xiii) A phasing program for the implementation for the residential scheme and full commercial scheme (application ref: 4266/APP/2012/1544).

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

4. If the above Section 106 agreement has not been finalised within 6 months, then the application is to be referred back to the Planning Committee for determination.

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

Head of Planning, Green Spaces and Culture under delegated powers to approve the application, subject to the completion of legal agreement(s) under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.

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

1 RES1 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 RES2 Outline Reserved Matters

Details of the appearance, (hereinafter called "the reserved matter") 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
- (ii) Details of all materials and external surfaces, including details of balconies
- (iii) Details should include information relating to make, product/type, colour and photographs/images.

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

REASON

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

3 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.

4 RES11 Play Area provision of details

No development shall commence until details of play areas for children for each block have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the play areas shall be provided prior to the occupation of any unit within the relevant block and maintained for this purpose.

REASON

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

5 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. The scheme shall clearly demonstrate how it follows the strategy set out in the approved Flood Risk Assessment and Surface Water Drainage Strategy, and incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

- i. provide details of the surface water design including all SUDS features and how it will be implemented to ensure no increase in flood risk from commencement of construction and during any phased approach to building.
- ii. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- iii. include a timetable for its implementation; and
- iv. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the 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:

- v. provide details of water collection facilities to capture excess rainwater;
- vi. 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.

6 RES17 Sound Insulation

Development shall not begin until a scheme for protecting the proposed development from

road traffic, rail traffic and air traffic noise has been submitted to and approved in writing by the Local Planning Authority. All works which form part of the scheme shall be fully implemented before the development is occupied and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

REASON

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

7 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

8 RES19 Ecology

No development shall take place until a scheme to protect and enhance the nature conservation interest of the site has been submitted to and approved by the Local Planning Authority.

REASON

In order to encourage a wide diversity of wildlife on the existing semi-natural habitat of the site in accordance with policy EC5 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012). and London Plan (July 2011) Policy 7.19.

9 RES20 Traffic Arrangements - submission of details

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

REASON

To ensure pedestrian and vehicular safety and convenience and to ensure adequate off-street parking, and loading facilities in compliance with Policy AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (July 2011).

10 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).

11 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).

12 A21 Parking for Wheelchair Disabled People

10 of parking spaces (with dimensions of 4.8m x 3.6m to allow for wheelchair transfer to and from the side of car) shall be reserved exclusively for people using wheelchairs and clearly marked as allocated to the relevant wheelchair accessible unit. Such parking spaces shall be sited in close proximity to the nearest accessible building entrance which shall be clearly signposted and dropped kerbs provided from the car park to the pedestrian area. These parking spaces shall be provided prior to the occupation of the development in accordance with the Council's adopted car parking standards and details to be submitted to and approved by the Local Planning Authority. Thereafter, these facilities shall be permanently retained.

REASON

To ensure that people in wheelchairs are provided with adequate car parking and convenient access to building entrances in accordance with policy AM15 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

13 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.

14 RES25 No floodlighting

No floodlighting or other form of external lighting shall be installed unless it is in accordance with details which have previously been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting that is so installed shall

not thereafter be altered without the prior consent in writing of the Local Planning Authority other than for routine maintenance which does not change its details.

REASON

To safeguard the amenity of surrounding properties and to protect the ecological value of the area in accordance with policies BE13, EC3 and OE1 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

15 RES26 Contaminated Land

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

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

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

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

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

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

REASON

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

16 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

09032/P0-001 REV. J

09032/P0-002 REV. L

09032/P0-003 REV. J

09032/P0-005 REV. G

09032/P2-001 REV. C

09032/P3-002 REV. D

W105860L03 REV E

W105860 L04 REV E
W105860L07 REV A
W105860L08 REV A
W105860L09
W105860L10

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).

17 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:

Archaeological Desk-Based Assessment
Air Quality Assessment
Report on Tree Inspections
BREEAM Pre-assessments
Daylight and Sunlight Report
Ecological Assessment
Potable Water Strategy
Framework Travel Plan
Planning Statement
Environmental Noise Assessment
Transport Assessment
Revised Transport Assessment
Final Addendum Transport Assessment with Appendices March 2013
Flood Risk Assessment
Design and Access Statement
Site Statutory and Site Utility Services Investigations
Energy Statement
Lighting Impact Assessment
Environmental Statement
ES Non-Technical Summary
Addendum Report to ES Final 16.8.13
2016 Proposed Results
Pedestrian Crossing Times - Hillingdon Circus Junction
VISSIM Sensitivity Test Technical Note

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 relevant Policies in the Local Plan and London Plan (2011).

18 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).

19 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 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).

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

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

1. Details of Soft Landscaping
 - 1.a Planting plans (at not less than a scale of 1:100),
 - 1.b Written specification of planting and cultivation works to be undertaken,
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
 - 1.d A phasing plan, setting out the order and timing in relation to the delivery of each block and the overall site, including interim landscaping proposals for uncompleted phases of the development.
2. Details of Hard Landscaping
 - 2.a Refuse Storage, covered and secure
 - 2.b Cycle Storage covered and secure for 125 bicycles.
 - 2.c Means of enclosure/boundary treatments
 - 2.d Car Parking Layouts for 99 parking spaces

2.e Hard Surfacing Materials

2.f External Lighting

2.g Other structures

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.

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)

21 NONSC Non Standard Condition

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

REASON:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

22 NONSC Non Standard Condition

Prior to the commencement of development a construction air quality action plan shall be submitted to and approved in writing by the Local Planning Authority. The action plan shall set out the methods to minimise the adverse air quality impacts from the construction of the development. This scheme should include (but not limited to) clear demonstration of the use of low emission vehicles and machinery by the relevant contractor, and confirmation of how environmentally aware driver training methods will be utilised (i.e. no idling, avoiding peak times for construction lorries etc). The construction must be carried out in accordance with the approved plan.

REASON

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

23 NONSC Non Standard Condition

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

REASON

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

24 NONSC Non Standard Condition

Prior to commencement of development a scheme for protecting the proposed residential units from external air pollution shall be submitted and approved by the Local Planning Authority. The development must proceed in accordance with the approved scheme and completed prior to occupation. The development shall retain the air pollution protection measures throughout the lifetime of the development.

REASON

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

25 NONSC Non Standard Condition

Prior to commencement of the development full specifications of the CHP unit shall be submitted to and approved in writing by the Local Planning Authority. The specifications shall demonstrate the use of the least polluting CHP system appropriate with and the relevant NOx emissions, the designs of the flue to reduce impacts to residents and further pollution abatement technology to ensure the CHP has minimal air quality impacts. The development must proceed in accordance with the approved scheme.

REASON

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

26 NONSC Non Standard Condition

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

REASON:

To ensure that the amenity of the occupiers of the proposed residential development is not adversely affected by road traffic, air traffic and other noise in accordance with policy OE5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and London Plan (July 2011) Policy 7.15

27 NONSC Non Standard Condition

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

REASON:

To safeguard the amenity of surrounding areas in accordance with policy OE5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)

28 NONSC Non Standard Condition

No development shall take place until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated up to and including the 1 in 100 year critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include provision of on-site surface water storage to accommodate the critical duration 1 in 100 year storm event, with an allowance for climate change.

REASON

1. The site is adjacent to a Local Wildlife Site (LWS) - Ickenham Marsh Complex. There should be no detriment to this LWS (also identified as a site of Grade 1 Borough importance) by this development, and where possible, there should be betterment of the LWS. The addition of green or brown roofs to this development will provide benefits for biodiversity on the site, and provide some green buffering between the adjacent LWS and the development. This is in line with Policies EC1, EC3 and EC5 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

2. To prevent flooding on-site and off-site by ensuring the satisfactory storage of and/or disposal of surface water from the site using appropriate sustainable drainage techniques, in accordance with Policy OE8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

29 NONSC Non Standard Condition

Prior to commencement of the development, an Interim certificate showing the development complies with Level 4 of the Code for Sustainable Homes will be submitted and approved in writing by the Local Authority. The certificate must be signed by a valid code assessor and issued by one of the licensed Code for Sustainable Homes approval bodies.

REASON

To ensure the development meets the sustainable design aims of the Council and London Plan Policy 5.13.

30 NONSC Non Standard Condition

Prior to the occupation of the development a completion certificate showing the development complies with Code 4 of the Code for Sustainable Homes will be submitted and approved in writing by the Local Authority. The certificate must be signed by a valid code assessor and issued by one of the licensed Code for Sustainable Homes approval bodies.

REASON

To ensure the development meets the sustainable design aims of the Council and London Plan Policy 5.13.

31 NONSC Non Standard Condition

Prior to the commencement of development a plan showing provision for electric charging points to serve 20% of all car parking spaces should be submitted to and approved in writing by the Local Planning Authority. A further 20% should be adequately serviced to allow for the future installation of further charging points. The plan shall set out the location of the charging points, the chosen technology and clear presentation of how the bays will be marked and review mechanism of the use and increase of active EVCPs. The development shall proceed in accordance with the approved plan.

REASON

To provide car parking for electric vehicles to help tackle air quality impacts and meet the climate change challenges in accordance with Policy 6.13 of the London Plan.

32 NONSC Non Standard Condition

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

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

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

REASON

Heritage assets of archaeological interest survive on the site. The Local Planning Authority wishes to secure the provision of archaeological investigation and the subsequent recording of the remains prior to development, in accordance with recommendations given by the borough and in the NPPF.

33 NONSC Non Standard Condition

No development shall take place until details of the internal layout of the proposed units have been submitted to and approved in writing by the Local Planning Authority.

REASON

To ensure that good environmental conditions are provided for future occupiers and to

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

INFORMATIVES

1 I1 Building to Approved Drawing

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

2 I10 Illustrative Drawings

You are reminded that the indicative floor plans submitted with the application are for illustrative purposes only and do not form part of the application for which permission is hereby granted.

3 I11 The Construction (Design and Management) Regulations 1994

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

4 I14 Installation of Plant and Machinery

The Council's Commercial Premises Section and Building Control Services should be consulted regarding any of the following:-

The installation of a boiler with a rating of 55,000 - 1¼ million Btu/hr and/or the construction of a chimney serving a furnace with a minimum rating of 1¼ million Btu/hr;
The siting of any external machinery (eg air conditioning);

The installation of additional plant/machinery or replacement of existing machinery.

Contact:- Commercial Premises Section, 4W/04, Civic Centre, High Street, Uxbridge, UB8 1UW (Tel. 01895 250190). Building Control Services, 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

5 I14C Compliance with Building Regulations Access to and use of

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

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

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

You may also be required make provisions to comply with the Disability Discrimination Act 1995. The Act gives disabled people various rights. Under the Act it is unlawful for employers and persons who provide services to members of the public to discriminate

against disabled people by treating them less favourably for any reason related to their disability, or by failing to comply with a duty to provide reasonable adjustments. This duty can require the removal or modification of physical features of buildings provided it is reasonable.

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

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

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

6 115 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

You are advised to consult the Council's Environmental Protection Unit (www.hillingdon.gov.uk/noise Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

7 117 Communal Amenity Space

Where it is possible to convey communal areas of landscaping to individual householders, the applicant is requested to conclude a clause in the contract of the sale of the properties reminding owners of their responsibilities to maintain landscaped areas in their ownership

and drawing to their attention the fact that a condition has been imposed to this effect in this planning permission.

8 I18 Storage and Collection of Refuse

The Council's Waste Service should be consulted about refuse storage and collection arrangements. Details of proposals should be included on submitted plans.

For further information and advice, contact - the Waste Service Manager, Central Depot - Block A, Harlington Road Depot, 128 Harlington Road, Hillingdon, Middlesex, UB8 3EU (Tel. 01895 277505 / 506).

9 I19 Sewerage Connections, Water Pollution etc.

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

Building Control Service - 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

10 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.

11 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).

12 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.

13 I24 Works affecting the Public Highway - General

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

14 I43 Keeping Highways and Pavements free from mud etc

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

15 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).

16 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
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM17	Provision of short stay off-street parking space for town centres
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM3	Proposals for new roads or widening of existing roads
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE26	Town centres - design, layout and landscaping of new buildings
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
EC2	Nature conservation considerations and ecological assessments
EC3	Potential effects of development on sites of nature conservation importance
EC5	Retention of ecological features and creation of new habitats
H4	Mix of housing units
H5	Dwellings suitable for large families
LE6	Major officer and other business proposals in town centres
OE1	Protection of the character and amenities of surrounding properties and the local area
OE2	Assessment of environmental impact of proposed development
OE5	Siting of noise-sensitive developments
OE7	Development in areas likely to flooding - requirement for flood

	protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OL5	Development proposals adjacent to the Green Belt
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation leisure and community facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
LPP 5.1	(2011) Climate Change Mitigation
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 5.16	(2011) Waste self-sufficiency
LPP 5.3	(2011) Sustainable design and construction
LPP 5.6	(2011) Decentralised Energy in Development Proposals
LPP 5.7	(2011) Renewable energy
LPP 6.11	(2011) Smoothing Traffic Flow and Tackling Congestion and reducing traffic
LPP 6.12	(2011) Road Network Capacity
LPP 6.13	(2011) Parking
LPP 6.3	(2011) Assessing effects of development on transport capacity
LPP 6.5	(2011) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2011) Cycling
LPP 7.14	(2011) Improving air quality
LPP 7.15	(2011) Reducing noise and enhancing soundscapes
LPP 7.16	(2011) Green Belt
LPP 7.2	(2011) An inclusive environment
LPP 7.21	(2011) Trees and woodland
LPP 7.5	(2011) Public realm
LPP 7.8	(2011) Heritage assets and archaeology
LPP 8.2	(2011) Planning obligations

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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.

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In accordance with the provisions of the NPPF, the Local Planning Authority has actively engaged with the applicant both at the pre application and application stage of the planning process, in order to achieve an acceptable outcome. The Local Planning Authority has worked proactively with the applicants to secure a development that improves the economic, social and environmental conditions of the area. In assessing and determining the development proposal, the Local Planning Authority has applied the presumption in favour of sustainable development. Accordingly, the planning application has been recommended for approval.

19 147 Damage to Verge

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

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

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

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises an 'L' shaped piece of land 1.25 hectares in extent. The northern arm was formerly the eastern part of the Master Brewer Hotel site, a public house/motel with 106 bedrooms, conferencing and restaurant facilities and 200 parking spaces. The southern section of the application site, fronting Freezeland Way, is Council owned land. The site is close to Hillingdon Underground Station and falls within the North Hillingdon Local Centre.

Currently, the Master Brewer site comprises hard standing and semi mature vegetation. Semi-mature and mature boundary planting envelope the site on each of its boundaries. Vehicular access to the site is provided via an entrance/exit point onto Freezeland Way, which has been blocked with temporary concrete bollards and fencing.

The site is broadly flat but inclines at its boundary adjacent to Long Lane (approximately 2.5 metres) and declines to the embankment adjacent to the A40 (approximately 3 metres). Following demolition of the former Master Brewer Hotel and associated buildings, the site is currently derelict and awaiting redevelopment.

Immediately to the west of the site the remaining part of the Master Brewer site and Long Lane/A437, beyond which is a vacant site which lies adjacent to Hillingdon Station and benefits from planning permission for a 5 storey office development measuring 11,574 sq.m and 289 car parking spaces. This permission has been partially implemented by the construction of a roundabout and associated access. A cocurrent planning application for a retail led mixed use development has been submitted on this adjacent site and is reported on this agenda.

To the south of the site is Freezeland Way and beyond this, the North Hillingdon Local

Centre. Green Belt land is located to the east of the site.

The site is approximately 200 metres east of Hillingdon London Underground Station. This station is adjacent to TfL bus routes and coach stops which provide services to Uxbridge, Oxford and Ickenham. The site has a Public Transport Accessibility Level of 3 (PTAL).

The wider built environment is characterised by predominantly 2/3 storey detached and semi detached residential and commercial properties.

3.2 Proposed Scheme

Outline planning permission is sought for the erection of 5, part 4, part 5 storey blocks to provide 125 residential units (Use Class C3) with 99 car parking spaces and 150 cycle parking spaces and associated highways alterations, together with associated landscaping. Layout, scale, means of access and landscaping are to be determined at this stage. Appearance is a matter to be reserved for future determination, although illustrative plans have been provided to demonstrate that policy standards can be met.

The proposal comprises of the following elements:

The 125 residential units are proposed in blocks A to E which are located to the east and south of the associated commercial application site for a superstore, retail units and hotel. Each block would be 4 storeys in height with a 5th. storey set back from the road frontage (Blocks C, D and E) and from the Green Belt Boundary (Blocks A and B).

The scheme proposes 2050 sq.m of private amenity space and 2310 sq.m public amenity space.

It is intended that the residential area will be served via a separate access, at the south east corner of the associated foodstore car park. approximately 120 metres east of the western commercial site access. Pedestrian and cycle access to all proposed land uses will be provided through the site from the signalised pedestrian crossings at the Hillingdon Circus junction. A shared cycle/footway and an informal refuge crossing at the western site access is proposed.

External Highway Improvements

The proposals include highway alterations designed to improve the operation of the Hillingdon

Circus junction. These changes are summarised below:

- Re-introduction of the right turn for traffic at the Hillingdon Circus junction from the Long Lane northbound approach.
- Modifying the existing right turn into the western site access for traffic coming from the A40 westbound.
- Introduction of an additional right turn lane for right turning traffic at the Hillingdon Circus junction from the Long Lane southbound approach.
- Narrowing of the island to the west of the Hillingdon Circus junction, to allow provision of two westbound traffic lanes on Freezeland Way to the west of the Hillingdon Circus junction
- Provision of one dedicated on-street coach bay on Freezeland Way, immediately east of the proposed site access for the Hotel land use.
- Provision of an informal pedestrian refuge crossing at the western site access; and
- Provision of a shared cycle/footway into the site from the western site access towards

the proposed Tesco store and retail units.

Landscape

A site wide landscape strategy has been submitted to address the redevelopment of the entire site, which is underpinned by four key principles:

- Creation of a gateway entrance to the site adjacent to Hillingdon Circus;
- Establishment of an urban edge along Freezeland Way and Long Lane;
- Creation of an appropriate landscape setting adjacent to the Green Belt; and
- Provision of safe, attractive and effective amenity space for residents.

Boundary Planting

The belt of existing tree and shrub planting along the site's western boundary adjacent to Long Lane falls within TfL land outside of the application boundary and is not affected by the proposals. It is proposed to extend this planting south towards Hillingdon Circus junction through new planting at the south-west corner of the application site. The existing and proposed planting will screen the hotel car park and servicing areas/back of house associated with the foodstore and independent retail units.

The existing hedgerow along the northern boundary will be retained and enhanced through management and re-planting, to maintain and enhance its role in screening the site from the A40. It is proposed that selective thinning, coppicing, re-planting and supplementary tree and hedgerow planting will take place along the site's eastern boundary.

Off Site Planting

The scheme includes provision of a woodland buffer to be planted on the adjacent Green Belt land, to further supplement the existing eastern boundary planting. This will be secured through a Section 106 Agreement, in the event of an approval.

The application is supported by a number of supporting documents which are summarised below:

- Design & Access Statement, including Visual & Landscape Assessment

This Statement accompanies the full and outline applications in respect of the comprehensive redevelopment of the wider site.

This document provides an assessment of the existing site, its history and the evolution of the various design proposals for its redevelopment, culminating in the current scheme. This document explains the relationship of the site to the surrounding areas and how this context has informed and the proposals to ensure compatibility within the local context.

- Planning Statement

This Statement has been submitted in support of full (commercial) and outline (residential) planning applications. The Statement establishes planning policy context and identifies the principal issues arising from the proposals. The statement concludes that the proposals represent a significant opportunity to re-use a vacant brownfield site to create a sustainable and well-designed scheme which contributes towards the delivery of housing within the Borough and improves the vitality and viability of North Hillingdon Local Centre. .

- Daylight & Sunlight Assessment

The study has been undertaken by preparing a three-dimensional computer model of the site and surrounding buildings and analysing the effect of the proposed development on the daylight and sunlight levels received by the neighbouring buildings. The analysis seeks to demonstrate that the proposed development would have no discernable effect on the daylight and sunlight amenity enjoyed by the residential properties on Freezeland Way.

- Energy Statement

The Statement assesses the energy efficiency, low carbon and renewable energy technologies that could be utilised to reduce the carbon footprint of the proposed mixed use development. This report seeks to demonstrate how a variety of technologies could be incorporated into the design to reduce the CO2 emissions of the proposed mixed use development, representing a CO2 saving of 45%. In line with the adopted energy hierarchy, decentralised gas fired reciprocating engine CHP units are considered for the development. Air Source Heat Pumps are also considered to meet the complete space conditioning demands of the General retail units.

- Sustainable Design & Construction Statement

The Statement comments on the environmental impacts and how they relate to environmental sustainability policies within the report. The Statement concludes that the reuse of this brownfield site will realise its potential and contribute to reducing the need for construction on previously undeveloped land (Greenfield land) which might result in a net loss of green space, a negative impact on flora and fauna, and/or a negative impact on infiltration rates or flooding. The proposed development accords Sustainable Design and Construction policies in the London Plan.

- Potable Water Strategy

This Potable Water Strategy provides a context review of key potable water minimisation policies and specific sustainability considerations that are relevant to the site and addresses the issues of potable water minimisation and water reuse within the development.

- Lighting Impact Assessment

This report considers the effects of the proposal on the amenity of residents of nearby dwellings from artificial lighting within the scheme. The report concludes that the proposed mitigation measures will ensure that any lighting impact to the local residents and environment will be reduced to minor adverse at worst case, for all areas of lighting.

- Site Statutory & Site Utilities Services Investigations

This report provides information on the services and plant/apparatus belonging to the various service providers and utility companies currently serving the site to be developed. Outlined in this report is a strategy for dealing with the site utility services.

- Air Quality Assessment

The key objectives of the air quality assessment are:

- Construction Effects: to evaluate the effects from fugitive dust and exhaust emissions

associated with construction activities and a recommendation of appropriate mitigation measures;

- Operational Effects: to describe the significance of the potential air quality effects resulting from changes in traffic flow characteristics on the local road network due to the operation of the Proposed Development and emissions from the proposed gas-fired Combined Heat and Power (CHP) plant, with due regard for the potential air quality effects on the AQMA; and
- Site Suitability: to determine the environmental suitability of the Proposed Development site for its proposed uses, with regard to the appropriate air quality criteria.

The assessment of air pollution during the construction phase such as dust generation and plant vehicle emissions suggests that the impacts are likely to be in the medium risk category but are predicted to be of short duration and only relevant during the construction phase. Implementation of mitigation measures set out in the London Best Practice Guide should reduce the impact of construction activities to low risk. Changes in pollutant concentrations associated with the operation phase are expected to be negligible and the site is deemed to be suitable for its proposed uses. Overall the assessment concludes that effects are not deemed significant and there are no constraints to the development in the context of air quality.

- Archaeological Assessment

This report comprises an update of the original assessments, following design scheme changes and based upon current (July 2011) standards, guidance, policy background (e.g. PPS 5 etc.) and archaeological knowledge.

- Phase 1 Environmental Risk Assessment

Based on the observations recorded and the information collated and reviewed as part of this Risk Assessment the site is considered to be suitable for its proposed use from a ground contamination perspective.

- Acoustic Assessment

The objective of the assessment is to determine how noise that may be generated as a result of the proposal would affect the amenities of existing and future residents and how existing road traffic noise would affect the residential element of the proposed scheme.

The assessment concludes that with appropriate mitigation measures the development could proceed without the likelihood of subsequent operations harming the amenity of existing or proposed residential dwellings by reason of noise on the basis of a 24 hour trading and servicing operation.

- Transport Assessment

The report provides a comprehensive description of the existing highway, pedestrian and cycling conditions in the study area, including a site description, existing traffic conditions, an accident analysis, and assessments of the existing public transport, walking and cycling networks and alternative car parking within the study area. The report summarises the relevant national, regional and local policies where they relate to the proposed development, sets out the quantum and type of development proposed for the site, including the residential mix, level of on-site parking provision and delivery and servicing arrangements. It also sets out the methodology used in deriving the trip

generation, the modal split and the distribution used in this assessment.

Chapter 6 assesses the impact of the development on the highway network, while chapter Chapter 7 assesses the impact of the development on the public transport network, pedestrian environment and cycling network. Chapter 8 provides a car parking management strategy, while Chapter 9 considers the transport impact of the construction phases of the development. Chapter 10 considers the sustainability of the development, targets for modal shift and discusses the site's Travel Plan and Delivery and Service Plan.

Chapter 11 summarises the key findings and concludes the report. The main findings are:

- i) The proposed development scheme is acceptable in terms of traffic impact and the Hillingdon Circus traffic still operates well as part of the busy strategic road network;
- ii) The proposed scheme is a highly sustainable development with good access to bus services and the underground system;
- iii) Site parking provision is within the standards required, providing adequate car parking which will function as an additional car park for the primary shopping frontage on Long Lane and providing electric vehicle charging points supporting the standards sought in the draft replacement London Plan;

The proposed development fully complies with local and national policy by encouraging the use of public transport, cycling and walking modes, thereby minimising development related private car journeys.

- Transport Assessment Vol 2 Appendices
- Addendum Transport Assessment VN50286 | February 2013
- Framework Travel Plan

The purpose of this document is to provide an outline strategy for sustainable travel to and from the Master Brewer site as a whole, by providing an overarching travel plan strategy and recommending measures geared towards instigating a modal shift away from the private car. This travel plan also acts as the full travel plan for the residential portion of the site, including targets and a detailed package of measures. Separate travel plans have been prepared for the hotel and the food store.

- Final Addendum Transport Assessment VN50286 | March 2013

This Addendum Transport Assessment study has assessed the cumulative traffic and transport impacts of the proposed comprehensive redevelopment of the Master Brewer Site and the Hillingdon Circus Mixed use development. A capacity analysis has been carried out in order to determine the likely impact of the proposals on the local highway network. This assessment has used trip rates provided by LBH and they are considered to be highly robust.

Even when assuming a robust case scenario, it has been determined from this assessment that the proposed Hillingdon Circus traffic signal junction improvements, will operate satisfactorily. The analysis also shows that the traffic impact on the rest of the study area will be acceptable.

- Flood Risk Assessment

This report provides a Site Specific Flood Risk Assessment (FRA) and surface water drainage strategy for the proposed redevelopment. It is concluded that any increase in surface water run off can be managed on site through SUDS techniques. The Flood Risk Assessment has: Assessed the risk posed to the site from flood events; Assessed the risk posed to the site from the site storm water generation and the site storm water runoff management; Assessed the risk the site poses to increase in flooding elsewhere. The FRA seeks to demonstrate that by mitigating for the consequences of flooding by incorporating measures to accommodate flood risk within the development and by providing a sustainable surface water drainage strategy the proposed development does not pose any flood risk.

- Statement of Community Involvement

This report details the consultation process and community response to plans for redevelopment of the Master Brewer site. Key issues identified are as follows:

- Local people were concerned about congestion on local roads which was considered to be poor
- The future of local shops with the opening of a Tesco store
- Some residents were concerned at the impact of housing on local services
- Many people were interested in jobs and whether these could be guaranteed to the local community
- Residents wanted to see local facilities and a restaurant/bar was popular at the drop-in exhibition. Some asked whether a hotel was needed
- Respondents wanted to ensure that the greenbelt next to the site was protected and designs sympathetic to the area

- Arboricultural Survey and Impact Assessment

The purpose of the Assessment is to produce a base inventory of the tree stock, advise on any safety issues, calculate BS root protection areas and produce a Tree Constraints Plan that can be used for advising potential development layouts.

- Phase 1 Habitat Survey

The work consisted of a desk review of available data, a field survey to assess the site and surrounding habitats and the production of an ecological report. Habitats on site were found to be currently of limited ecological value, though a non-statutory conservation site is present immediately to the east. Efforts should be made to protect this during the proposed redevelopment.

The site has potential to support a range of protected species including bats, amphibians, reptiles and stag beetles. Further surveys are recommended to confirm if indeed these animals are present and determine the need for mitigation and/or enhancement. Nesting birds are also likely to be present on site, and recommendations are made to avoid impacts.

Species of Cotoneaster, an invasive plant now listed on Schedule 9 of the Wildlife and Countryside Act, are also present on site. Recommendations are made to avoid spreading these plants.

- Ecology Report

The report documents the findings of the Phase 2 survey work for bats, Great Crested Newt, reptiles and Stag Beetle, and includes recommendations for mitigation measures where appropriate. Finally, opportunities for ecological enhancement and beneficial management are proposed with reference to national and local Biodiversity Action Plans (BAPs). Based on the evidence obtained from detailed ecological survey work and with the implementation of the recommendations set out in this report, no ecological designations, habitats of nature conservation interest or any protected species would be significantly harmed by the proposals.

· ENVIRONMENTAL IMPACT ASSESSMENT

Since the first submission of applications by the applicant on the site in July 2011, a planning application has also been submitted in relation to a retail-led development on nearby land to the west (Hillingdon Circus). A request for a Screening Opinion in relation to this proposal was submitted to LBH on 14 October 2011, with an opinion subsequently issued on 1st November 2011 which required Environmental Impact Assessment of the potential cumulative impacts arising from development on both sites.

The applicants requested a Screening Direction from the Secretary of State in order to confirm the situation with regard to the need for EIA in relation to the 2012 applications, in the light of the Hillingdon Circus proposals. The Secretary of State's Direction, dated 3 December 2012 confirmed that the proposals constitute EIA development. Whilst the SoS did not consider there to be any significant environmental effects regarding use of natural resources; production of waste; risk of accidents; or landscapes of historical, cultural or archaeological significance, he did consider that the environment was sensitive in terms of traffic and air quality. In addition, the SoS makes specific reference to the proposed Hillingdon Circus development, and the potentially cumulative impacts from both developments on traffic and air quality. On balance, he therefore concluded that EIA should be carried out in relation to these proposals.

This application, together with the associated outline application for residential development is therefore subject to EIA and a full Environmental Statement has been submitted. Individual environmental topics covered are as follows:

Townscape & Visual Change, Traffic & Transport, Air Quality, Noise and Vibration, Daylighting, Sunlighting, Overshadowing and Solar Glare, Ecology and Nature Conservation, Ground Conditions and Contamination, Surface Water Drainage & Flooding, Cultural Heritage and Socio Economic Effects.

3.3 Relevant Planning History

Comment on Relevant Planning History

2004 - outline application (reference; 4266/APP/2004/2715) was submitted for the redevelopment of the site to provide a comprehensive mixed use scheme comprising class A1 food store (8,819m²), 4 retail units (805m²) and retail parking for 538 vehicles, plus 220 residential units including affordable housing and parking for 230 vehicles, highway alterations to Long Lane and Freezeland Way including new access to the site off Freezeland Way (involving demolition of the Master Brewer Motel). The application was refused on 23 December 2004 for a total of 12 reasons which are summarised as follows;

- The impact of the proposed foodstore on the vitality and viability of North Hillingdon Local centre by virtue of the scale of development proposed and the proportion of comparison goods.
- The overdevelopment of the site and adverse impact on the existing street scene and openness and visual amenity of the adjacent Green Belt by virtue of the overall scale,

density, site coverage and lack of landscape screening.

- Inadequate housing provision for persons with disabilities.
- Inadequate cycling facilities.
- Insufficient provision towards affordable housing, education, health, community facilities, leisure facilities, public transport, town centre and environmental/public open space improvements.
- Creation of a poor residential environment by virtue of the proximity to the A40 and overlooking to the roof servicing areas in terms of noise and outlook.
- Inadequate provision towards the storage of refuse and recyclables.
- Inadequate provision towards affordable family units.
- Failure to provide sufficient supporting evidence of trip generation associated with the proposed development.
- Failure to make provision towards energy efficiency measures and renewable energy technology and the associated impact on air quality (2 reasons); and
- Inadequate provision towards amenity space for residential occupants

2005 - duplicate applications in outline form (Reference: 4266/APP/2005/2978 & 4266/APP/2005/2979) were submitted for the erection of a Spenhill superstore (7,673 m²), 1,244m² of additional space for A1, A2, A3, A4 or D1 uses within the Use Classes Order, Car parking for 409 cars, 205 residential apartments, including affordable housing, together With 205 car parking spaces, highway alterations and landscaping and the demolition of the Master Brewer Hotel. Application 4266/APP/2005/2978 was refused on 14/6/2006 for the following reasons:

- The detrimental impact of the proposed foodstore on the borough s retail hierarchy by virtue of scale and the failure of the Retail Assessment to demonstrate qualitative or quantitative need and undertake a robust sequential site analysis.
- The overdevelopment of the site and adverse impact on the existing street scene and openness and visual amenity of the adjacent Green Belt by virtue of the overall scale, density, site coverage and lack of landscape screening (subsequently dropped at inquiry).
- Insufficient provision towards town centre and environmental/public open space improvements and recycling and community safety.
- Failure to demonstrate that the arising traffic generation can be adequately accommodated within the adjoining highway network; and
- The cumulative impact of the proposals in the event the adjacent IKEA site was granted planning permission (subsequently dropped at inquiry).

Duplicate application 4266/APP/2005/2979 was the subject of an appeal for Non determination. The Council subsequently resolved that if they had the power to do so the application would have been refused for the above-mentioned reasons. It should be noted that during the inquiry process the Council's reasons for refusing the application in respect of Green Belt and cumulative impact were removed. The appeal was subsequently withdrawn in January 2007.

The following applications were submitted on 08-08-11 and are awaiting determination.

- A full application ref: 4266/APP/2011/2034 for a Mixed use redevelopment comprising the erection of a foodstore, measuring 3,312 sq.m (GFA) (use class A1), with 198 car parking spaces and 32 cycle spaces; an additional 3 retail units, measuring 1,034 sq.m (GFA), (use class A1 to A5); a safer neighbourhoods unit, measuring 100 sq.m (GFA) (use class D1); an 84 bed hotel (use class C1) and 22 car parking spaces and 4 cycle spaces;
- Outline Planning application ref: 4266/APP/2011/2035 for 53 residential units (use class C3) with 56 car parking spaces and 60 cycle parking spaces and associated highways alterations together with landscape improvements.

4. Planning Policies and Standards

Of note is site specific Local Plan Part 2 Policy PR23.

On land at Hillingdon Circus delineated on the proposals map the Local Planning Authority will pursue the following objectives;

A. Within the Green Belt:-

- (i) reinforce and enhance the Green Belt landscape to improve its visual function;
- (ii) improve access to freezeland covert to promote open space of recreational value;
- (iii) secure effective management, including planting of woodland at freezeland covert and the pond;
- (iv) enhance ecological and wildlife interest on land west of freezeland covert;
- (v) enhance pedestrian access between the green belt areas east and west of long lane;

B. Within the developed area:-

- (vi) secure substantial planting and landscaping in association with any development;
- (vii) promote a mix of uses that takes advantage of the north-south and east-west communication network to serve community and borough wide interests;
- (viii) secure the provision, where appropriate, of leisure/social/community facilities;
- (ix) environmental improvements and landscaping as necessary to enhance the local shopping and residential environment; and

Architecture and design which maintains a satisfactory relationship with nearby residential properties, Hillingdon Circus, the Green Belt and surroundings from which it is prominent.

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.CI1 (2012) Community Infrastructure Provision
- PT1.E5 (2012) Town and Local Centres
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM11 (2012) Sustainable Waste Management
- PT1.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains
- PT1.EM4 (2012) Open Space and Informal Recreation
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM7 (2012) Biodiversity and Geological Conservation
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.H1 (2012) Housing Growth
- PT1.H2 (2012) Affordable Housing

- PT1.HE1 (2012) Heritage
- PT1.T1 (2012) Accessible Local Destinations
- PT1.T3 (2012) North-South Sustainable Transport Links

Part 2 Policies:

- AM1 Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons
- AM17 Provision of short stay off-street parking space for town centres
- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM3 Proposals for new roads or widening of existing roads
- AM8 Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
- BE13 New development must harmonise with the existing street scene.
- BE18 Design considerations - pedestrian security and safety
- BE19 New development must improve or complement the character of the area.
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE23 Requires the provision of adequate amenity space.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- BE26 Town centres - design, layout and landscaping of new buildings
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- EC2 Nature conservation considerations and ecological assessments
- EC3 Potential effects of development on sites of nature conservation importance
- EC5 Retention of ecological features and creation of new habitats
- H4 Mix of housing units
- H5 Dwellings suitable for large families
- LE6 Major office and other business proposals in town centres
- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE2 Assessment of environmental impact of proposed development
- OE5 Siting of noise-sensitive developments
- OE7 Development in areas likely to flooding - requirement for flood protection measures
- OE8 Development likely to result in increased flood risk due to additional surface water

- run-off - requirement for attenuation measures
- OL5 Development proposals adjacent to the Green Belt
- R16 Accessibility for elderly people, people with disabilities, women and children
- R17 Use of planning obligations to supplement the provision of recreation, leisure and community facilities
- T4 Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements
- HDAS-LAY Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
- LDF-AH Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
- LPP 5.1 (2011) Climate Change Mitigation
- 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 5.16 (2011) Waste self-sufficiency
- LPP 5.3 (2011) Sustainable design and construction
- LPP 5.6 (2011) Decentralised Energy in Development Proposals
- LPP 5.7 (2011) Renewable energy
- LPP 6.11 (2011) Smoothing Traffic Flow and Tackling Congestion and reducing traffic
- LPP 6.12 (2011) Road Network Capacity
- LPP 6.13 (2011) Parking
- LPP 6.3 (2011) Assessing effects of development on transport capacity
- LPP 6.5 (2011) Funding Crossrail and other strategically important transport infrastructure
- LPP 6.9 (2011) Cycling
- LPP 7.14 (2011) Improving air quality
- LPP 7.15 (2011) Reducing noise and enhancing soundscapes
- LPP 7.16 (2011) Green Belt
- LPP 7.2 (2011) An inclusive environment
- LPP 7.21 (2011) Trees and woodland
- LPP 7.5 (2011) Public realm
- LPP 7.8 (2011) Heritage assets and archaeology
- LPP 8.2 (2011) Planning obligations

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **7th August 2012**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

The application has been advertised under Article 13 of the Town and Country Planning General Development Management Order 2010 as a Major Development. 1,720 surrounding property owners/occupiers have been consulted. At the time of writing the report, 62 letters have been received objecting on the following grounds:

1. Increased traffic to the area
2. Traffic will predominantly come from outside the area further decreasing the quality of the streets that are already tired and in need of a complete overhaul
3. The development is too large for area.
4. This site is below a flight path
5. There is not enough parking space allocated
6. No family homes
7. No GP, dental, school, parking area or playing area for children and local gym
8. You already have recently sufficient flats developed in Brackenbury Village which have not fully completed development
9. This proposal together with similar proposal will degrade this area increase risk of traffic, accidents due to the proposals
10. Local school Doug Marty School on Long has frequent encounters with fast moving traffic for which school children have had near misses. Also there has been risk to traffic coming in and out of Gilbey Close
11. Increasing noise and air pollution
12. This planned development of the Master Brewer site will cause added traffic chaos on the A40 and slip roads leading to Hillingdon Circus.
13. Furthermore, the already daily traffic jams in Long Lane and Hercies Road and adjoining streets off Long Lane.
14. Traffic noise and pollution will result
15. The planned development is far too expansive.
16. It will have a deleterious effect on the local area and spoil the skyline.
17. taken with the other application for the site - gross over development which the transport infrastructure cannot accommodate and gridlock will result
18. High rise 5 storey blocks will totally dominate the area.
19. 125 resident units with only 99 car parking places unacceptable
20. Where will the residents park?
21. The proposed development will be harmful to the local businesses and environment, and cause further congestion in an area already overloaded with traffic, damaging amenity for local residents as well as travellers in general.
22. We do not need social housing or yet another superstore in this location.
23. The Environmental Impact Assessment highlights the ex Air Force base - which is now housing , so therefore there is already in increase of traffic on long lane/ Ickenham Road
24. The Tesco site would just add more traffic
25. Object to the plans due to the sheer weight of traffic and pollution it will cause, together with strain on community resources like Doctors and Dentists
26. The access to and from the site is still via Long Lane and until this is addressed I will continue to oppose.
27. This site and the 'Morrisons' one the other side of the road should be considered together. Both have severe access problems so anything encouraging large traffic flows should be stopped. Both are trying to get far too much development on small areas of land.
28. Buildings of more than 2 storeys are out of character with the area and would dominate the skyline
29. Not too dense residential development with more parking and open/ green areas should be considered without all the commercial, traffic generating add ons
30. The density of the development is too great

31. Having such high blocks will not improve the landscape, even if the level of the development begins at a lower point than the neighbouring roads
32. Too many Cycle spaces
33. Access to the site from the East on Freezeland Way looks like an accident waiting to happen
34. Residential Blocks fronting Freezeland Way due to their Height would not be in keeping with the houses opposite
35. The visual appearance is uninspiring and lacking in character
36. The whole notion of having two large sites given over to intense usage of both a retail and residential nature is simply excessive in the context of an already heavily populated area and congested area
37. A 5 storey block seems some what out of character for that piece of land, the shops on the other corner being only 2 or 3 storeys.
38. More residents more strain on local amenities such as schooling and doctors surgeries
With the recent "Cala development" the area is becoming over populated and will reduce the "village" feel of Ickenham - which will in turn cause people to move away from the area
39. Inadequate car parking space during peak hours and when locations become popular and more well known, forcing traffic to local roads such as my road - Granville Road.
40. The residential blocks and Hotel are too high and are visually intrusive. They are much larger than the buildings in the surrounding area and would be overbearing
41. Is Tesco going to build and furnish a new surgery or even better, a new school?
How about something for the local community, we haven't got a decent bar or restaurant in this part of Hillingdon, a travel lodge would even be preferable, there are already train and coach facilities within walking distance
42. The schools are oversubscribed already and it would move the boundary for those who currently qualify for Ickenham schools, potentially preventing places being allocated to Hillingdon residences
43. The GP surgeries are already at the maximum and extra pressure added would not be acceptable
44. The area is already too densely populated
45. The height of the proposed development exceeds that of the buildings formerly present
The proposed alterations to the highways, specifically access to and from the proposed development, will have an adverse effect on road safety.
46. The majority of units will have one if not two cars which will mean a lot more street parking in the area
47. We ideally preferred the Morrison's proposal as it lead to a new shopping precinct as well
48. The plan is too ambitious and does not really support community needs.
49. I consider this site to be an unsuitable location for residential units given its close proximity to both the A40 and RAF Northolt

10 letters of support have been received.

1. The reduction in size of the store on site and other improvements to the design have gone as far as possible towards allaying my concerns.
2. Additional traffic is inevitable but I think this is the best plan to have emerged and I would now support it, having been against earlier submissions.
3. The site is currently an eyesore and desperately needs to be put to good use.

On 07-05-13 further consultations were undertaken, upon receipt of the an Environmental Impact Assessment and revised Transport Statement. 27 letters of objection were received.

A petition has also been received objecting to the Spennhill retail and housing applications from the Ickenham Residents Association.

As well as the consultations carried out by the Council, the applicants organised a public exhibition.

GREATER LONDON AUTHORITY

(NB: The Mayor has sent a joint response with respect to this application and the associated full commercial application elsewhere on this agenda. It is acknowledged that sections of the Stage 1 report contain commentary relating to both applications and should be read in this context).

The Mayor considers that the application does not comply with the London Plan, for the reasons set out in paragraph 142 of the above-mentioned report; but that the possible remedies set out in that paragraph could address those deficiencies.

The application represents EIA development for the purposes of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011. The environmental information made available to date has been taken into consideration in formulating these comments.

The Mayor observed, in particular, that the overall design of the scheme was most unimpressive and related poorly to the existing local centre and surrounding area. In its existing form, he considered that the hotel represented a missed opportunity to create a landmark building of exemplary design at the prominent and highly exposed Hillingdon Circus. He, therefore, requested that the applicant consider a complete review of the scheme, in order to achieve significant improvements in design quality prior to any further referral of the scheme back to him.

If your Council subsequently resolves to make an interim decision on the application, it must consult the Mayor again under Article 5 of the Order and allow him fourteen days to decide whether to allow the draft decision to proceed unchanged, or direct the Council under Article 6 to refuse the application, or issue a direction under Article 7 that he is to act as the local planning authority for the purpose of determining the application and any connected application. You should therefore send me a copy of any representations made in respect of the application, and a copy of any officer's report, together with a statement of the decision your authority proposes to make; and (if it proposed to grant permission) a statement of any conditions the authority proposes to impose and a draft of any planning obligation it proposes to enter into and details of any planning contribution.

GLA STAGE 1 REPORT (Summary)

London Plan policies on retail and town centre developments: visitor accommodation, housing, design, inclusive access, transport/parking, energy, ambient noise and air quality are relevant to this application. The application complies with some of these policies but not with others and on balance does not comply with the London Plan. The reasons and the potential remedies to issues of non-compliance are set out below.

Retail: The applicant should demonstrate how the proposed food store would be effectively integrated with the existing parade of shops within North Hillingdon local centre and address the implications of an upgrade in status of the centre within the strategic and borough wide arising from the cumulative impact of other known or potential retail developments.

Affordable housing: The financial viability appraisals, to which reference has been made in the affordable housing statement should be submitted for assessment and independent review. Should Hillingdon Council be minded to grant permission for this development, a copy of the appraisal and the results of the independent review commissioned by the council should be submitted to the GLA before any referral of this application back to the Mayor.

Housing choice: The applicant should review the low (7.2%) proportion of three bedroom units, for which specific need is identified in Policy H2 of the emerging Core Strategy and in line with the objectives set out in the revised London Housing Strategy.

Urban design: The layout of the scheme requires reconsideration to reduce the visual dominance of parking and service areas and their impact on the public realm, and to improve its relationship to the

existing local centre.

Inclusive design and access: Additional details should be provided to ensure an exemplary inclusive environment for residents and visitors to the scheme. The requirements include indicative floor plans of the proposed hotel; illustrations to demonstrate that the automated teller machines (ATMs) would comply with the relevant standard of accessibility; and details of the routes, crossing points, dropped kerbs and tactile paving to facilitate pedestrian access from the housing, bus stops, tube station etc to the site.

Transport: TfL requires a sensitivity test to ascertain the highways impact of the development in conjunction with the neighbouring application that has been submitted on land to the west of Long Lane. Further contributions towards extension of the U10 bus route, count down and improvements to the pedestrian environment should also be secured.

TRANSPORT FOR LONDON (TfL)

TfL (INITIAL COMMENTS) (summary)

This application follows on from previous applications submitted in 2011 (refs 4266/APP/2011/2034 and 4266/APP/2011/2035).

Car Parking

It is proposed that the retail units on site (both food and non-food) would be served by a 181 space car park, of which 7 spaces (4%) would be parent and child spaces and 20 spaces (11%) would be for blue badge users. In addition, 9 spaces (5%) would be provided with electric vehicle charging points (EVCPs), with passive provision for a further 27 spaces (15%). Separate to this, 18 car parking spaces and a coach parking space would be provided for the proposed hotel. This represents a reduction in retail car parking since the previous application, towards the level that TfL had agreed as appropriate at the pre-application stage (178 spaces). This is welcomed by TfL.

The residential application is non referable under the Mayor of London Order. A total of 99 residential car parking spaces will be provided (at a ratio of just under 0.8 spaces per unit), with 10% of spaces being wheelchair accessible. It was agreed at the pre-application stage that given the location and PTAL of the site this provision is acceptable. However, as per London Plan policy 6.13 Parking, 20% of all spaces must be for electric vehicles with an additional 20% passive provision for electric vehicles in the future.

A Car Park Management Strategy (CPMS) will be secured by condition on the application, and this is welcomed by TfL.

Trip Generation

TfL had previously raised a number of concerns with respect to the trip generation associated with the previous application, which remains unchanged for this application. However, the applicant subsequently submitted information that showed the trip generation provided a worst case assessment and as such this is accepted by TfL.

Highways Impact

As with trip generation, the latest submission addresses the concerns previously raised by TfL with respect to the modelling methodology. However, it is noted that the TA considers an office scheme to the west of Long Lane at Hillingdon Circus as committed development. It is understood that prior to the submission of this application, a new application was submitted for this site which includes provision of a food store, hotel and residential units. The impact of this on the local road network should be taken into account as a sensitivity test, although this should only be carried out once trip rates for this new development are agreed with the borough and TfL. This is to ensure that the application complies with London Plan Policy 6.12 Road Network Capacity.

Public Transport

At present, the U10 bus service serves Swakeleys Drive and Court Road (Hail & Ride section) to the north of Hillingdon station. It is around 800m walk from Hillingdon station to a boarding point for the route. TfL have in the past received requests from passengers for the service to be rerouted via Hillingdon station, although it has not been felt that demand has been sufficient in the past to justify this. Notwithstanding the comments on trip generation above, this development is likely to create sufficient additional demand in the area that the extension of this route becomes desirable, providing a bus link from the development to Ruislip and Ickenham to the north. It is anticipated that the U10 can be re-routed to Hillingdon station without requiring any additional vehicles, and as such the required mitigation from the development would just be to cover the cost of an additional driver on duty. However, since the 2011 application further feasibility work has been carried out on this option and the cost of the extension has now increased slightly to £50,000 a year for five years. In addition to this, there are two bus stops near the development site that could meet the criteria for a Countdown installation in the future and at which the development will generate additional demand. A s106 contribution towards the installation of Countdown is requested at £10,000 per stop, requiring a total s106 contribution of £270,000 towards mitigating the impact on bus services in line with London Plan Policy 6.2 Providing Public

Transport Capacity and Safeguarding Land for Transport.

The development is predicted to generate a relatively significant number of Underground trips in comparison to the number of passengers that use the station at present. However, we do not anticipate that this will cause any capacity issues at the station.

Coaches

It is noted and supported that a coach parking space will be provided to serve the hotel use on site. In addition the site is also served by two frequent express coach routes between London and Oxford; the Oxford Tube and Oxford Express (X90). TfL had previously requested that the developer improves both the access to and the waiting environment at the Oxford bound coach stop on Freezeland Way, as identified in the PERS audit which would also be of benefit to the wider community. It is understood that the applicant has been in discussions with the borough about this and this is welcomed by TfL.

Walking, Cycling and Accessibility

In addition to the pedestrian improvements identified within the TA, TfL would recommend that the Legible London way finding system is implemented as part of the development in order to strengthen links between the site, the existing shopping area on Long Lane and Hillingdon Underground station. This should form part of the s106 package for the development. TfL suggests implementation of 2 sign posts and a capped financial contribution of £30k. The proposed cycle parking provision is welcomed. However, all the non-residential units should have provision for showers and lockers for those members of staff who wish to cycle to work.

Travel Plan

TfL had previously highlighted that whilst the Travel Plan was generally of high quality, there were some minor issues that could be addressed to further improve it. Predominantly, TfL feel that the target relating to car use could and should be more ambitious, but it is accepted that at present these targets are only based on TRAVL data and as such may require revision following initial surveys in any case. As such, the Travel Plan is accepted in its current form for planning purposes.

Servicing and Construction

A Construction Logistics Plan (CLP) and Delivery and Servicing Plan (DSP) should both be secured for the site by condition. To this end, the section on Construction within the TA is welcomed although the CLP should also include mention of vehicle booking systems, the use of re-timed or consolidated construction vehicle trips, protection of vulnerable road users and using operators committed best practice as demonstrated by membership of TfL's

Freight Operator Recognition Scheme (FORS) or similar. The DSP should identify efficiency and sustainability measures to be undertaken once the site is operational, in order to minimise the impact of peak time deliveries on the network. Community Infrastructure Levy (CIL) The Mayor of London introduced his Community Infrastructure Levy (CIL) on 1 April 2012. Most development that receives planning permission after this date will be liable to pay this CIL. The proposed development is in the London Borough of Hillingdon, where the charging rate is £35 per square metre of floor space. Further details can be found at <http://www.london.gov.uk/publication/mayoral-community-infrastructure-levy>.

TfL comments on Addendum TA

TfL's previous comments on this scheme were in a letter dated 16th July 2012, which raised the need for a sensitivity test on highways capacity taking into account the Morrison's planning application at the neighbouring Hillingdon Circus site. This addendum TA includes this testing. The response also identified a need for contributions from any development on this site towards the extension of the U10 bus service to Hillingdon station, bus stop improvements, Legible London signage and improvements to the coach stop on Freezeland Way. It is expected that these will be secured as part of any consent. The addendum TA builds upon modelling included within the applicant's revised TA, submitted to Hillingdon at the end of last year. TfL did not have sight of this until last month and therefore haven't yet provided any comments upon it. It is understood that whilst the proposed development remains unchanged, the revised TA was produced in response to Hillingdon's request that consideration be given to the use of revised trip rates and modal splits which resulted in

increased development vehicle trips, as well as the use of 2008 highways data as a baseline which showed higher background flows than the 2009 data originally used methodology, both TEMPRO growth and flows from committed development have been added to the 2008 baseline to reach a 2016 opening year, which should result in a robust assessment.

Using this revised methodology, the 2016 baseline model (i.e. with growth but without development) shows a number of links operating above capacity, notably the right turn from Long Lane southbound into Freezeland Way in all peak periods, Long Lane northbound across all peak periods and Freezeland Way eastbound in the PM peak. Modelling undertaken in the revised TA also shows the southbound arm of the junction of Long Lane and the A40 eastbound on-slip operating over capacity, which although primarily an issue for Hillingdon may be of concern for TfL if it is felt that this could prevent drivers from accessing the A40.

The modelling then considers a 'with development' scenario, which also includes changes to the Long Lane / Freezeland Way junction and an increase in cycle times in all peak periods. As the pedestrian crossings are 'walk with traffic', this increase in cycle times is likely to be acceptable. Although several arms operate close to capacity and overall the junction performance is likely to be worse than in 2008, only one arm operates above capacity, the westbound right turn from Freezeland Way in the AM peak.

When traffic from the neighbouring Hillingdon Circus application is added to the network, a number of arms then operate above capacity, even with the changes proposed as part of the Tesco application. Further changes to the network have therefore been proposed, and the modelling shows that capacity on the network would then be similar to that without the Morrisons development coming forward (i.e. a number of arms operating close to capacity but only one arm in one time period operating over capacity). It is understood that Parsons Brinckerhoff will be auditing the modelling on behalf of Hillingdon and TfL, but Hillingdon will also need to satisfy themselves that the loss of landscaping outside the Morrisons store on Freezeland Way is acceptable, and TfL would also recommend the proposed layout is safety audited. In particular, TfL is not sure that two HGVs (as the worst case) could simultaneously make the right turn from Long Lane southbound into Freezeland Way now two right turn lanes are marked out, and appropriate swept paths should be

provided. It appears that for this to work there may need to be changes to the central reservation and the pedestrian crossing on Freezeland Way. If the changes are seen to be appropriate, a mechanism will need to be agreed by which the changes can be delivered should both schemes come forward, with appropriate responsibility for delivery being assigned between the two developers.

Given the above, although the submission of sensitivity testing relating to the proposed Morrisons development is welcomed, Hillingdon will need to satisfy themselves that the proposed changes are acceptable both in terms of highway capacity and safety. TfL will only be able to support the application moving forward if the proposals are seen to be deliverable.

NATS SAFEGUARDING

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Limited has no safeguarding objections to this proposal.

Please be aware that this response applies specifically to the above consultation based on the information supplied at the time of this application. If any changes are proposed to the information supplied to NERL in regard to this application (including the installation of wind turbines) which become the basis of a full, revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.

LONDON UNDERGROUND

I can confirm that London Underground Infrastructure protection has no comment to make on this planning application.

HEATHROW AIRPORT LTD

We have now assessed the updated Transport Assessment against safeguarding criteria and can confirm that we have no safeguarding objections to the proposed development.

ENVIRONMENT AGENCY

The Flood Risk Assessment provided by the applicant demonstrates that sustainable drainage techniques can be used on this site. However, the sustainable drainage systems (SuDS) hierarchy does not appear to have been followed. For example, green roofs, which are at the top of the SuDS hierarchy have been identified as a solution on site, but their use has then been ruled out without adequate explanation. The applicant should use the most sustainable drainage techniques as fully as possible across the site where it is possible to do so.

Condition

No development shall take place until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated up to and including the 1 in 100 year critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall also include provision of on-site surface water storage to accommodate the critical duration 1 in 100 year storm event, with an allowance for climate change.

Reason

The site is adjacent to a Local Wildlife Site (LWS) - Ickenham Marsh Complex. There should be no detriment to this LWS (also identified as a site of Grade 1 Borough importance) by this development, and where possible, there should be betterment of the LWS. The addition of green or brown roofs to this development will provide benefits for biodiversity on the site, and provide some green buffering between the adjacent LWS and the development. This is in line with your Unitary Development Plan (UDP) Saved Policies EC1, EC3 and EC5. Furthermore, to prevent flooding on-site and off-site by ensuring the satisfactory storage of and/or disposal of surface water from the site using appropriate sustainable drainage techniques. This is in line with your UDP Saved Policy OE8.

NICK HURD MP

I am writing to register my objection to both applications to construct supermarkets on the edge of Ickenham. In registering this objection, I believe that I am reflecting the view of many Ickenham residents who are opposed to these applications. From a planning perspective, the central concern is with the traffic consequences in an area which already suffers serious congestion problems at peak periods. In this context, the traffic assessments assume great importance. Unfortunately I understand from the Ickenham Residents Association that the process of drawing up these assessments may have been insufficiently rigorous. I understand that the first assessments were only rejected after the Residents Association had to physically walk officers up and down the affected roads at peak traffic points. I also understand that the new Tesco's assessment is just a technical note without visibility of the underlying model. Bizarrely I understand that it claims that the traffic situation will be improved by the addition of the Morrison's site. The latter have apparently just moved the proposed entrance/exit in a way which has not convinced residents that it will make a significant difference. The Residents Association also report that the conclusions of your own traffic consultant has not been made available to them. They are also concerned that the significant impacts of HS2 construction, if it should go ahead, have not been factored into anyone's calculations. The obvious concern is that the Council has not done enough to validate the models underpinning the key traffic assessments. In addition to noting my objection, I would ask for your assurance that you believe that the officers have run a sufficiently rigorous process in the face of these two very sensitive applications.

External Consultees (Additional)

ICKENHAM RESIDENTS ASSOCIATION (6/8/12)

Traffic Impact and the Environment

Hillingdon Circus is set on one of only three North South routes connecting the south of the Borough to the North, and two of these merge at the junction of Swakeleys Road and Long Lane. These routes are heavily congested during the am and pm traffic peaks. Therefore any development must consider policy AM7 of the UDP which states:

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

- (i) unacceptably increase demand along roads or through junctions which are already used to capacity ; or
- (ii) prejudice the free flow of traffic or conditions of general highway or pedestrian safety;

We also refer to UDP S1 (viii) which requires that a new development has no harmful effect on road safety and does not worsen traffic congestion

The proposals include changes to the junction and phasing of the traffic signals which the applicants claim will improve the flow of traffic through the junction even with the additional traffic they claim will be generated by their development.

However, the Transport Assessment is flawed for a number of reasons and cannot be relied upon, and for this reason alone the application should be rejected. The flaws are as follows:

The applicants have failed to acknowledge the length of the queues and the exit congestion at the junction during the am and pm peaks, and despite repeated requests they have failed to provide us with their evidence of the same taken during their traffic surveys. The length of the queues, particularly on Long Lane Northbound, is evidence that the junction is already operating at capacity, and this is partly because of the exit congestion that limits the number of vehicles that can cross the junction during a green phase. We have provided our own video evidence of this congestion to LBH officers.

Their LINSIG modelling shows the junction currently operating below capacity in am and pm peaks. On page 52 Table 6.2 of the Transport Assessment, the LINSIG modeling predicts a mean maximum queue length for traffic crossing the junction northbound of only 19.4 vehicles in the pm peak. Everyone who uses the junction in the evening rush hour knows this not to be the case; queues regularly tailback to the Court Drive to the South and often even to the Uxbridge Road and therefore the model is not simulating the junction correctly.

Equally the VISSIM model shows traffic flowing freely beyond the junction Northbound to the Ickenham Pump. Because the evidence clearly shows this is not the case, their models cannot be validated which is a requirement of a Transport Assessment. Rather their models can be shown not to reflect the actual conditions of the junction and nearby road network, and therefore the LPA cannot draw the conclusion that their proposals will not unacceptably increase demand and is bound to reject the application.

In addition the congestion along Long Lane (North) and the High Road will increase as the Ickenham Park development becomes occupied and the consequential traffic activates the lights at the junction of Aylsham Drive and the High Road more frequently, leading to more exit congestion at Hillingdon Circus. The applicants have failed to take this into account in their modelling as they are required to do. In fact recent experience shows that even with the current partial occupation of Ickenham Park, activation of the lights at Aylsham Drive is already creating more congestion south of the Hillingdon Circus.

Moreover the data they used for existing traffic flows was based on an outline survey they claim was conducted by TfL in February 2009, not the detailed survey they undertook in 2008. The 2008 survey results are consistent with previous studies in terms of volumes, but the 2009 study is significantly lower. The applicants have failed to provide details of this study, including the dates, so we cannot check its validity. Tesco have in the past submitted survey data taken on a Teacher Training day when traffic was abnormally low. Tesco sent details of a revised model using the 2008 data on 14th November 2011 relating to the two previous proposals (2034 and 2035) which showed a marked increase in the saturation of the junction above levels which would normally be accepted by TfL.

There is also an increase in the cycle time to 106 secs. Tesco claim this is the current TfL setting; it may be the MAXIMUM setting (the MOVA signals will vary the cycle) but our observations in the peak hour show it to be between 83 secs and 103 secs with an average of 94.4sec over 10 observations.

The estimates of traffic generated by the store are also to be questioned since they include for comparison a store in the Borough of Kensington and Chelsea. Shoppers are much more likely to use car transport to go to suburban stores than those in the centre of London. Indeed the modal split assumed is extremely suspect. On page 39 of the transport assessment visits by "Walk and Public Transport" or by "Walk only" account for 47% of all visits to the store which the applicants claim will be mainly for weekly shopping trips. It is also worth comparing this with data on page 41 table 5.8 for modes of transport to work in Hillingdon, showing over 70% use cars. It is our opinion that in Hillingdon people are more likely to use public transport to go to work than to do their weekly supermarket shopping trips.

There is a high probability that in the pm peak especially, significant volumes of traffic using the A40

would divert to the store. The Transport Assessment has not shown what the impact of such a behavioural change would have on the Hillingdon Circus junction; no stress tests are included.

The applicants have failed to provide details of how the changes they propose will affect pedestrians. We have asked for details of the pedestrian crossing times under their proposed re-phasing for the previous application 2034/2035 which appears unchanged in the current applications. Tesco did not provide us any detail of the crossing times but did admit that in their letter to us dated 16th November 2011 that PEDESTRIAN CROSSING TIMES WOULD BE IMPACTED.

An increase in the time available for motor vehicles to cross the junction WILL be at the expense of pedestrians. For example, we have calculated that the maximum time to cross the junction from the NW corner to the SE corner via the SW increases from 3min 12 secs to 5 mins 36 secs under the proposals, and the minimum from 1 min 28 sec to 3 mins 51 secs. This not only prejudices the free flow of pedestrians, but with such long waits it is likely that pedestrians will lose patience and jump the lights PUTTING THEIR OWN LIVES AT RISK.

It is of note that the pedestrian crossing on Hillingdon Parade is also disadvantaged which is already the subject of complaints by Hillingdon residents. Not only does this raise safety issues, but also undermines Tesco's claim that the shopping experience in the North Hillingdon centre will be improved.

Of most concern is that despite our warning, the proposed timing of the traffic lights still has a CONFLICT BETWEEN PEDESTRIANS AND TRAFFIC. There is no time gap allowing traffic to clear the junction turning right from Long Lane northbound before pedestrians are allowed to cross from the NE corner to the traffic island on Freezeland Way East (phases A and O). If a suitable gap were introduced it could reduce the time available for the pedestrian crossing to below the minimum required.

This gives us grave doubts about the quality of the modelling and the Transport Assessment in general.

We are also concerned about the proximity of the entrance to the store on Freezeland Way to the Hillingdon Circus junction. We understand that there are statutory limits in the number of car parking places that can be made available, but the consequence is that there will be a high probability that it will overflow. The position of the junction will mean that such an overflow is bound to block the junction, with tailbacks South to the convergence of the lanes on Long Lane and to the West.

Moreover the applicants are assuming that NO STAFF will use the car park. Those travelling to work by car will then use surrounding streets increasing the congestion there.

Environmental Statement

The main contributor to the poor air quality in the residential areas close to the A40 , is the congested traffic on this transport corridor, including large numbers of freight vehicles, and the operation of the junctions at Swakeleys Road, Hillingdon Long Lane and the Polish War Memorial. The monitoring data confirms that the poor local air quality continues into the residential areas surrounding this major road, due to congestion on its feeder roads. The proposed development would result in an increase in Nitrogen Dioxide, because of vehicle emissions, and to the detriment of air quality within an Air Quality Management Area . Accordingly the proposal is inconsistent with Policy 4.A7 of the London Plan, Policy OE 6 of the Council's Unitary Development Plan and the Council's Supplementary Guidance on Air Quality. It is likely the proposed and surrounding residential development would be subject to unacceptable levels of noise, in addition to fumes and general disturbance to the residential amenities of future and adjoining occupiers. This is contrary to Policy OE1 and OE5 of the Unitary Development Plan. Local residents who already suffer poor air quality, are not the main polluters in Hillingdon. Nevertheless, they are exposed to a significant threat

to their health. Consequently improvement of air quality in the Borough is necessary for the well being of people who live and work in Hillingdon. Current levels exceed the limit values laid down in the UK's Air Quality Strategy and the European Unions Directive on Air Quality.

Height and Appearance

Our main objection in this respect is the height of the Hotel and, also, whilst not being part of either of these applications, the height of the possible three Accommodation blocks fronting Freezeland Way.

- Due to the way the Hotel sits right at the front of the site and being very visible the impact on the street scene is in our view unacceptable.

- Additionally, such height as proposed would intrude into views from the Green Belt at Hillingdon House Farm.

Further the proposal as currently exists is almost twice the height of the buildings forming the North Hillingdon shopping centre, which produces an incongruous mix of building size.

- Finally, we are concerned that the height of the Hotel as proposed could be considered a safety hazard to aircraft operations at Northolt Airfield.

We feel the Hotel height should be reduced by a minimum of two storeys and should approval be sought for the remainder of the site, the height of the Accommodation blocks along Freezeland Way should be restricted to only four storeys. These features would provide a more pleasing appearance to the eye and be more acceptable to the street scene and the green corridor of the A40 (Freezeland Way).

For all of the above reasons we feel these applications do not comply with either all, or part of, the following Policies as detailed in the Hillingdon Unitary Development Plan (adopted September 1998)

BE 13; BE 14; BE 19; BE35; BE 36; S1(iii); H6 and A6.

Retail Impact

In order to protect our local Ickenham retailers, it is a minimum requirement of ours that neither the proposed new store nor the associated additional retail units contain a butchery counter, a craft baker, a hardware store or a pharmacy. For the protection of residents living nearby, we would also expect to have a significant input into the decisions relating to the hours for both opening and deliveries.

We refer to UDP S1 -

(i) Taking account of the cumulative impact of recent and committed shopping developments, new developments are not likely to harm the viability, vitality or attractiveness of any town or local centre or to damage the general pattern of local shops which provide essential local services.

Our objection to 4266/APP/2012/1544 is based on two grounds: traffic impact and consequential pollution of the environment, and the height and appearance of the proposed buildings. We are not objecting on grounds of retail impact, but this is subject to enforceable conditions on retail activity being imposed. Our objection to 4266/APP/2012/1545 is based on the height and appearance of the proposed buildings.

ADDITIONAL RESPONSE

TRAFFIC IMPACT

We are objecting to the proposal because:

4.2 The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied.

improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."

and:

LB Hillingdon Unitary Development Plan Saved Policies (2007) Policy AM2 states that all proposals for development will be assessed against:

"Their contribution to traffic generation and their impact on congestion and in particular the proposal is contrary to policy AM7 the LPA will not grant planning permission whose traffic generation is likely to:

i) unacceptably increase demand along roads or through junctions which are already used to capacity,

In summary our objection is that the increased traffic flows due to the proposed development will increase demand unacceptably, and that the proposed changes to traffic signalling will only make matters worse. The applicants reasoning is fundamentally flawed because they have assumed the traffic flows freely away from the junction at all times of day: their "observed saturation flows" are by their own admission taken when the traffic is flowing freely. Anyone who uses the junction at peak hours knows this to be untrue; that is why it is a box junction, to prohibit traffic from entering the junction when the exit is not clear. So the conclusions they draw in the Transport Assessment are wrong, and the changes to the junction they propose will be detrimental to vehicular traffic and pedestrians alike.

For example in the pm peak, northbound traffic in Long Lane to the north of the junction is slow moving or backed up to the junction. The result is queuing in the approaches to the junction which is worst in the case of Long Lane South where the queue usually starts at Court Drive and often at the Uxbridge Road itself. The applicants fail to acknowledge this, and claim their observed maximum queue is only 18 vehicles long. Again anyone who uses the road will know this to be untrue.

The demand to travel north up Long Lane from Long Lane South, Freezeland Way East and Freezeland Way West exceeds the capacity of Long Lane North to carry it. The effect of the traffic signal phasing is to share the limited capacity between the three streams. The applicants propose to change the signal phasing to allow less green light time for Long Lane South, and more for Freezeland Way. This will clearly make the longest queues even longer. Our estimate is that this would be around one mile longer, ie backing up along the Uxbridge Road in both directions. Moreover the changed phasing would mean considerably longer pedestrian crossing times at Hillingdon Circus as detailed in our report attached; this we consider completely unacceptable since they already exceed the maximum recommendations. This will increase the incidence of pedestrians crossing against a red light, and the consequential safety risks.

Our detailed traffic objections can be found in the addendum attached.

ENVIRONMENTAL STATEMENT

Air Quality Response

Our apparent insatiable appetite for new cars, as recent figures show in a report from The Society of Motor Manufacturers and Traders, goes on unabated. This gives a clue to the skepticism we must show to the over optimistic traffic study figures presented by Tesco for Hillingdon Circus. There is a high level of public concern over existing traffic flow problems and that the situation would be bound to worsen if their proposals were to be approved.

Leading on from this, it is widely known that air pollution is worsened by traffic emissions. Petrol and diesel engines emit a variety of pollutants and the UK AQS identifies nitrogen dioxide(NO₂), carbon monoxide(CO), but also benzene and particulate matter(PM₁₀). Currently, Air Quality Management Areas (AQMAs) designated in the UK attributable to road traffic emission, are associated with high concentrations of NO₂ and PM₁₀. Drawing on from this, the following equation is self-evident: Traffic Congestion = Poor Air Quality & Pollution = Health Problems. This becomes a public health issue, because NO₂ can irritate the lungs and lower resistance to respiratory infections. People with asthma are particularly affected. The Mayor of London is responsible for strategic planning in London. The current version of the "London Plan" was published in July 2011. The plan acts as an integrating framework for a set of strategies including improvements to air quality. Policy 7.14 is the key policy relating to air quality. In this document "the Mayor recognises the importance of tackling air pollution and improving air quality to London's development and the health and well-being of its people". Development proposals should "minimise increased exposure to existing poor air quality and make provision to address local problems of air quality, particularly within AQMAs". It also states that any proposed development should "promote sustainable design and construction to reduce emissions from the demolition and construction of buildings, following the best practice guidance in the Greater London Area(GLA) and London Councils". Another important policy statement is that any development "be at least air quality neutral and not lead to further deterioration of existing poor quality air such as designated AQMAs.

The London Borough of Hillingdon sets out policies to guide a proposed development, and whether a particular proposed development will affect air quality significantly is a matter for consideration by local planning authority, being based on matters of fact and degree related to the development being proposed. In our opinion the proposals would adversely affect the environment at the Hillingdon Circus junction and its major and secondary road network. In this regard, we can also take into account the accumulative effects of what are dual development proposals "Tesco and Morrisons".

Regarding Air Quality, the LBH Environmental Services Map indicates that within the Borough, air pollution at Hillingdon Circus is second only to levels found at Heathrow airport. It is self-evident that the development will generate significant additional traffic at the junction, and as a result increase the levels of nitrogen dioxide at Hillingdon Circus. Road traffic is the largest source of NO₂, contributing 49% of total emissions.

Noise Pollution

The area of the proposed development has already high levels of noise, again due to excessive road traffic usage, particularly from the M40 corridor. As previously stated, heavy congestion during peak times, morning and evening, at the Hillingdon Circus road network has a detrimental impact on the local environment. Loudness of noise is purely a subjective parameter, but it is accepted that an increase/ decrease of ten decibels corresponds to a doubling / halving in perceived loudness. External noise levels are rarely steady but rise and fall according to activities in the area. It is concluded that the predicted noise levels for the proposed development will be above the Council's recommended guidelines, and that even an increase of three decibels is significant. We consider that the activities associated with the proposed development would increase noise levels and cause disturbance to local residents both existing and new. Any noise assessment for residential development should include noise from mechanical service plant, noise from delivery events, noise from car parking activity, noise from road traffic, and construction noise. In addition, it should be mentioned that the proposed development is near to the flight path of RAF Northolt. We have been warned that this facility as an aerodrome will see increasing usage over the next few years, in both military and commercial aircraft.

Some of the proposed residential dwellings will require a higher level of glazing/ and ventilation. The building design should be constructed to provide an acceptable internal noise climate. We must strongly disagree with Tesco's contention, in their environmental statement on Noise (9.6), in which

they state "the predicted change in noise level from road traffic at the nearest dwellings would be around one decibel or less. As such the change would be imperceptible, and there would be no detriment to residential amenity by reason of road traffic noise". However this assumes that residents will keep their windows shut at all times. This is plainly unreasonable. To conclude, the large retail unit together with the proposed hotel and residential properties, will cause a considerable increase in the concentration of pollutants and noise in the area.

Height and Appearance

We refer to our previous comments contained in our letter of 6th August 2012 which outlined our initial objections. These, we feel, are still pertinent to the current revision and must register our disappointment that, now the 3 Residential Blocks are part of this formal full application, they remain at 5 storeys. We include therefore for the sake of completeness an extract from our original comments:

Height and Appearance

Our main objection in this respect is the height of the Hotel and, also, whilst not being part of either of these applications, (now applied for in this application) the height of the possible three Accommodation blocks fronting Freezeland Way.

- Due to the way the Hotel sits right at the front of the site and being very visible the impact on the street scene is in our view unacceptable.
- Additionally, such height as proposed would intrude into views from the Green Belt at Hillingdon House Farm. Further the proposal as currently exists is almost twice the height of the buildings forming the North Hillingdon shopping centre, which produces an incongruous mix of building size.
- Finally, we are concerned that the height of the Hotel as proposed could be considered a safety hazard to aircraft operations at Northolt Airfield.

We feel the Hotel height should be reduced by a minimum of two storeys and should approval be sought for the remainder of the site, (as now being considered) the height of the Accommodation Blocks along Freezeland Way should be restricted to only four storeys.

These features would provide a more pleasing appearance to the eye and be more acceptable to the street scene and the green corridor of the A40 (Freezeland Way).

For all of the above reasons we feel these applications do not comply with either all, or part of, the following Policies as detailed in the Hillingdon Unitary Development Plan (adopted September 1998). BE 13; BE 14; BE 19; BE35; BE 36; S1(iii); H6 and A6.

In view of the undetermined "process" situation in relation to the parallel "Morrisons Application" we would wish to comment that this current Tesco Application has in our opinion taken into account our many objections and comments that we have made over their last 4/5 applications and appeals over many years and will be less damaging to the environment and street scene than the Morrisons proposal.

The site layout and the fact that the store itself will be single storey, with the Residential Blocks arranged at ground level around it, produces a more open appearance to the site as a whole. Looking at the overall plan of the proposal and our objection to the height of the hotel, we feel a small increase in the hotel's footprint would enable at least a floor to be removed from the height whilst still maintaining any operator's minimum bedroom requirement for operational reasons. Should such accommodation not be possible, we re-iterate our objections to the hotel's current planned height and the height of the new residential blocks facing Freezeland Way.

RETAIL IMPACT

In order to protect our local Ickenham retailers, it is a minimum requirement of ours that neither the proposed new store nor the associated additional retail units contain a butchery counter, a craft baker, a hardware store or a pharmacy. For the protection of residents living nearby, we would also expect to have a significant input into the decisions relating to the hours for both opening and deliveries.

We refer to UDP S1 -

(i) Taking account of the cumulative impact of recent and committed shopping developments, new developments are not likely to harm the viability, vitality or attractiveness of any town or local centre or to damage the general pattern of local shops which provide essential local services. In view of all the comments above, we trust you will be able to take them into consideration, when you make a decision.

ICKENHAM RESIDENTS ASSOCIATION TRAFFIC ADDENDUM (summary)

This addendum provides a detailed critique of the Traffic Assessment Report in the Tesco Environmental Assessment Statement. This is a highly technical and lengthy document and as such, has not been reproduced in full. However, its contents have been fully taken into consideration by the Highway Engineer.

In summary, the difference in the number of trips generated estimated by Morrison's and the figures Tesco have included, throw the findings of their modelling into doubt and demonstrates the claim that the figures used are Robust, is incorrect.

Although the existing traffic models have been built using 2008 traffic data, spot traffic count check surveys were carried out in February 2011 at key junctions and it was noted that the overall traffic flow at Hillingdon Circus junction has not changed significantly (i.e shown overall reduction of around 1.8%). Therefore this model represents the true representation of existing situation. The modelling undertaken in 2012 by Robert West on behalf of the London Borough of Hillingdon excludes your proposals and shows higher saturation level in at Hillingdon Circus in 2016 than your 2016 base case.

Exit congestion, flawed.

The Journey time comparisons do not take account of the existing congestion that occurs in both the am and pm peaks. The existing congestion may have been identified, if Tesco had extended the survey area as requested by the London Borough of Hillingdon, following the previous application.

From a survey undertaken over 5 days in October 2011, it can be seen that timings are thrown into doubt, as queuing commonly occurs from Court Road on the South section of Long Lane, to Ruislip Golf club on the Northern section. A known fact to the Council and regular users of this route.

The Queue comparison table shows the queue length at Hillingdon Circus/Long Lane Northbound rising from the 11 vehicles maximum in the base case to approximately 38 with Committed Development by 2016. We believe these figures to be understated, as we know traffic regularly queues back from the Hillingdon Circus junction to past Court Road on Long Lane South.

ICKENHAM RESIDENTS ASSOCIATION (Additional Response 2)

With the additional information available the Association is again writing to object to the above application on behalf of our membership. The objection is submitted in order to comply with the consultation timeline granted by the LBH. We had consulted our members formally about the previous applications (2011/2034 & 2035) and our opposition was based on their views. We cannot see anything in the above new proposals that is likely to reduce these objections.

We also cannot see anything in the above amended proposals that is likely to reduce these objections and would like to state that the objections raised in the response we submitted on the 10th June 2013 still remain. Our objection is based on the flawed traffic impact assessment and consequential pollution of the environment.

Additional Traffic Assessment Comments

Comment on VISSIM Sensitivity Test Technical Note

1.6 shows the rationale adopted.

If it is not possible to make use of the Morrisons models, the preferred option is that SKM include a capacity restraint in the agreed 2008 base year models as a non-validated sensitivity test to replicate the queue and use this to test their development impacts during PM peak. This will protect the integrity and robustness of the original models.

This means the data used is out of date and invalid and that the observations made in our previous objections remain valid.

2.3.2 Defines how Tesco's created the new bottleneck for NORTH BOUND traffic.

The capacity restraint is applied to the model in the form of a dummy signal head at the location shown in Figure 1. This signal head is coded with a 40s cycle time and a 21s green time resulting in a reduction to 53% of the normal link capacity. This capacity constraint creates a bottle neck on Long Lane which reduces the capacity of the northbound link and generates a northbound queue which reaches as far back as the Hillingdon Circus junction as shown in Figure 2. For future reference, the capacity constraint is described as a "bottleneck". This does create an exit queue but there is little detail provided for third party validation. For example, the simulation has a 15 minute warm up time. Does this give sufficient time for the exit queue to build up? i.e. is the queue in operation for the entirety of the simulation? Also, there is no validation of queuing behaviour witnessed in reality. i.e Tesco has produced an exit queue but there is no discussion of human behaviour, or of how this queue relates to actual physical queues seen by residents on a daily basis.

The false signal introduced to create the bottleneck allows traffic to move along according to a 40s cycle time and a 21s green time. We have no access to the information in the model, nor was any survey undertaken to verify these parameters are realistic.

The given figures appear to be completely arbitrary and have only been selected to generate some kind of bottleneck. No effort has been made to capture the actual rate the queue clears at. In our opinion, this therefore means that the model is non-validated and the results generated from the model completely unreliable.

Comment on Glebe School modelling

7.12 Glebe Primary School has planning consent for the demolition of the existing school and erection of a new 3 form entry school including nursery. Traffic flow diagrams have been obtained from the Transport Assessment submitted in support of the application, however it is noted that the AM and PM peak hours do not coincide with the network peak periods set out above. 7.13 During the AM peak, the identified peak period overlaps with the network peak set out above by 15 minutes, and therefore one quarter of the peak hour traffic generation has been included within this assessment. The PM peak identified for the Glebe Primary School occurs before the network peak hour, and therefore no additional trips will be generated during this period. LBH have confirmed that this approach is acceptable. Can LBH please provide proof of this agreement.

As no detail has been provided and no surveys undertaken, this assumption is invalid. We also believe that as there is no correlation between the Tesco and Morrisons Traffic Assessments and because we know that data from an LBH survey has not been provided, a real risk that the Consultation Process has been flawed from the outset and that a Judicial Review may be required, should be accepted.

Transport Assessment Conflict

Because there is no correlation between the Tesco and Morrisons Transport Assessments, despite the fact they both say they have included/modelled each others assessments. We believe both assessments are fatally flawed and present the potential for a significant impact on the local transport network.

The Morrisons TA States:

The effects of any development needs to be assessed against the criteria in the NPPF, with the key tests:

"Plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- safe and suitable access to the site can be achieved for all people;
- and improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development.

Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

7.42 The addition of traffic flows generated by the Master Brewer development proposals (scenarios 4 and 7), and associated junction modifications, results in a significant worsening of junction performance such that the junction is predicted to operate significantly above capacity during the AM, PM and Saturday peak periods in both 2014 and 2022. This is considered to primarily be as a result of the introduction of the right turn movement from Long Lane (south) to Freezeland Way (East), which results in the requirement for an alternative staging arrangement to accommodate this movement.

7.51 The addition of the Master Brewer proposals (scenarios 4 and 7) results in the VISSIM model becoming overloaded and effectively 'locking up', with vehicles becoming stationary, and blocking the path of other vehicles which are therefore unable to pass through the network. As such, it is not possible for the model to report any meaningful results, particularly journey times, as vehicle trips through the network are not completed.

7.52 Whilst a lock up of the highway network is unlikely to occur in practice, as vehicles will give way to turning vehicles rather than blocking their path, or can change their journey in response to such conditions, this outcome within the VISSIM effectively concludes that the addition of the Master Brewer proposals would result in a significant worsening of the operation of the highway network such that the impact could be classified as significant.

7.73 The addition of the Master Brewer proposals results in a significant detrimental impact on the operation of the highway network such that the VISSIM model locks up, and journey times, vehicle speeds and queues are not able to be accurately reported. It can therefore be concluded that the addition of the Master Brewer proposal results in a significant impact.

8.18 The addition of the Master Brewer proposals so that there would be two food stores in the area results in a detrimental impact on the operation of the highway network such that the VISSIM model locks up, and journey times, vehicle speeds and queues are not able to be accurately reported. It can therefore be concluded that the addition of the Master Brewer proposal results in a significant detrimental impact

Retail Impact

1. The Ickenham Residents' Association registered its detailed objections to each of these proposals on 10th June 2013 .

2. These objections can be summarised as:

2.1 Traffic pollution/environmental impact: pollution levels at Hillingdon Circus are already above lawfully permitted levels and the inevitable additional traffic would make them even worse

2.2 Traffic concerns: the Hillingdon Circus junction is already beyond capacity levels, particularly at peak times, and could not cope with additional vehicle movements

2.3 Retail Impact: we are concerned about the impact on our local Ickenham shops, particularly in the case of Morrisons whose meat counter we consider to be a threat to Williams' butchers, with potential knock-on effects on the entire "High St"

2.5 Housing: whilst we welcome the provision of extra homes the local schools, medical facilities etc are already fully stretched and could not cope with additional demand.

3. Since we lodged those objections we have not seen any submission from either retailer that has diminished our concerns in any way, and the threat of future traffic gridlock in the area has increased with the evolving proposals for HS2.

4. Our concerns have been exacerbated by the information that LBH are considering the possibility of approving both proposals. We believe that the impact of such a decision would not just increase these problem areas in an incremental way but move them into a whole new dimension as Tesco and Morrisons competed for business across the junction, with bargain hunters attracted from a wide area by the prospect of comparison shopping and the ability to "cherry pick" choice promotions. The exception would be housing where the increase in problems would "only" be incremental.

5. On the evidence of their submissions of 13th August 2013 [Tesco] and 21st August 2013 [Morrisons] neither retailer considers that the North Hillingdon centre could support two major food stores.

Built Environment - Height & Appearance. (Tesco & Morrisons)

Our objections in relation to both applications individually, in respect of the above aspects, are well documented in our previous letters of 06.08.12 and 10.06.13 concerning Tesco and 24.09.12 and 06.06.13 concerning Morrisons.

The purpose of this addendum to our letters is to raise the issue that IF consideration should be given to both applications at the same time, and for whatever reasons they were both recommended for approval, then our individual objections would be combined, amplified, and stressed far more strongly.

Our current objections relate to each individual proposal.

If forced to choose between the two, then it is our opinion that the Tesco proposal is far less intrusive, they having listened to our many previous objections over many years. Morrisons puts more area 'under concrete', is considerably larger and higher, with less desirable housing design and location, and impinges on car parking provision at Hillingdon station.

OAK FARM RESIDENTS ASSOCIATION

Oak Farm Residents Association (OFRA) objects to the above planning application for the following reasons.

1. DWELLINGS ON SITE

a) Appearance of the residential units

The blocks are too tall and should be restricted to a maximum of 4 storeys to be in keeping with the height of the shopping parade, the dwellings opposite and views from the green belt.

b) Strain on local services

Local services such as GP surgeries, dentists and utilities are already under strain. The increase in residents will further put a strain on them.

c) Number of parking spaces

The number of car parking spaces is inadequate as the majority of households have at least 2 cars now and this ratio is increasing. A likely result of this lack of car parking for residents is for them to park in shoppers spaces or in local roads. Tesco are negotiating with the council to buy a strip of land on Freezeland Way to build a further 3 residential blocks for 120 additional dwellings. This would not only add to further traffic congestion, noise and air pollution in our already overcrowded local area but it is unlikely that an adequate number of parking spaces will be provided. It would also further strain local services.

2. TRAFFIC FLOW IMPACT

a) Additional lane to access development and four phase traffic lights

Tesco's proposal includes changes to the junction at Hillingdon Circus and increasing traffic light phasing from three to four for each of the four arms of the junction and an extra lane north of the lights on Long Lane southbound and a right turn to allow northbound traffic to enter the site. Tesco claim that these proposed changes to the junction and traffic light phasing plus the extra lane will reduce congestion. Tesco do not have the data to back up the claim and have not considered how changing from three to four phase traffic lights will affect pedestrian crossing times. At present the

crossing times are too short to allow pedestrians to cross safely and will need to be significantly increased if this development goes ahead. Clearly, this too has an effect on traffic flow.

b) Congestion and the effect of accessing the Tesco development

Tesco's modelling of current traffic flow does not take into account the existing queuing, congestion and gridlock on the roads passing through Hillingdon Circus and exit congestion at the junction. Roads through Hillingdon Circus are in use 24 hours a day. Long Lane from the Uxbridge Road to West Ruislip is one of the few South-North routes through the borough. Accessing the Tesco development from Hercies Road or Long Lane by doing a 'u turn' before Hillingdon Station hill (whether controlled or not) must add to congestion. The station is on several bus routes and forcing all traffic destined for Tesco from Long Lane and Hercies Road to go partially up the Station Hill, across and move across lanes to come down and filter left into Tesco will cause further gridlock. This will be particularly acute at peak shopping times such as Christmas and during peak commuter times.

c) Impact of increased traffic flow and congestion on local residents

Tesco has failed to consider the impact on side roads off Long Lane. People who live on the estate already face extended journey times because of sheer weight of traffic on Long Lane in particular. Also, these side roads are used as 'rat runs' in an effort to shorten journey times and avoid congestion. This is dangerous, noisy and affects air quality. Oak Farm estate was not built with garages. Most dwellings do not have the space to add one and residents have to park on the road. This reduces road width and visibility. Buses, school coaches and delivery vans use many of these roads as well as residents. The Tesco development is likely to increase the use of these side roads as 'rat runs' because congestion will be increased by the additional traffic to the development.

d) Volume of traffic

The volume of traffic has increased considerably because of the Ickenham Park development. This extra traffic has required 2 additional sets of traffic lights in Long Lane, Ickenham at Aylesham Drive and High Road, just north of the proposed site and these are already adding to the gridlock problems around Hillingdon Circus. The additional traffic generated by these proposals will make the already bad traffic congestion a great deal worse.

3. ROAD NOISE AND AIR POLLUTION:

a) Road noise

Road noise is an issue already and will affect the quality of life of those in the proposed dwellings, hotel and store. In the recent past measurements were taken by the Council with OFRA at the partly sheltered entrance to Hillingdon Station. These measurements showed road noise was nearly 80dBs, and this was at a time of low traffic flow on the A40. The proposed site will have the A40 running along its entire length and it and surrounding areas will be subject to very considerable noise levels 24 hours a day from the A40 which is not a motorway but feeds the M40, which is less than 2 miles away. In 2001 a DEFRA noise map showed the A40 road noise alongside the proposed site to be 80-100dBs and traffic flow there has increased greatly during the past 11 years. Furthermore this site is almost under the intersection of 3 helicopter routes, H4, H9 & H10 with their additional noise. The increase in traffic generated by this development will further increase the unacceptably high noise levels which are endured by people living on the Oak Farm estate.

b) Air pollution

Readings taken in 2005 showed that Nitrogen dioxide levels along the stretch of A40 beside the proposed site were of a similar level to that found along runways 1 & 5 at Heathrow. Since this time there has been an increase in traffic using the A40 and some mornings the rush hour traffic on the A40 is at a standstill from Acton, (nearly 10 miles down the road) back past the proposed site. Air quality in this area is already poor and will affect the hotel and dwelling residents and shoppers too. An increase in traffic to this development will also adversely affect the already poor air quality and add to air pollution. Air pollution caused by nitrogen dioxide emissions from motor vehicle exhausts is a serious problem. Nitrogen dioxide causes respiratory problems such as wheezing, coughing, colds, flu and bronchitis and can have significant impact on people with asthma because it can cause more frequent and more intense attacks.

c) Environmentally responsible use of site

In view of the poor air quality and noise it would be appropriate to plan trees which will absorb more of the local polluted atmosphere, and also shield the local area from the 80-100dB of road noise of the A40.

4. FLOOD RISK ASSESSMENT

As the Master Brewer land is low lying and adjacent to a feeder drainage stream to Yeading Brook, and at the foot of the steeply down sloping land of Oak Farm Estate, OF RA residents want an Independent Flood Risk Assessment carried out before any form of acceptance of this proposal.

5. SECTION 106 GRANT

If this proposal is accepted OFRA wish to be informed of how all such grant money will be spent improving our local area that would be affected by this proposal.

Internal Consultees

ENVIRONMENTAL PROTECTION UNIT

NOISE

The noise report prepared by Sharps Redmore Partnership (SRP) dated 22nd May 2012 (ref. 1011389/R1) has been assessed. The SRP report considers the development covered by (i) detailed application 4266/APP/2012/1544 including the main foodstore, (ii) outline application 4266/APP/2012/1545 including the five residential blocks.

My comments on noise issues on this outline application 4266/APP/2012/1545 take account of the proposed development covered by the associated detailed commercial application.

The SRP noise assessment for the proposed residential development is based on the Government's National Planning Policy Framework (NPPF) of March 2012, which cancelled PPG24 "Planning and noise" recommending use of Noise Exposure Categories for determining suitability of sites for new residential development.

The noise assessment for the proposed residential development is contained in section 5.0 of the SRP report. This section refers to the noise contour maps in Annexe D showing the predicted overall noise levels at the facades of the proposed residential blocks. It is apparent that Block A adjacent to the A40 road would be subject to the highest noise levels. The noise contours show that the worst affected upper floors of Block A will be exposed to daytime noise levels of around 73 to 74 dB LAeq,16hrs. These high noise levels are mainly caused by road traffic on the A40 road.

Report section 5.1 recommends design targets in terms of LAeq,T and LAmox for internal noise levels in residential blocks A to E. These design criteria are the same as required by Table 2 of the Council's Supplementary Planning Document on noise. Report section 5.3 states that these target internal noise levels can be achieved by ameliorative measures comprising closed windows and improved sound insulation. This would apply even to the worst affected upper floors of block A, which are affected by the highest levels of road traffic noise. It will also be important to ensure that residential blocks A to E are adequately protected against noise from deliveries at night. Paragraph 7.9 states that adequate noise mitigation will be provided for residential block E to ensure future residents are not disturbed by noise from night time deliveries. This is important since the predictions in paragraph 7.8 show that LAmox noise levels at night from deliveries will be well above WHO outdoor guideline values. Since proposed residential blocks A to E are in the form of flats without gardens, outdoor noise levels are not an important consideration. It is acknowledged in paragraphs 5.4 and 7.9 that background ventilation will be required so that adequate ventilation can be achieved with windows closed.

NPPF paragraph 123 states that planning decisions should (i) avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development, and (ii) mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from new development, including through the use of conditions. According to the Government's Noise Policy Statement for England (NPSE) of March 2010, these aims should be achieved within the context of Government policy on sustainable development. I accept that the policy requirements of the NPPF and NPSE can be met for the proposed development by appropriate design and by the imposition of appropriate conditions. The conditions should ensure that satisfactory LAeq,T and LAmax noise levels are provided inside the proposed residential dwellings in respect of all forms of outdoor noise.

In order to ensure that sound insulation and ventilation are adequate to provide satisfactory internal noise levels, I recommend use of the following condition.

Condition

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

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

In order to deal with environmental issues during construction, I recommend use of the following condition.

Condition

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

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

Comments on EIA

I have reviewed section 7.4 of the additional ES (Noise and Vibration) concerning cumulative assessment of this development together with other nearby developments. I have the following comments/observations:

The additional information provided in section 7.4 of the ES is same for both applications and looked at the combined effect of the master brewer site development together with the Hillingdon circus site development (planning ref: 3049/APP/2012/1352). What assumptions were made for the Hillingdon Circus site is not specified. Noise contour maps are provided in appendices NVB4 and 5 which shows the changes in noise levels due to cumulative effect. NV4 shows the daytime and night time cumulative effect on proposed residential development blocks A-E. Comparing this with the contour maps in Annex C1 and C2 of the Sharps Redmore acoustic report dated 22nd May 2012 shows the overall cumulative noise effect will only be slight. The façade noise levels on each of the blocks will only change by few decibels. This is something which can be addressed by the previously recommended noise condition for façade sound insulation. The assessment also looked at changes in road traffic noise levels and found this to be negligible on existing residential in Freezeland Way i.e. only 1dB change. Car park noise will also be negligible and can be addressed by the previously recommended condition for delivery management plan.

CONTAMINATED LAND

No new contaminated land investigation information has been submitted for the site with the applications. The RPS desk study report reviewed and referred to in my memo of 11 November 2011 is submitted with both applications. Therefore my previous comments in my memo of 11 November 2011 still apply. A contaminated land condition should be attached. You could use the recommended condition in my previous memo, or for consistency with other current applications the two new conditions, RES26 and COM30 for the residential and commercial applications respectively.

The contaminated land information can be submitted later in a combined geoenvironmental report as this site is a low risk. For any areas of soft landscaping in the residential element of the development, in addition to the standard contaminated land condition, the following condition is advised with regard to soil contamination (as this may not be specifically included in the standard contaminated land condition).

Condition to minimise risk of contamination from garden and landscaped areas

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

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

REASON

To ensure that the occupants of the development are not subject to any risks from soil contamination in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

A Section 106 obligation for up to a total of £50,000 should be sought for contribution to the air quality monitoring network in the area with regard to these applications. (Note, this is in addition to the Travel Plan contributions indicated in the Travel Plans.)

The following conditions are also required:

Air Quality Condition: Details of Energy Provision (Mixed Use & Residential)

Before the development is commenced, details of any plant, machinery or fuel burnt, as part of the energy provision for the development shall be submitted to the LPA for approval. This shall include

pollutant emission rates with or without mitigation technologies which needs to be considered as part of a wider air quality assessment, as set out in the EPUK CHP Guidance 2012.

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

Air Quality Condition: Ingress of Polluted Air (Residential)

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

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

Air Quality Condition: Control of Air Pollution (Mixed Use)

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

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

Travel Plans

It is noted a Framework Travel Plan, Hotel Travel Plan and a Food Store Travel Plan have been submitted with the application. It is understood if the application is given permission the travel plans will be implemented as part of a s106 agreement. On that basis no conditions are advised with regard to travel plans.

Internal Consultees (Additional)

URBAN DESIGN AND CONSERVATION OFFICER

COMMENTS: The D & S Statement has been refined since the previous applications, which is welcomed. The layout, massing and general appearance of the residential blocks is as previously discussed and is acceptable in principle in design terms. The detailed design and materials of the blocks would need to be conditioned, as would the surrounding landscape. Ideally, more planting should be introduced into the car park areas. Improvements to the existing planting along Freezeland Way, the area in Council ownership, should be secured.

COMMENTS: The scheme is much as previously discussed. The design of the hotel has changed and is improved. The first floor green roof is welcomed. There are still some issues to be addressed:

- The long term maintenance of the buffer area along Long Lane
- The design of the energy centre
- The introduction of more landscaping within the car park areas
- Further information on the landscaping and design of the Freezeland Way frontage (adjacent to the hotel)
- Treatment of the boundary with the A40

If minded to approve, details of the elevational treatment of the hotel will be required, including the ground floor glazing and roof/fascia design and finish. Details of the windows, louvers, balconies and plant enclosure at roof level should also be required. Details/ samples of all external materials and finishes will need to be agreed.

SUSTAINABILITY OFFICER

All the information submitted to date broadly equates to an appropriate strategy. There are still gaps in the information expected for a design stage application and therefore there is a need for planning conditions to ensure the final energy solutions are appropriate.

As the housing development is subjected to the Code for Sustainable Homes and an outline planning application, the issue can be considered as part of conditions. The information about the renewable energy solution for the development is also broad at this stage although a bit more information has been provided. Further information is required to ensure the final design of the development incorporates the broad strategy. The following conditions are therefore required for the developments

Energy Note 1: The S106 will include a monitoring and reporting requirement for the first years of the development. If the targets set out in the energy strategy have not been achieved (i.e. the performance of technologies were overestimated or the changes to the building fabric were made) then the Council will seek action through onsite improvements or offsite contributions.

Energy Note 2: A maintenance schedule will be required for the district heating network. This will need to be included within the S106.

Residential Development

Condition

Prior to the commencement of development a detailed energy assessment shall be submitted and approved in writing. The assessment shall demonstrate how the residential units will be linked to the site wide energy strategy set out for the mixed used development proposed as part of planning application 4266/APP/2011/2034. The assessment shall clearly set out the baseline to 2010 Building Regulations and the measures to reduce this by 25%. The scheme shall also include maintenance arrangements of technologies required to deliver the reduction. The development must proceed in accordance with the approved plans.

Reason

To ensure there is a clear understanding of how each use within the development contributes to the site wide strategy and to ensure the energy reduction targets of Policy 5.2 of the London Plan are met.

The Design and Access Statement suggests that the Code for Sustainable Homes has been referred to throughout the design process. However, there is no commitment to any level of the Code within the Design and Access Statement or the Sustainable Design and Construction statement. The Council requires all new residential development to meet Code 4 which will need to incorporate the Code 4 energy requirements set out in the London Plan.

Condition

Prior to commencement of the development, an Interim certificate showing the development complies with Level 4 of the Code for Sustainable Homes will be submitted and approved in writing by the Local Authority. The certificate must be signed by a valid code assessor and issued by one of the licensed Code for Sustainable Homes approval bodies.

Reason

To ensure the development meets the sustainable design aims of the Council and London Plan Policy 5.13.

Condition

Prior to the occupation of the development a completion certificate showing the development complies with Code 4 of the Code for Sustainable Homes will be submitted and approved in writing by the Local Authority. The certificate must be signed by a valid code assessor and issued by one of the licensed Code for Sustainable Homes approval bodies.

Reason

To ensure the development meets the sustainable design aims of the Council and London Plan Policy 5.13.

Sustainability - Electric Vehicle Charging Points

Condition

Prior to the commencement of development a plan showing provision for electric charging points to serve 5% of all car parking spaces should be submitted to and approved in writing by the Local Planning Authority. A further 5% should be adequately serviced to allow for the future installation of further charging points. The plan shall set out the location of the charging points, the chosen technology and clear presentation of how the bays will be marked. The development shall proceed in accordance with the approved plan.

Reason

To provide car parking for electric vehicles to help tackle air quality impacts and meet the climate change challenges in accordance with Policy 6.13 of the London Plan.

S106 Inclusion

1 Ecology Protection and Enhancement Works

[£50,000 for the clearance of vegetation and trees, new landscaping, fencing, re-modelling and re-contouring, and placement of bat boxes, bird boxes and beetle loggeries.]

2 Maintenance and operation of district heating network

3 Monitoring and reporting of energy use

4 Maintenance of SUDS

The site is in an air quality management area and there are recorded levels of poor air quality near the site that are close to or exceeding the minimum EU limits for health (40µg NO₂). This limit relates to the levels at which there are significant impacts on health.

It is likely the air quality will continue to be poor in the area due to existing traffic issues without development, and it will likely worsen due to increase in traffic as a consequence of the development. The Council does not consider the submitted air quality assessments present a fair and accurate representation of the baseline position, and in turn the impacts of the development are underplayed.

The Council considers that the impacts on air quality will be negative. However, this should not automatically result in a refusal as this would result in blight across the area. Through conditions and planning obligations, if implemented in isolation (and considering the benefits of the scheme), this proposal could be considered acceptable in air quality terms.

The cumulative impacts of this scheme as well as the proposal at the former Master Brewer site present a greater problem. Cumulative impacts would be worse (and more complex) than just the sum of an individual scheme. This is, for example, due to the extra traffic congestion (at junctions

resulting from both schemes) resulting in greater emissions from vehicles.

I therefore do not object to the application on its own (subject to clear measures to reduce the impacts of the development). The need to provide green travel plans and contributions to public transport will assist and the following conditions are also necessary:

Condition

Prior to the commencement of development a construction air quality action plan shall be submitted to and approved in writing by the Local Planning Authority. The action plan shall set out the methods to minimise the adverse air quality impacts from the construction of the development. This scheme should include (but not limited to) clear demonstration of the use of low emission vehicles and machinery by the relevant contractor, and confirmation of how environmentally aware driver training methods will be utilised (i.e. no idling, avoiding peak times for construction lorries etc). The construction must be carried out in accordance with the approved plan.

Reason

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

Condition

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

Reason

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

Condition

Prior to commencement of development a scheme for protecting the proposed residential units from external air pollution shall be submitted and approved by the Local Planning Authority. The development must proceed in accordance with the approved scheme and completed prior to occupation. The development shall retain the air pollution protection measures throughout the lifetime of the development.

Reason

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

Condition

Prior to commencement of the development full specifications of the CHP unit shall be submitted to and approved in writing by the Local Planning Authority. The specifications shall demonstrate the use of the least polluting CHP system appropriate with and the relevant NOx emissions, the designs of the flue to reduce impacts to residents and further pollution abatement technology to ensure the CHP has minimal air quality impacts. The development must proceed in accordance with the approved scheme.

Reason

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

HIGHWAY ENGINEER

The Council has appointed an external transport consultancy Parsons Brinckerhoff (PB) to undertake the review of the Transport Assessments and related technical documentation submitted by the applicant's transport consultants SKM Colin Buchanan (SKMCB).

Given the complexity, volume and technical nature of the submitted documentation and the reviews undertaken by PB, it is not considered practical to include all the information in the comments here. Instead, these comments highlight the main issues for consideration by the Planning Committee.

An analysis has been carried out of the reported accidents over a period of 5 years to August 2010. At this stage there does not appear to be any cluster of specific accident types that would cause concern. Just less than 40% of the collisions occurred during the hours of darkness. A review of lighting and the visibility of signs and road markings should be undertaken.

A series of static and micro-simulation models have been submitted by SKMCB. The modelled traffic flows are made up of three parts as described in the list below:

- 2008 base year flows;
- Committed development flows; and
- Proposed development flows, containing the Tesco development with and without Morrisons development.

There are some discrepancies between the calculated and modelled flows, but the variations are small and considered negligible. PB has created a model using the 2016 PM base VISSIM scenario with the calculated flows and has advised that the observations of this model showed that the network operates similarly to the models SKMCB has submitted. Therefore it could be said that the flow difference has negligible effects on the modelling results.

The traffic flows have been combined to develop the scenario models listed below. Adequate traffic growth has been applied to the future years 2016 and 2022 modelling scenarios.

- 2008 base
- 2016 base+committed
- 2016 base+committed+Tesco
- 2016 base+committed+Tesco+Morrisons
- 2022 base+committed
- 2022 base+committed+Tesco
- 2022 base+committed+Tesco+Morrisons

The latest modelling of 2016 base+committed+Tesco+Morrisons and 2022 scenarios is submitted for the PM peak only. This is based on the assumption that traffic demand is lower in the AM and Saturday peak periods. It would be preferable for SKMCB to have also provided models for the missing periods to confirm this. However, given the time available, and in the interest of deriving some indication of the likely impact, PB has used the LinSig models provided to assess the cumulative impact of Tesco and Morrisons developments in the AM and Saturday peaks in 2022.

There are two highway layouts used for the proposed development. The highway layout plans are presented in Appendix C / Appendix D of March 2013 Addendum TA and described as:

Layout A -Highway improvements required to accommodate the Tesco development traffic in isolation include:

- Re-introduction of the right turn for traffic at the Hillingdon Circus junction from the Long Lane northbound approach;
- Modifying the existing right turn into the western site access for traffic coming from the A40 westbound;
- Introduction of a southbound left turn flare at the Hillingdon Circus junction from the Long Lane southbound approach. The left turn lane requires a widening of the Long Lane carriageway and footway, taking land from part of the south west corner of the development site;
- Narrowing of the island to the west of the Hillingdon Circus junction, to allow provision of two westbound traffic lanes on Freezeland Way to the west of the Hillingdon Circus junction;
- Provision of one dedicated on-street coach bay on Freezeland Way, immediately east of the

proposed site access for the Hotel land use;

- Provision of an informal pedestrian refuge crossing at the western site access; and
- Provision of a shared cycle/footway into the site from the western site access towards the proposed food retail store and three non-food retail units.

Layout B - Cumulative scheme highway improvements with further mitigation measures needed to accommodate the Morrisons development traffic, which includes all of the highway improvements proposed under layout A and in addition:

- Widening and introduction of two left turning flare slip lanes of over 85m in length on Freezeland Way Eastbound approach lane; and
- Providing a two lane approach on Freezeland Way westbound approach road to the Morrisons.

Due to the increase in background traffic, the latest 2022 base model has several over-saturated turns, and the results are worse than those presented in the 2016 base model.

The modelling results show that the operation of Hillingdon Circus would deteriorate in all peak periods in 2022. This is mainly caused by the substantial background growth applied from 2008 to 2022 which is at least 15% in all peaks.

The results show that in 2022 Hillingdon Circus will be over-saturated in all modelled peaks. This is true for the Tesco development in isolation and when both Tesco and Morrisons developments are in place. The results are worse with Tesco and Morrisons than with Tesco in isolation, as would be expected.

Only the PM peak was modelled in VISSIM in 2022 as this contains the highest demand compared to the other two peaks. However, the LinSig modelling tests undertaken by PB show that the impact of Tesco and Morrisons in combination would lead to Hillingdon Circus operating at close to or above saturation at all peaks.

The latest VISSIM modelling, including the northbound blocking has only been submitted for the PM peak. Analysis of the LinSig models suggests that the impacts at Hillingdon Circus will be similar in the AM and Saturday peaks to the PM peak, but the exit blocking is observed to be less severe or even non-existent in these peaks. Therefore, it is likely that the results in the PM peak will be worse than those in the AM and Saturday peaks and can be considered to be a worst case.

The modelled journey times from the 2016 PM peak VISSIM models show that with the addition of the Tesco development traffic, the northbound journey time will increase whilst the southbound journey time will decrease. On the basis of the overall journey times, it is considered that the impact of the Tesco development traffic is generally offset by the proposed highway improvements. However, the combination of the Tesco and Morrisons developments causes an increase in journey time both northbound and southbound and therefore has a negative impact.

The modelled journey times from the 2022 PM peak VISSIM models show that six years further into the future than 2016, the results indicate longer journey times in all three PM peak scenarios.

The applicant has agreed to TfL's request for a contribution towards extending route U10 from Swakeley's Drive to Hillingdon Station Forecourt via a S106 agreement. Although the extension is considered to be positive as it will improve public transport accessibility for the development site from Ickenham and Ruislip (albeit at a low frequency and noting that the Underground already links the site with some parts of the U10 corridor), there is no feasibility study submitted to review the proposed extension including practicality, manoeuvrability, and advantages and disadvantages.

The latest modelling review undertaken by PB recommends that:

In traffic terms, the sensitivity test modelling has demonstrated that in 2016 and 2022 the network can be mitigated to accommodate the flows produced by the Tesco development without any net increase in journey time (Long Lane northbound + Long Lane southbound).

In the context of paragraph 32 of NPPF it is unlikely that the residual cumulative traffic impacts of either the Tesco development (only), or Tesco development in combination with Morrisons, are demonstrably severe. The weight which may now be attached to LB Hillingdon's Policy AM7 should be reviewed in the light of paragraph 215 of the NPPF.

Subject to the items listed under the heading of Transport & Highways Obligations being covered within the S106 Agreement, no objection is raised on the residual traffic impacts of the Tesco development (alone).

The conclusion of the latest cumulative assessments i.e. Tesco and Morrisons combined, undertaken by SKMCB, Tesco's transport consultants, and Vectos/SCP, Morrisons' transport consultants, suggest that the residual cumulative traffic impact with mitigation will be significantly detrimental.

Considering that;

- The surrounding highway network carries very high volumes of traffic, especially during traffic peak periods, and experiences traffic congestion;
- The Tesco and Morrisons developments combined will generate high volumes of traffic, where the highway network is already well congested;
- Cumulative impact results submitted by both the developers show a significant worsening of junction performance;
- The applicant has not undertaken a Road Safety Audit of the proposed highway layout B and changes to the layout as a result of safety issues could affect the traffic modelling results;
- There are inconsistencies between the assessments carried out by Tesco and Morrisons; and
- There are a number of outstanding traffic assessment issues to fully review the cumulative traffic impact

It will be highly risky to conclude that the residual cumulative traffic impacts of these two major developments are unlikely to be significant.

The access and parking layout, pedestrian and cycle routes and linkages, impact on public transport, and facilities for disabled people have been reviewed. The proposed development is not considered to merit objection on any of the above aspects.

The proposed highway layout and internal access and road layout have been reviewed and are not considered to have any significant issues to merit objection. Layout of the retail car park is acceptable in principle, however suitability of traffic management (circulation) within the car park should be further demonstrated and the layout should be amended where required. In addition, further details should be provided of the internal commercial/residential junction within the access road ensuring safety and suitable manoeuvring.

The proposed car parking provision for the retail and residential elements of the development are within the range of maximum standards and are therefore considered acceptable. The level of car parking proposed for the hotel is not considered excessive. The operational arrangements to cater for any overspill from hotel parking overnight and residential visitor parking during limited times over weekends to share the retail parking facilities should be devised and a car parking management plan should be covered by way of a condition/S106 agreement.

The proposed disabled car parking provision is just over 7% (13 no.) for retail, circa. 52.9% (7 no.) for hotel and 10% (10 no.) for residential of their respective total car parking provisions. Around 3.9% (7 no.) of the retail car parking spaces will be parent and child spaces. Around 2-3%

(4-5 no.) of the retail car parking spaces should be provided for brown badge holders

For the retail element, it is proposed to provide 5% (9no.) electric vehicle charging points (EVCPs) with a further 15% (27 no.) spaces to be passive spaces to make a total of 20% provision. The ECVP provision does not meet the London Plan standards requiring 10% of all spaces to have electric charging points and an additional 10% passive provision for electric vehicles in the future. No objection is raised on the above shortfall subject to a review mechanism of the use and increase of active EVCPs.

The residential proposals do not include any ECVPs. The London Plan standards require 20% of all spaces to have electric charging points and an additional 20% passive provision for electric vehicles in the future. The developer should provide at least 5% (5 no.) active EVCPs and a further 15% (15 no.) passive spaces with a review mechanism of the use and increase of active EVCPs.

One car club space is proposed for the residential development, which is acceptable in principle. Details of the operation and management of the car club should be submitted.

One coach parking space is proposed on Freezeland Way as a dedicated space for the hotel. This is unacceptable, principally due to two reasons; one, the coach parking space is proposed on the highway and therefore cannot be dedicated to the proposed hotel, and second, the Council resists on the use of highway land to provide on-street parking bays including coach parking required for developments. Instead, any development requiring parking for coaches or other types of vehicles should provide a suitable layout to accommodate such parking and manoeuvring within the site.

Cycle parking is provided to the relevant standards for the retail customers and employees, hotel, and residential. The accessibility and layout of the cycle parking are considered acceptable.

A framework Travel Plan and separate Travel Plans for the Food Retail Store and Hotel have been submitted with the application. A version of the Travel Plan accepted by TfL is included in the further transport assessment May 2012. Subject to comments from the Council's travel plan officer, the travel plans should be conditioned or covered within the S106 agreement as appropriate.

Recommendation

No objection is raised on the highways and transportation aspects of the proposed Tesco development alone.

Additional comments

A summary of pedestrian crossing times has been provided for Hillingdon Circus junction, calculated by a spreadsheet using the existing and proposed signal staging and cycle times. A comparison of base and proposed results is provided for the PM peak. An example calculation has also been provided for one of the longer, if not the longest route that a pedestrian might reasonably take and on this basis the methodology is considered to be robust. Six of ten possible crossing movements will experience changes of under 10 seconds as a result of the junction alterations, but four crossing movements will experience increased average crossing times of over 40 seconds and up to 56 seconds. These changes are the result of maintaining provision of safe controlled crossing facilities for all pedestrian movements at the junction. The increased crossing times are limited, specific impacts of the junction alterations which, overall, mitigate the traffic impacts of the development.

Transport & Highways Obligations

- The items listed below should be covered within the S106 agreement or conditioned as appropriate:
- o Car Park Management Plan (CPMP) including sharing the retail car parking with hotel overnight and with residential visitors during limited times over weekends;
 - o ECVPs for residential: 5% active and 15% passive with a review mechanism;
 - o ECVPs for retail: review mechanism of the use and increase of active EVCPs;
 - o Brown badge car parking spaces within the retail car park: 2-3% (3-5 nos.);
 - o Details of internal access roads and car parking;
 - o Details of the car club: parking space, operation, and management;
 - o Removal of the proposed coach parking on Freezeland Way and relocate within the site;
 - o Highway Improvements listed below to be agreed in detail before commencement and works to be completed before occupation of the development:
 - o Improvements at/in vicinity of the service road approach to Freezeland Way subject to road safety audit;
 - o Re-introduction of the right turn for traffic at the Hillingdon Circus junction from the Long Lane northbound approach;
 - o Modifying the existing right turn into the western site access for traffic coming from the A40 westbound;
 - o Introduction of a southbound left turn flare at the Hillingdon Circus junction from the Long Lane southbound approach. The left turn lane requires a widening of the Long Lane carriageway and footway, taking land from part of the south west corner of the development site;
 - o Narrowing of the island to the west of the Hillingdon Circus junction, to allow provision of two westbound traffic lanes on Freezeland Way to the west of the Hillingdon Circus junction;
 - o Provision of an informal pedestrian refuge crossing at the western site access;
 - o Provision of a shared cycle/footway into the site from the western site access towards the proposed food retail store and three non-food retail units;
 - o Traffic signal timings and operations ;
 - o Review lighting and the visibility of signs and road markings at and in the surrounding of Hillingdon Circus junction (extent of review to be agreed with the Council's Highways Engineer) and implement works required by the Council;
 - o Provide carriageway and footway resurfacing, anti-skid surfacing, and upgrade pedestrian islands and road markings (extent of works to be agreed with the Council's Highways Engineer); and
 - o Coach stop enhancements on Freeland Way
 - o Revised traffic modelling and signal timings and operations to be submitted to and approved in writing by the Council and TfL;
 - o Contribution to real time information system at bus stops prior to commencement;
 - o Construction Logistics Plan (CLP) to include (but not limited to):
 - o Construction traffic generation by development phase;
 - o Access routes;
 - o Contractor parking;
 - o Deliveries to avoid highway network peak hours and traffic sensitive hours;
 - o Construction staff travel plan;
 - o Measures to manage localised priorities.
 - o Delivery & Servicing Plan (DSP)
 - o Travel Plan (subject to the Travel Plan officer comments)

FLOOD AND DRAINAGE OFFICER

The FRA demonstrates a worst case scenario should no infiltration be found. However the FRA commits that further tests will be taken to confirm this and the detailed drainage design adapted accordingly. Therefore it is appropriate a suitable condition requesting a more detail strategy is provided. This should be undertaken in a way which allows development of phases and any drainage work required to support those phases of the development as required in the Section 106

agreement.

This condition will also require further details of the adoption and maintenance arrangements or who would carry these out. If drainage tanks are to be used then silt traps and ongoing inspections and maintenance would be needed and this needs to be determined. In terms of ongoing management and maintenance, the FRA suggests that it would be appropriate that in areas set aside for adoption, the Council would be responsible for future maintenance. As the Suds Approval Body is not yet required by government and therefore not in existence at Hillingdon, in areas that are not adopted, it is likely that they would remain private and would need to be maintained by a private management company. Clear standards of inspection, maintenance, remediation and response times for resolving issues should be provided as part of the commitment of that Private Management Company.

ACCESS OFFICER

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

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

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

established through strategic and local level policy. In addition, the Council's emerging Site Allocations DPD specifically promotes the redevelopment of the site for a retail-led mixed use development incorporating residential use.

1. All residential accommodation should be revised to comply with all 16 Lifetime Home standards (as relevant) with all details shown on plan. In addition, 10% of new housing should be built to Wheelchair Home Standards.
2. Lifetime Home developments should provide at least one accessible parking space within each zone / lift core. The accessible bays should be designed in accordance with BS 8300:2009.
3. In addition to the provision referred to in point 2 above, an allocated parking space, within 40 m of the home, is required for each Wheelchair Standard Home. (This provision is also required in any car free elements/zones of the proposal.)
4. In line with the GLA 'Wheelchair Housing BPG', the wheelchair accessible flats should be evenly distributed throughout the site
5. All blocks of flats, as proposed, should feature a single communal entrance that serves all flats. To accord with the above mentioned Supplementary Planning Document, two Part M compliant passenger lifts should be provided, as blocks A, B, C, D, and E, as proposed, would all contain more than 15 flats.
6. The bathrooms/ensuite facilities should be designed in accordance with Lifetime Home standards. At least 700mm should be provided to one side of the WC, with 1100 mm provided between the front edge of the toilet pan and a door or wall opposite.
7. The Gross Internal Area required for the living areas within a specific size of dwelling (e.g. a two-bedroom flat) should be increased by approximately 10% to allow the successful integration of facilities within the wheelchair home standard units.

Internal Consultees (Additional)

POLICY AND ENVIRONMENTAL PLANNING

Development Plan Policies

The London Plan

The application site has no specific land use allocation in the London Plan. The Mayor provided the Council with comments on how the proposals relate to specific policies in the London Plan on 17 October 2012.

A Vision for Hillingdon 2026: The Hillingdon Local Plan Part 1

The relevant policies adopted Local Plan are as follows:

- Policy E5: Town and Local Centres seeks to accommodate retail growth in town centres in accordance with the latest evidence base. If appropriate, specific locations for retail growth will be determined through the Local Plan Part 2.
- Policy H1 and H2 refer to Housing Growth and Affordable Housing respectively. Hillingdon's current target is to provide 425 additional residential units per annum. The Council seeks to maximise the delivery of affordable units in accordance with the London Plan. In particular, it seeks to deliver 35% of all new units as affordable with an indicative tenure mix of 70% social rent and 30 % intermediate housing.

Unitary Development Plan Saved Policies (2007)

The Masterbrewer site is specifically identified in policy PR23 of the Unitary Development Plan Saved Policies 2007. This sets a number of objectives for the 'developed area' and also the parts of the site within the Green Belt. The site is within a designated Local Centre in the UDP. Policies S9 and S10 refer to the change of use of A1 shops in these areas and are not considered to be relevant to the proposals.

Conclusions

The Council does not object to the principle of mixed use development on the site and the key principles of UDP policy PR23 appear to have been met. The key issues relate to the delivery of the scheme, affordable housing provision, the impact of the store on nearby town centres and the adequacy of the applicant's Retail Assessment.

It is noted that the proposed retail and residential uses are subject to separate planning applications. A phasing plan should be put in place to ensure that both elements of the scheme are delivered in a timely manner. The Council would not wish to see the residential element dropped due to viability concerns.

The absence of affordable housing on the site is at odds with policy H2 in the Local Plan Part 1. This element of the scheme should be reviewed in the context of the London Plan, which seeks to maximise affordable housing delivery and the borough-wide target to provide 35% of all new homes as affordable housing

TREE AND LANDSCAPE OFFICER

LANDSCAPE CHARACTER / CONTEXT: This vacant site was formerly occupied by the old Master Brewer hotel. The building has since been demolished and the land cleared. Situated to the northeast of the junction between Long Lane and Freezeland Way, the site is bounded to the north by A40(M), with Greenbelt open space and Freezeland Covert to the east. North Hillingdon Town Centre is across the road, immediately to the south of Freezeland Way.

The site is generally flat with notable changes of level immediately beyond the west boundary, where

the land rises in wooded embankment supporting the approach to the Long Lane bridge. To the north of the site, the A40 lies in a cutting beneath the Long Lane road bridge and the Metropolitan Line to the west. Although the immediate site boundaries are dominated by roads and railways, the land immediately to the east, further west and to the north of the A40 is semi-rural, in character.

There are a number of trees on the site including the vestigial landscape associated with the former Master Brewer, the Long Lane road embankment, groups of trees along the northern boundary and self-set scrub which has colonised the site following the site clearance. The site is covered by Tree Preservation Order No.6. However, this is an old order and many of the scheduled trees no longer exist.

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.

Environmental Statement

- The Environmental Statement considers Townscape and Visual Change in chapter 7, Effects on the Local Environment. The assessment methodology is described in 7.1.6. One of the documents referred to is the 'Guidelines for Landscape and Visual Assessment' Second edition, 2002. This guidance has recently been superseded by a third edition, in 2013. However, the report will have been prepared prior to the publication of the latest guidance and is considered to be valid.
- The Environmental Statement sets out a site wide landscape strategy for the comprehensive redevelopment of the site which is underpinned by four key principles: the creation of a 'gateway' entrance to the site adjacent to Hillingdon Circus, the establishment of an urban edge along Freezeland Way and Long Lane, the creation of an appropriate landscape setting adjacent to the Green Belt and the provision of safe, attractive and effective amenity space for residents (7.1.146).
- The ES (Technical Summary) confirms that a comprehensive planting scheme will be provided within the site specifically to: assist with the overall softening of the appearance of the built form, define the proposed use of the various zones, reduce the impact of the car parks, and to mark the transition between the residential and commercial areas.
- At 7.1.303 the ES considers the 'Residual Effects' of construction (temporary, short-medium term) on townscape character will be minor adverse to negligible significance to the townscape character areas (CA) 2b, 6 and 7, with minor adverse effects on CA 3 and minor adverse to negligible.
- 'Residual visual effects' during the construction phase will be minor adverse from viewpoint 3 for local residents and minor adverse to negligible from viewpoints 4 and 21 (7.1.305).
- Once operational, the ES concludes that the residual effect on townscape character to CA2A and CA2B is of minor beneficial to negligible significance, moderate to minor beneficial significance on CA3 (7.1.306) and minor adverse to negligible significance on CA5 (7.1.307).
- At 7.1.308 it concludes that as the proposed planting matures and performs its screening / integrating function, the residual visual effects will be moderate beneficial for residents at viewpoint 3 and minor beneficial for residents at viewpoint 4. After mitigation, there would be minor adverse significance from viewpoint 21.

Design & Access Statement

- The Design & Access Statement provides a scheme overview, assesses the existing site and context and considers the policy context before describing the design evolution. The proposal is then described in detail.
- In section 7.2 the Phase 1 proposal is a detailed application which seeks to develop a Tesco store in the north-west corner, with an energy centre, retail and a hotel extending along the west boundary towards Freezeland Way and North Hillingdon Town Centre. This will be supported by surface level car parking in the centre of the site and to the east of the Tesco store.
- Section 7.3 describes the Phase 2 proposal which is an outline application to develop an 'L'-shaped residential scheme which wraps around the east and south-east boundaries in five separate blocks. Forming the interface with the Green Belt land to the east, there are generous spaces between the blocks which will permit visual permeability through to the Green Belt. Collado Collins' drawing No. PO-106 Rev F Illustrative Masterplan clearly shows the proposed site layout for both

phases with regard to the arrangement of buildings and circulation.

- Section 8 of the Design & Access Statement describes the landscape objectives for the scheme, describing the main features for both the Phase 1 (retail) and Phase 2 (residential) developments. The Landscape Proposal - General Arrangement illustrates and annotates the key landscape features, including: hedge planting (native, retained and proposed), tree planting (including large specimens, avenues, woodland) retained trees (protected during construction), play area provision (residential area), footpath provision and pond enhancement (in public open space).

Existing Trees

- The site is covered by tree Preservation Order No. 6 which features 10No. individual tree specimens and 3No. groups. According to the TPO records several of the trees are dead or have been deleted / removed. The Tree Survey confirms that only two of the trees protected by the original Tree Preservation Order remain and these are poor ('C') and justify removal ('R' grade).

- The tree retention and removal strategy for the site has been the subject of detailed discussion with the local planning authority. Grontmij's drawing No. W105860 L10, Trees to be removed and retained: All Works, indicates that most of the trees in the centre of the site will be removed in order to accommodate the development. However, the off-site woodland planting along the Long Lane road embankment will be retained, as will on-site trees and hedgerows along the north, south and east boundaries. Additionally, the trees and hedgerows along the northern boundary will be managed / rejuvenated.

- The drawing confirms that 29No. 'B' category trees will be removed, together with 75No. 'C' category trees, 12 'C' category groups and 23No. 'R' category trees (which should be removed in the interest of sound arboricultural management). This drawing also specifies tree protection measures for the retained trees.

- A more detailed (phased) tree strategy is shown on Grontmij drawing Nos. W105860 L03 Rev E Trees to be Removed and Retained: Outline Application and No. W105860 L04 Rev E Trees to be Removed and Retained: Detailed Application.

Landscape Proposals

- By way of mitigation, Grontmij's drawing No. W105860 L09 On and off Site Landscape Proposals: All Works indicates a comprehensive soft landscape proposal to plant over 190No. specimen trees within the site (Environmental Statement 7.1.300). Additional landscape benefits include the retention / protection and rejuvenation of existing trees and hedges. Off-site benefits include the development of the fields and woodland between the residential blocks and Freezeland Covert, with the installation of a new footpath link, proposed indigenous woodland blocks and possible pond enhancements.

- It is noted that Ash *Fraxinus excelsior* is amongst the species on the Typical Planting Schedule. Due to the bio-security risks associated with the outbreak of Ash Dieback (*Chalara fraxinea*) Ash should not be included in the planting mixes.

- Grontmij drawing Nos. W105860 L07 Rev A and L08 Rev A illustrate On and Off Site Landscape Proposals: Phase 1 and Phase 2 respectively.

- If the application is recommended for approval, landscape conditions should be imposed to ensure that the detailed proposals preserve and enhance the character and appearance of the area

RECOMMENDATIONS:

- At the time of writing, Forestry Commission guidance indicates that Ash should not be included within any new planting schemes until further notice.

- The proposed landscape enhancements have been developed and adjusted in accordance with advice from Hillingdon's former Principal Landscape Conservation Officer and incorporates measures to mitigate residual effects of the development on the local townscape character and viewpoints.

- The provision of off-site planting and other landscape improvements to the adjacent Green Belt land to the east are to be secured through a S.106 agreement.

No objection subject to the above observations and conditions COM6, COM8, COM9 (parts 1,2,3,4,5 and 6), COM10.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

This outline application, together with the associated full planning application for commercial development proposes a comprehensive mixed-use retail-led development incorporating residential, hotel, community and cafe bar. This brownfield site is located within close proximity to the services and facilities provided by North Hillingdon Local Centre as well as Public Transport Infrastructure.

The principle of comprehensive mixed-use retail-led development incorporating residential use is established through strategic and local level policy. In addition, the Council's emerging Site Allocations DPD specifically promotes the redevelopment of the site for a retail-led mixed use development incorporating residential use.

The strategic planning context of the site is provided by the NPPF, London Plan (2011) and Local Plan Policy PT1.E5.

Paragraphs 24 to 27 of the NPPF set out the matters to be considered in the determination of planning applications for main town centre uses, including retail.

London Plan Policies 2.15 (town centres), 4.7 (retail and town centre development) and 4.8 (Supporting a successful and diverse retail sector) collectively seek to ensure that retail developments:

- Relate to the size, role and function of the centre
- sustain and enhance the vitality and viability of the centre
- follow the sequential approach to site selection
- Accommodate economic and housing growth
- support and enhance competitiveness, quality and diversity of town centres
- promote public transport and sustainable modes of travel
- contribute towards an enhanced environment.

Policy PT1.E5 (Town and Local centres) affirms the Council's commitment to improve town and neighbourhood centres across the Borough and improve public transport, walking and cycling connections whilst ensuring an appropriate level of parking is provided.

At a more site-specific level, the context is provided by Saved Policy PR23 of and the detailed planning brief for the site, adopted in 1990. In each case, the planning guidance advocates a comprehensive mixed-use development on the site, which respects the scale and function of the existing Local Centre and the adjoining Green Belt.

In establishing the principle for the development, PR23 provides a framework for the type of development deemed to be acceptable. A mixed-use retail-led development with an hotel, housing and some community uses would be considered acceptable, provided issues of scale, density, traffic intensification and impact on the Green Belt are suitably addressed. It is therefore considered that the size and scale of development are determining issues in terms of the scale and function of the existing Local Centre, the openness and visual amenities of the adjoining Green Belt and impact on the local road network. These issues are discussed elsewhere in this report.

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

The supporting text states:

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

The Mayor in his Stage 1 Report on the associated commercial development considers that there is no land use policy objection to the principle of a retail led mixed use development of the North Hillingdon Local Centre provided the retail element is of a scale that is appropriate to the continued viability of the local centre; offers convenience or specialist goods and services that are accessible to people who would otherwise need to travel further afield and gives due regard to the cumulative impact of planned or emerging development within Hillingdon circus, especially a potential foodstore development on land adjoining Hillingdon Station.

Because the Spenhill scheme have been submitted as two separate applications, Officers have considered a scenario where the Spenhill residential proposal (the outline planning application) could come forward on its own, in conjunction with the Bride Hall scheme. However, this is considered unlikely as the applicant's primary business is retail. In addition, a purely residential scheme would be contrary to site specific Local Plan policy PR23 which seeks a comprehensive mixed use development on this town centre site. As such, a solely residential scheme in isolation would not be supported. This issue can be dealt with through an appropriate planning obligation.

London Plan Policy 3.3 (increasing housing supply) seeks to increase London's housing supply, enhance the environment, improve housing choice and affordability and to provide better accommodation for Londoners. Local Plan Policy PT1.H1 affirms the London Plan targets to deliver 4,250 new homes in the Borough from 2011 to 2021 or 6,375 dwellings up to 2026. The proposal includes 125 residential units, which will contribute towards the Council's housing supply as prescribed in the London Plan and emerging local policy.

The re-use of previously developed land in town centres for new housing in mixed use schemes is considered to be consistent with both national and local planning guidance. The principle of the proposed uses therefore meets the policy requirements of the adopted Development Plan, emerging policy and the Council's objectives for the site. No objections are therefore raised to the principle of residential use on the site.

7.02 Density of the proposed development

DENSITY

The application site has an area of 1.25 hectares. The local area is considered to represent an suburban context and has a Public Transport Accessibility Level (PTAL) of 3.

Policy 3.4 of the London Plan seeks for new developments to achieve the maximum possible density which is compatible with the local context. Table 3.2 of the London Plan recommends that for a PTAL of 3, a density of 150- 250 hr/ha or between 50-95 u/ha, (assuming 3.1-3.7 hr/u) can be achieved for the application site. For an urban context, Table 3.2 of the London Plan recommends a range of 70-130 u/ha or 200-300 hr/ha.

The proposal seeks to provide 125 residential units with an indicative total of 147 habitable rooms. This equates to a density of 100 u/ha or an indicative 283 hr/ha. This level of development is marginally over the guidelines set out within Table 3.2 density matrix of the London Plan, assuming a PTAL of 3 and a suburban setting, but well within the guidelines

for an urban setting.

The Mayor, in his Stage 1 report for the associated commercial scheme states that the density would be acceptable at reserved matters stage, provided the detailed design is exemplary and the living environment does not exhibit any of the typical indicators of an overdevelopment.

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

UNIT MIX

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

The indicative residential unit mix is provided below:

- 1 bed 2 person x 35
- 1 bed 2 person wheelchair x 3
- 2 bed 3 person x 30
- 2 bed 4 person x 44
- 2 bed 4 person wheelchair x 4
- 3 bed 5 person x 8
- 3 bed 5 person wheelchair x 1

This mix of units is considered appropriate for this town centre location. However, some 3 bed units may be required as part of any affordable housing offer.

The proposed development accords with the requirements of national policy and the Development Plan by making effective and efficient use of redundant Brownfield Land whilst respecting the surrounding context and adjacent Green Belt land.

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

The site does not fall within or close to a Conservation Area or Area of Special Character.

ARCHAEOLOGY

Saved Policy BE3 of the UDP states that the applicant will be expected to have properly assessed and planned for the archaeological implications of their proposal. Proposals which destroy important remains will not be permitted. The site does not fall within an Archaeological Priority Area.

An Archaeological Desk Based Assessment has been submitted in support of the application. The assessment considers the impact of the proposed redevelopment on archaeological assets and concludes that the site has generally low archaeological potential for as yet undiscovered

Nevertheless, English Heritage considers that the proposed development is situated in an

area where archaeological remains may be anticipated. Of particular significance is the Iron Age/Roman period, when the application site appears to have been ringed by settlement activity, as shown by recent works along Long Lane, to the north of the site, and along the corridor route for a National Grid pipeline to the south of Western Avenue. The latter investigations, in particular, found extensive archaeological deposits including evidence for landscape management, settlement and ritual activity. Also of note are the numerous medieval moated manors in the area. The proposed development may, therefore, affect remains of archaeological importance.

However, English Heritage does not consider that any further work need be undertaken prior to determination of this planning application, but that the archaeological position should be reserved by attaching a condition to any consent granted under this application, in accordance with Policy HE 12.3 of PPS5 and local policies. The condition would secure the implementation of a programme of archaeological work, in accordance with a written scheme of investigation.

7.04 Airport safeguarding

There are no airport safeguarding objections to the proposal. The former Master Brewer site lies within both the height and technical safeguarding zones surrounding RAF Northolt, being located in close proximity to the flight approach path for runway 7. However, the Ministry of Defence (MOD) Defence Infrastructure Organisation have written to confirm that it has no safeguarding objections to the Spenhill schemes.

7.05 Impact on the green belt

Policy OL5 states that development adjacent or conspicuous from the Green Belt will only be permitted if it would not injure the visual amenities of the Green Belt, by reason of siting, materials, design, traffic or activities generated. This is reflected in the NPPF, which advises that the visual amenities of the Green Belt should not be injured by development conspicuous from it of a kind that might be visually detrimental by reason of siting, materials or design.

In terms of the potential impact on the open Green Belt land to the east of the site, the key views are provided in the Design and Access Statement. The photomontages show the 2004 scheme and the current proposal (as well as the 2009 project), and proposed off-site planting. The extent to which the proposals impact upon the locality has been addressed in a Landscape/Townscape Character and Visual Resources Assessment of the site and surrounding area.

With respect of the views from the Green Belt to the immediate north, the scheme has been developed to incorporate additional planting, parallel with the existing hedgerow along the northern boundary of the site. Fast growing species will be selected with a height at maturity of over 15 metres. Whilst the residential scheme has been designed to allow visual permeability from the Green Belt to the east of the site, creating green gaps with amenity areas and with a green buffer/tree planting associated commercial elements, the question is whether this design with gaps between the taller blocks (more openness) mitigates the visual impact of the 7-storey hotel and 4/5-storey residential blocks on the Green Belt.

Views 20 approximately 250 m east of the Master Brewer site and view 20 again from the east but closer to the site shows that the 7-storey hotel will be visible on the skyline above the 8-10m high hedge/trees, as will the upper/top floors of the 4/5-storey (c.15.5m high) residential blocks, and the impact appears to be similar to that of the 2004 scheme. The prominence of the buildings in the winter is acknowledged. Proposals to undertake coppicing and replanting of this hedgerow would in the short term, increase the visibility of

the residential blocks, but in the long term create a more effective screen.

The off-site planting is in the form of a 15m wide belt of woodland near/parallel to the eastern boundary of the site. The woodland planting is a mixture of standard (3-4m high) oak and ash trees in a matrix of holly, field maple and hawthorn whips (60-80cm). The offsite planting would, when the trees are in leaf, mitigate the impact of the blocks in that view, but not the impact of the hotel. However, the hotel would be sited some considerable distance from the Green Belt boundary and would therefore be unlikely to have a dominating effect on the adjoining Green Belt land.

Without large scale offsite planting, similar to that associated with the 2004 scheme, the proposed development would be unacceptable in terms of the impact on the Green Belt. However, it is considered that the off-site planting proposed would, together with the tree planting on the site, create a new landscape setting for the development, improve the landscape of the Green Belt, and mitigate the landscape/ecological impact caused by the loss of the majority of the trees on the site.

In the event of an approval, it is recommended that a legal agreement should secure the implementation and long-term management of the proposed off-site landscaping/woodland planting in the open space/parkland in the Green Belt to the east of the site, all of which should be integral to the scheme to develop the wider Master Brewer site. Subject to the off site woodland planting, the scheme is considered to be in compliance with Saved Policies OL5, OL26, PR23 and BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and London Plan 7.21 and relevant design guidance.

7.07 Impact on the character & appearance of the area

In terms of urban design, site specific policy PR23 requires development to be of a form of architecture and design which maintains a satisfactory relationship with nearby residential properties, Hillingdon Circus, the Green Belt and surroundings from which it is prominent. Policy BE35 requires major development adjacent and visible from the A40 to be of a high standard of design. Policy BE13 requires the layout and appearance of development to harmonise with the existing street scene or other important features of the area, while Policy BE26 seeks to ensure that within town centres, the design, layout and landscaping of new buildings should reflect the role, overall scale and character of town centres as a focus for shopping and leisure activity.

The supporting text to Policy BE26 states that the design of buildings and external spaces should increase the visual and functional attractiveness of town centres, in order to attract people and investment; and new buildings should maintain the feeling of bulk and scale of the town centres while creating variety and interest in themselves.

The immediate site context is dominated by roads and railways. It is an area of considerable fragmentation with no coherent urban form. This is contrasted by more extensive areas of open, semi-rural landscape to the east and west of the site. Of particular relevance is the impacts of scale in respect of the existing urban context at Hillingdon Circus and the visual impacts on the adjoining Green Belt. With respect of visual impacts on the Green Belt, this has been addressed elsewhere in this report.

It is acknowledged that the present open and degraded site, together with the vacant adjoining Hillingdon Circus site to the west are major detractors in Hillingdon Circus's function as a local shopping centre. This is made worse by the presence of highway infrastructure and the domination by road traffic. The site is clearly in need of an appropriate scheme of redevelopment bringing regeneration, vibrancy and improvements

to the townscape of North Hillingdon, as recognised in the UDP. However these need to be integrated in a way that brings improvements to the whole environment of the Circus and not merely the site itself.

Layout

The residential blocks have been sited to ensure that a sufficient gap exists between each building to provide visual permeability from the Green Belt into the site and that an acceptable living environment is created for prospective residents in terms of privacy and overlooking. Distances of between 19.2 and 35 metres are maintained between individual blocks which will be used to make provision towards private amenity space and car parking.

With respect of the views from residential properties on Freezeland Way/Western Avenue, immediately to the south of the site, Blocks C, D and E, have been set back from the road by approximately 30 metres. An avenue of large scale street trees is proposed within an attractive piazza or forecourt to the development. This will assist in providing a 'green' setting of appropriate scale for the buildings.

It is considered that the layout would satisfactorily reflect the established suburban character of the townscape context of the site.

Scale

The proposed residential blocks are 4 storeys with a 5th storey set back. The scale of the buildings have been designed in order to integrate it into the existing street pattern, particularly onto Freezeland Way. This objective has been achieved on blocks C, D and E fronting Freezeland Way, by confining the front element to 4-storeys (12.8 metres), stepping up to 5-storeys (15.8 metres). With regard to blocks A and B, the 4 storey elements are set back between 6 to 8.4 metres from the eastern boundary with the Green Belt with the 5th floor element set back a further 7 metres (approximately).

The wider impact of the building on the town centre and its skyline has been carefully considered by assessing its visual impact from a number of key viewpoints. It is considered that the proposed buildings will fit in with the scale of existing commercial and residential buildings to the south and will not obstruct views to any key focal points.

Appearance

Whilst the outline application only seeks approval in respect of layout, scale, landscaping and means of access, the proposed residential element has been designed to a detailed level to ensure that it can meet the relevant planning policy standards. The accompanying Design & Access Statement and other supporting reports demonstrate the ability of this part of the scheme to address policy requirements.

The residential element of the scheme is accompanied by illustrative material, as set out within the Design & Access Statement, which identifies the possible appearance of the proposed residential blocks. Notwithstanding the submitted information, appearance is a matter reserved for future determination and so will be subject to a further separate reserved matter application.

Landscaping

The existing hedgerow along the northern boundary will be retained and enhanced through management and re-planting to maintain and enhance its role in screening the site from the A40.

The site's eastern boundary provides an effective screen to much of the proposed residential development as illustrated within the Visual Assessment contained within the accompanying Design & Access Statement. Notwithstanding, and in line with the recommendations of the supporting Arboricultural Survey, it is proposed that work is undertaken to this boundary planting to further improve its form and screening effectiveness. Accordingly, it is proposed that selective thinning, coppicing, re-planting and supplementary tree and hedgerow planting will take place.

Whilst the existing boundary planting provides some screening of the proposed residential use, it is also proposed to provide a woodland buffer to be planted on the adjacent Green Belt land to further supplement the existing eastern boundary planting. This woodland buffer is to be delivered through a Section 106 Agreement.

It is considered that the proposal would respect the scale and character of the surrounding area and for the reasons outlined above, would be in accordance with Policies BE13, BE19 and BE26 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and relevant design guidance.

7.08 Impact on neighbours

Outlook and Light

Policy BE20 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that the Local Planning Authority will seek to ensure that buildings are laid out so that adequate daylight, sunlight and amenities of existing houses are safeguarded.

Policy BE21 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) states that planning permission will not be granted for new development, which by reason of its siting, bulk and proximity, would result in a significant loss of residential amenity of established residential areas.

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

Although the residential element of the scheme is in outline form only, details of siting and scale are to be determined at this stage. In this case there are no residential properties that directly abut the site. The nearest residential properties are in Freezland Way opposite. The separation distances between Blocks C, D and E, would maintain a separation distance of least 70 metres from existing properties on the south side of Freezland Way. It is not therefore considered that the proposal would result in an over dominant form of development which would detract from the amenities of neighbouring occupiers, in compliance with policy BE21 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies

(November 2012).

Similarly, it is not considered that there would be a material loss of daylight or sunlight to neighbouring properties, as the proposed buildings would be sited a sufficient distance away from adjoining properties. It is also considered given its layout that there will be a good level of day lighting for the proposed development. The proposal is considered to be consistent with Policy BE20 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and relevant design guidance.

Privacy

Policy BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to ensure that the design of new buildings protects the privacy of the occupiers and their neighbours. The supporting text to this policy states that 'the protection of privacy, particularly of habitable rooms (including kitchens) and external private amenity space is an important feature of residential amenity'.

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

The residential element of the scheme is in outline only. With regard to privacy, the position of all windows would be dealt with at reserved matters stage. Notwithstanding, and in order to demonstrate that detailed design matters can be achieved the supporting design & Access Statement identifies that policy in respect of unit mix and size can be met. In this case there are no residential properties that directly abut the site. The nearest residential properties are in Freezland Way opposite. It is considered that the relevant minimum overlooking distances can be achieved, as the proposed building would be sited a sufficient distance away from adjoining properties. In addition, boundary treatment is covered by condition.

It is not therefore considered that the proposal would result in an over dominant form of development which would detract from the amenities of neighbouring occupiers, in compliance with policy BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

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 Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), HDAS 'Residential Layouts' and the provisions of the London Plan.

7.09 Living conditions for future occupiers

Amenity Space

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

In order to demonstrate that the proposed residential element can achieve the required open space policy standards the required level has been calculated based on the proposed indicative mix and designed into the scheme for illustrative purposes. The scheme proposes 2,050 sq.m of private amenity space and 2,310 sq.m communal amenity space. Therefore collectively a total of 4,360 sq.m is proposed which represents an overprovision of 1190 sq.m when compared to relevant policy standards.

It should be noted that the precise provision towards amenity space will be finalised as part of future reserved matters applications and aligned to the final agreed mix.

Overall, the amenity space provided is considered acceptable, in compliance with the Hillingdon Design and Accessibility Statement (HDAS) Residential Layouts and Saved Policy BE23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

Floor Space

Planning policy requires that all new housing should be built to Lifetime Homes standards, with 10% of new housing designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users.

It is considered that the information in the submitted plans and documentation, including the planning statement and design and access statement illustrate that lifetime homes and wheel chair standards could be achieved, subject to detailed approval at reserved matters stage, in accordance with London Plan Policy 3.8 and the Council's Supplementary Planning Document "Accessible Hillingdon" adopted January 2010.

Outlook and Light

Each of the units are considered to benefit from a reasonable level of outlook and light, in compliance with Policies BE20 and BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), HDAS: Residential Layouts and the provisions of the London Plan.

Privacy

Saved Policy BE24 states that the design of new buildings should protect the privacy of occupiers and their neighbours. A minimum separation distance of 21 metres is required to avoid overlooking and loss of privacy. It should be noted that the precise provision fenestration will be finalised as part of future reserved matters applications. However, it has been demonstrated that the design of the development would protect the privacy of future occupiers, in accordance with Policy BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and relevant design guidance.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

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

Local requirements in relation to impacts on traffic demand, safety and congestion are set

out in Local Plan Part 2 policy AM7 which states:

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

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

TfL is the highway authority for A40 Western Avenue, while LB Hillingdon is responsible for the rest of the road network in this area. TfL buses operate on Long Lane.

Access

Vehicular access to the proposed foodstore, the 3 retail units and hotel (detailed application) is proposed via a priority junction from Freezeland Way, around 50 metres east of the Hillingdon Circus junction. This vehicular access is referred to as the western site access. Upon entering the site visitors to the retail units will turn right into the dedicated car park area with refuse, delivery vehicles and visitors of the hotel turning left onto a dedicated road serving these uses and associated areas.

Vehicular access to the residential use (outline application) is proposed via the south east corner of the foodstore car park and via a separate access around 120 meters east of the western site access. Pedestrian and cycle access to all proposed development will be provided through the site from the signalised pedestrian crossings at the Hillingdon Circus junction. A shared cycle/footway and an informal refuge crossing at the western site access are proposed.

Off Site highway Improvements

In addition to the proposed internal highways works further highway improvements required to provide effective site access to the proposed development and improve junction flow. These changes are summarised below:

- Re-introduction of the right turn for traffic at the Hillingdon Circus junction from the Long Lane northbound approach.
- Modifying the existing right turn into the western site access for traffic coming from the A40 westbound.
- Introduction of an additional right turn lane for right turning traffic at the Hillingdon Circus junction from the Long Lane southbound approach. The left turn lane requires a widening of the Long Lane carriageway and footway, taking land from part of the south west corner of the development site;
- Narrowing of the island to the west of the Hillingdon Circus junction, to allow provision of two westbound traffic lanes on Freezeland Way to the west of the Hillingdon Circus junction
- Provision of an informal pedestrian refuge crossing at the western site access;
- Provision of a shared cycle/footway into the site from the western site access towards the proposed Tesco store and retail units.
- Traffic signal works
- Review street lighting at and in the surrounding of Hillingdon Circus junction (extent of review to be agreed with the Council's Highways Engineer) and implement works required by the Council;
- Provide carriageway and footway resurfacing, anti-skid surfacing, and upgrade pedestrian islands and road markings (extent of works to be agreed with the Council's Highways Engineer);

- Coach stop enhancements on Freeland Way
- Revised traffic modelling to be submitted to and approved in writing by the Council and TfL

A Transport Assessment and a series of related technical notes have been submitted in support of this application and the associated outline application for residential development. In addition, an Environmental Statement which considers the cumulative impact of the Tesco and Morrisons schemes has also been submitted.

The Transport Assessment includes a capacity analysis in order to determine the likely impact of the proposals on the local highway network. This assessment states that the trip rates used are considered to be robust and likely represent an overestimate of likely future trip generation. Further to this, the level of pass-by trips and linked trips as well as level of cross-utilisation of the site is likely to have been underestimated, which makes the impact assessment of the site even more robust. Even when assuming a robust case scenario, the assessment concludes that the proposed new site accesses and the Hillingdon Circus traffic signal junction improvements, will operate satisfactorily and that the traffic impact on the rest of the study area will be acceptable.

Members will note that local residents and residents associations have raised concerns regarding increased traffic generation and congestion at Hillingdon Circus junction. Both the Ickenham Residents Association and Oak Farm Residents Associations have provided detailed responses to the consultations, and these have been reproduced in full in the External Consultees section of this report.

The Council has appointed an external transport consultancy to undertake the review of the Transport Assessment and associated documents by the developer's transport consultants. The Highway Engineer notes that there are some discrepancies between the calculated and modelled flows, but the variations are small and are considered negligible. The Highway Engineer's detailed comments, which take into account representations from local residents groups, TfL and the Council's external transport consultancy are provided in the Internal Consultee section of this report.

TfL has stated that with the inclusion of the proposed Master Brewer development and the agreed proposed mitigation at Hillingdon Circus, there would be an overall reduction in two way journey times as a result of the mitigation proposed at Hillingdon Circus. Based upon the traffic modelling of the Hillingdon Circus junction provided in the sensitivity tests undertaken in the VISSIM Sensitivity Test Technical Note submitted in August 2013, TfL state that it is clear that the proposed capacity enhancements would be sufficient to accommodate the proposed development on the Master Brewer site. TfL conclude that the effect of operation on peak traffic conditions on each link across the study area is considered to be negligible. TfL is satisfied that if both developments are in place, there would not be a significant impact on the A40. However, the Council will need to be satisfied that the proposed changes are acceptable both in terms of highway capacity and safety. Accordingly, TfL raise no objection on highways grounds.

In terms of traffic impact on the local highway network, the Highway Engineer has reviewed the residual traffic impacts reported in the Council's Transport Consultants comments and considers that in the light of paragraph 215 of the NPPF, with the proposed mitigation measures, the impacts are not demonstrably severe for the Master Brewer Development alone. However, having considered the cumulative traffic impact assessments for both the Master Brewer and Hillingdon Circus schemes combined, concludes that the residual

cumulative traffic impact with mitigation of both schemes together will be significantly detrimental.

Overall, with regard to the Master Brewer development alone, the Highway Engineer raises no objections, subject to the recommended conditions and transport and highways obligations being covered within the S106 Agreement. Accordingly, it is considered the proposed development accords with the policy requirements of Local Plan Policy AM7(i) and would not unacceptably increase demand on the road network.

Parking

It is considered that the proposals strike the requisite balance between parking restraint, to promote alternative travel modes and the provision of adequate parking. The proposed level of parking meets LBH's UDP standards as well as all London Plan standards and will also provide additional car parking for the primary shopping frontage on Long Lane, capturing more of the east-west traffic on Western Avenue.

The level of car parking proposed for the hotel is not considered excessive. The operational arrangements to cater for any overspill of hotel parking to share the retail parking facilities overnight and a car parking management plan could be covered way of a condition, in the event of an approval.

The Access Officer raises no objection to the disabled parking provision.

The residential proposals do not include any electric charging vehicle points (ECVPs). The London Plan standards require 20% of all spaces to have electric charging points and an additional 20% passive provision for electric vehicles in the future. This is secured by condition.

One car club space is proposed for the residential development, which is acceptable in principle. Details of the operation and management of the car club should be submitted.

In conclusion, the proposed car parking provision for the residential element of the development are within the range of maximum standards. The Council's Highways Officer has reviewed the proposals and subject to conditions, considers the level of provision for various categories of parking spaces is acceptable as well as the layout of the car parking areas. In addition the provision of electric charging points complies with the London Plan requirements for the retail superstore. The proposal therefore accords with the aims of Policy AM14 and AM15 of the Local Plan Part 2.

Travel Plan

A key tool in further mitigating the impact of the development on the highway network is the introduction and promotion of the site wide Travel Plan (TP). The TP and associated package of measures and initiatives has been tailored to promote sustainable travel choices and reduce reliance on car-use. The TP will work to encourage sustainable travel behaviour from the outset and minimise congestion on the local road network as a result of the development. In discussion with LBH and TfL officers a Travel Plan target programme for modal shift will be agreed. This is to be secured as part of the S106 Agreement in the event of an approval.

Deliveries and Servicing

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

Public Transport Network

The potential impacts on the public transport network have been identified and it is considered that sufficient capacity exists on the bus, London Underground and railway networks to accommodate development related trips by these modes. Nevertheless the following mitigation measures have been agreed with TfL and will be provided as part of the development, to be secured by way of a S106 Agreement:

- Coach stop enhancements on Freezeland Way
- Contribution to real time information systems at bus stops
- Contribution to improvements to bus service U2

Pedestrian and Cycling Networks

The site is accessible to pedestrians and cyclists, particularly between the primary shopping frontage on Long Lane and Hillingdon LUL Station. To promote sustainable travel by bike, a good level of secure cycle parking has been incorporated within the proposed redevelopment and a shared pedestrian cycle link is also proposed within the site. The Council's Highways Officer has also reviewed all of the internal layouts and off-site highways works and raises no objections with regard to pedestrian safety.

With regard to pedestrian crossing times at Hillingdon Circus junction, the Highway Engineer notes that six of ten possible crossing movements as a result of the Hillingdon Circus junction improvements will experience changes of under 10 seconds as a result of the junction alterations, but four crossing movements will experience increased average crossing times of over 40 seconds and up to 56 seconds. These changes are the result of maintaining provision of safe controlled crossing facilities for all pedestrian movements at the junction. The increased crossing times are not considered to be excessive in the context of the overall scheme to mitigate the traffic impacts of the development.

The Council's Highways Officer has also reviewed all of the internal layouts and off-site highways works and raises no objections with regard to pedestrian safety.

Overall, the Highway Engineer raises no objection to the highways and transportation aspect of the development subject to the above issues being covered by suitable planning conditions and a S106/278 agreement, in the event of an approval. It is therefore considered that the proposed development is acceptable in both transport and highways terms, in compliance with Policies AM7, AM9, AM14, AM15 and AM9 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

7.11 Urban design, access and security

SECURITY

The Metropolitan Police Crime Prevention Officer raises no objections subject to the scheme achieving Secure by Design accreditation and the provision of CCTV to the parking areas.

7.12 Disabled access

The Equality Act 2010 seeks to protect people accessing goods, facilities and services from direct discrimination on the basis of a protected characteristic, which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment

can be incorporated with relative ease.

The Act states that service providers should think ahead to take steps to address barriers that might impede disabled people. It is appreciated that design team for Tesco stores will likely have a defined model that meets best practice design guidance, however the Design and Access Statement does not explain in detail how the principles of access and inclusion have been applied.

The Council's Access officer has made a number of observations which are summarised below:

All residential accommodation should comply with all relevant Lifetime Home standards. In addition, 10% of new housing should be built to Wheelchair Home Standards. At least one accessible parking space should be provided within each zone/lift core and an allocated parking space is required for each Wheelchair Standard Home. The wheelchair accessible flats should be evenly distributed throughout the site, while two Part M compliant passenger lifts should also be provided for each block. The bathrooms/ensuite facilities should be designed in accordance with Lifetime Home standards. Finally, the internal floor areas of the wheelchair accessible/adaptable units should be of a sufficient size to allow the successful integration of facilities.

As this is an outline application, no specific details have been submitted in respect of compliance with relevant standards and design guidance. However, the applicant has identified 12 ground floor units in indicative accommodation schedule, which would be Wheelchair Accessible/Adaptable Units. These are shown to be provided in the following mix: 3 x 1 Bed 2 person, 8 x 2 bed 4 person and 1 x 3 Bed 5 person wheel chair units.

Subject to detailed design that it is considered that lifetime homes standards can be achieved and that the scheme is considered to be in accordance with the London Plan Policy 3.8 and the Council's Supplementary Planning Document "Accessible Hillingdon" adopted January 2010.

7.13 Provision of affordable & special needs housing

The London Plan sets the policy framework for affordable housing delivery in London. Policies 3.10 -3.13 requires that boroughs should seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mix-use schemes, having regard to their affordable housing targets.

The application exceeds the threshold of 10 units and above, therefore affordable housing provision by way of a S106 Legal Agreement is required. The requirement is for 35% of units to be affordable. The applicant advises that the schemes finances are finely balanced and that only 15% could be provided. A Financial Viability Assessment (FVA) was provided by the applicant, which has been reviewed by an appropriately qualified, third party, financial consultant.

The NPPF states that planning obligations should not be so onerous as to make schemes unviable, and that where appropriate the development economics of proposals should be taken into account. In this case there would be substantial benefits arising from the scheme which would outweigh the limited provision of affordable housing.

The advice from the financial consultant is that the assumed sale prices are reasonable (based on evidence of actual sales achieved in the area).

The Financial Consultant advised that the development would be affected by abnormal costs associated with off site highway and landscaping works, which other developments would not typically have to deal with. By way of example, the cost of off site highway works would be well in excess of £1m.

The FVA has been heavily scrutinised and is accurate. It is not considered that a greater level of affordable housing could be achieved without reducing other obligations (which officers do not feel would be appropriate).

7.14 Trees, landscaping and Ecology

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

The application is supported by a tree survey, arboricultural implications report and by landscaping plans covering both the retail stores, hotel and associated residential developments.

The site is covered by tree Preservation Order No.6, which features 10 individual tree specimens and 3 groups. However only two of the trees protected by the original Tree Preservation Order remain and these are poor or justify removal. Most of the trees in the centre of the site will be removed in order to accommodate the development. However, the off-site woodland planting along the Long Lane road embankment will be retained, as will on-site trees and hedgerows along the north, south and east boundaries. Additionally, the trees and hedgerows along the northern boundary will be managed / rejuvenated.

The Landscape Strategy for the site proposes significant on site planting to help assist the transition between Green Belt land and the proposed and existing built form. It is underpinned by four key principles as summarised and illustrated below. Full details of the Landscape

Strategy are provided within the accompanying Design & Access Statement.

- Creation of a gateway entrance to the site adjacent to Hillingdon Circus;
- Establishment of an urban edge along Freezeland Way and Long Lane;
- Creation of an appropriate landscape setting adjacent to the Green Belt; and
- Provision of safe, attractive and effective amenity space for residents.

The application incorporates a comprehensive planting scheme within the site to help assist with the overall softening of the appearance of the proposed built form and to define/zone the proposed uses. In terms of the proposed commercial uses, significant tree planting is proposed within the car park to help avoid a large expanse of hardstanding. A well-defined row of trees is proposed along the eastern boundary of the car park to help mark the transition between residential and commercial uses.

The site's eastern boundary provides an effective screen to much of the proposed residential development as illustrated within the Visual Assessment contained within the accompanying Design & Access Statement. Notwithstanding, and in line with the recommendations of the supporting Arboricultural Survey, it is proposed that work is undertaken to this boundary planting to further improve its form and screening effectiveness. Accordingly, it is proposed that selective thinning, coppicing, re-planting and supplementary tree and hedgerow planting will take place.

A well-defined row of trees is proposed along the eastern boundary of the car park to help mark the transition between residential and commercial uses. The proposed residential

blocks will be separated by soft landscaping which will be used to provide private amenity space for residents with tree planting on internal edges to further help separate the commercial and residential components.

Off Site Planting

The application includes the provision of a woodland buffer and structure planting to be planted on the adjacent Green Belt land to further supplement the existing eastern boundary planting, which will be secured by way of a Section 106 Agreement.

The Tree and Landscape Officer raises no objections subject to conditions to ensure that the detailed proposals preserve and enhance the character and appearance of the area and off-site planting and other landscape improvements to the adjacent Green Belt land to the east be secured through a S.106 agreement. It is considered that the scheme is on the whole acceptable and in compliance with Saved Policy BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

ECOLOGY

Saved Policy EC2 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks the promotion of nature conservation interests. Saved policy EC5 seeks the retention of features, enhancements and creation of new habitats. London Plan Policy 7.19[c] seeks ecological enhancement. Although the trees in the site may be valuable for biodiversity, the application site itself is not considered to have a high ecological value, due to the lack of potential for protected species. However, it is not appropriate to only protect sites with protected species, which by their nature are not abundant. Sites with large expanses of trees and natural areas play an important role in ecological management.

The proposed development would result in a significant loss of natural areas and trees which will be replaced by heavily landscaped areas, hardstanding and new buildings. The loss of trees, scrub and grassland that has been allowed to develop naturally cannot be replaced heavily managed landscaping within the confines of the development boundary. The current proposal does not provide sufficient protection or enhancement on site and results in the loss of natural areas.

The applicant acknowledges this and has proposed off-site compensation to the east of the site. The applicant has agreed to a financial contribution in the sum of £252,308.88, towards the landscape screening and ecological mitigation, which will include a new off site tree belt, and enhancement to the pond and improved access to the adjacent park. The details of this planting and management work will be delivered through a Section 106 Agreement as part of the super store detailed development.

Overall, it is considered that the detail provided in the amended ecology enhancement information, which ties the off-site ecological compensation to the development of the site can be delivered and ecological mitigation is considered satisfactory. The proposal therefore complies with Policy 7.19 of the London Plan which requires that development protects and enhances biodiversity, and Local Plan Part 1 Policy EM7 and relevant Local Plan Part 2 policies.

7.15 Sustainable waste management

With respect to the flats, the plans indicate bin provision on the required ratio of 1100 litre refuse and recycling bins. The details of these facilities can be secured by a condition, in the event of an approval.

With regard to collections, the Highway Engineer advises that the proposed access and road layout is suitable for the Council's refuse vehicles to enter the site in a forward gear, manoeuvre within the site and exit in a forward gear. Refuse collection points are provided for the flats, the refuse collection vehicle can manoeuvre up to/close to the various collection points.

Overall, the refuse and recycle storage/collection areas are located within acceptable trundle distance for collection. The development is therefore considered to be acceptable from the refuse collection point of view.

7.16 Renewable energy / Sustainability

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

The 2011 London Plan requires major developments to demonstrate a 25% reduction from a 2010 Building Regulations compliant development.

A Sustainability Statement has been submitted in support of the application. This report demonstrates how a variety of technologies could be incorporated into the design to reduce the CO2 emissions.

In line with the adopted energy hierarchy, a decentralised gas fired reciprocating engine CHP unit is considered for the development. Air Source Heat Pumps are also considered to meet the complete space conditioning demands of the general retail units. Based on the analysis presented in this report, the proposed development could achieve circa 45% reduction in CO2 emissions beyond the baseline. This report also shows that each element of this development would achieve at least 44% reduction in carbon emissions over the respective baselines.

Whilst achieving significant reduction in CO2 emissions, it is not likely to be viable to provide a significant reduction from renewable sources. The applicants have explained the constraints preventing this and demonstrated the rationale behind the proposed approach.

Considering the residential units of the scheme alone (this outline application), the proposals are expected to achieve approximately 46% reduction in carbon emissions over the Part L 2006 compliant base case, thereby allowing the scheme to qualify in energy-related emissions terms for Code for the Sustainable Homes Level 4 compliance.

These measures would achieve a 25% reduction in carbon dioxide emissions above Part L of the Building Regulations, in compliance with London Plan requirements. Notably, the Council's Sustainability Officer has raised no objections, subject to conditions.

A condition is recommended requiring the development not be occupied until a detailed energy assessment shall be submitted and approved in writing. The assessment shall demonstrate how the residential units will be linked to the site wide energy strategy set out for the mixed used development proposed as part of the associated planning application 4266/APP/2011/2034. The assessment shall clearly set out the baseline to 2010 Building Regulations and the measures to reduce this by 25%. The scheme shall also include maintenance arrangements of technologies required to deliver the reduction. This is to

ensure there is a clear understanding of how each use within the development contributes to the site wide strategy and to ensure the energy reduction targets of Policy 5.2 of the London Plan are met.

The Design and Access Statement suggests that the Code for Sustainable Homes has been referred to throughout the design process. However, there is no commitment to any level of the Code within the Design and Access Statement or the Sustainable Design and Construction statement. The Council requires all new residential development to meet Code 4 which will need to incorporate the Code 4 energy requirements set out in the London Plan. A condition is therefore recommended requiring an Interim certificate to be submitted prior to commencement, showing the development complies with Level 4 of the Code for Sustainable Homes. In addition prior to the occupation of the development a completion certificate showing the development complies with Code 4 of the Code for Sustainable Homes will be required. This is also covered by condition.

In addition, as stated elsewhere in this report, a condition requiring a scheme for the harvesting and reuse of rainwater as well as the recycling and reuse of greywater, is recommended. Subject to compliance with these conditions, it is considered that the scheme will have satisfactorily addressed the issues relating to the mitigation and adaptation to climate change and to minimising carbon dioxide emissions, in compliance with Policies 5.2, 5.13 and 5.15 of the London Plan, Policy PT1.EM1 of Hillingdon Local Plan Part 1 and the NPPF.

7.17 Flooding or Drainage Issues

Policies OE7 and OE8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to ensure that new development incorporates appropriate measures to mitigate against any potential risk of flooding. The application is not located within a zone at risk of flooding, however due to the size of the development it is necessary for it to demonstrate that it would incorporate sustainable drainage techniques and reduce the risk of flooding in accordance with the requirements of Policies 5.11, 5.12 and 5.13 of the London Plan and the NPPF.

A Flood Risk Assessment (FRA) covering both this site and the associated commercial site has been submitted as part of the application, taking into consideration the principles of the NPPF and other relevant regional and local policies. This has been examined by the Flood officer who raises no objections.

Sustainable drainage (SUDS)

The Hillingdon LDF:SFRA provides guidance on locating retail led development in this site. It states that surface water attenuation should be provided by the use of SUDS and that water recycling and rainwater harvesting could be considered as a means of reducing surface water from the site. The London Plan also requires the use of sustainable drainage systems. The drainage report acknowledges this and sets out a series of options. The FRA provides a variety of SUDS measures in accordance with the Hillingdon SFRA and the Mayor's London Plan. Some of these are considered feasible but are not elaborated upon. In summary, the store will utilise rainwater harvesting and water recycling and all the car park paving will be permeable. However, there is limited information as to how the Mayor's drainage hierarchy (policy 5.13 of London Plan) will be implemented.

The FRA paragraph states that permeable paving will be used. This along with other storage structures mean that there would not be any unacceptable flood issues.

Rain water harvesting

The FRA has considered all forms of SUDS and states that rain water harvesting will be utilised. The reduction in surface water runoff by utilising rainwater harvesting has not been deducted from the overall strategy. Therefore there is an additional saving not calculated in the FRA.

Green roofs

Policy 5.11 of the London Plan requires all new major development to consider the incorporation of green roofs into designs. The Flood Risk Assessment (FRA) states that green roofs are feasible but have not been incorporated into the designs. The Council's Flood and Drainage Officer notes that no reasons provided to justify why green roofs cannot be used on any of the buildings.

The Environment Agency also notes that sustainable drainage systems (SuDS) hierarchy does not appear to have been followed. For example, green roofs, which are at the top of the SuDS hierarchy have been identified as a solution on site, but their use has then been ruled out without adequate explanation. The applicant should use the most sustainable drainage techniques as fully as possible across the site where it is possible to do. The Agency also notes that the addition of green or brown roofs to this development will provide benefits for biodiversity on the site, and provide some green buffering between the adjacent LWS and the development. This is in line with Unitary Development Plan (UDP) Saved Policies EC1, EC3 and EC5.

However, this application is for a site situated within both the height and birdstrike safeguarding zones surrounding RAF Northolt and the development proposal must not unacceptably increase the risk of birdstrike to aircraft using RAF Northolt.

Since the original designs, a district heating centre has been included within the plans and this structure could incorporate a green roof. It is therefore recommended that a condition be imposed requiring the incorporation of living walls and a living roof onto the energy centre, subject to no objections from M O D Safeguarding - R A F Northolt, in order to incorporate methods for urban greening, water attenuation and climate change adaptation, in accordance with Policy 5.11 of the London Plan.

The Environment Agency considers that the Flood Risk Assessment provided by the applicant demonstrates that sustainable drainage techniques can be used on this site. The Environment Agency has therefore raised no objections, subject to a condition requiring the submission of a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development. The drainage strategy would have to demonstrate the surface water runoff generated up to and including the 1 in 100 year critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme would also need to include provision of on-site surface water storage to accommodate the critical duration 1 in 100 year storm event, with an allowance for climate change.

Conclusion

The FRA provides a clear drainage strategy and a suitable assessment of the flood risk, both to and from the site, whilst adhering to local policy and best practice for the type of development proposed. The Environment Agency and Council's Flood and Drainage

Officer raise no objections subject to the implementation of a detailed surface water drainage scheme and provision of green roofs for the site, based on the agreed Flood Risk Assessment(FRA). Subject to compliance with these conditions, it is considered that the scheme will have satisfactorily addressed drainage and flood related issues, in compliance with The Hillingdon Local Plan: Part 2 Policies OE7 and OE8, Policies 5.13 and 5.15 of the London Plan and the aspirations of the NPPF.

7.18 Noise or Air Quality Issues

NOISE

The Government's National Planning Policy Framework (NPPF) which replaces PPG24 (Planning and Noise) gives the Government's guidance on noise issues. NPPF paragraph 123 states that planning decisions should (i) avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development, and (ii) mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from new development, including through the use of conditions. According to the Government's Noise Policy Statement for England NPSE) of March 2010, these aims should be achieved within the context of Government policy on sustainable development.

Saved Policies OE1 and OE3 of the Hillingdon Local Plan Part 2 saved UDP Policies seek to protect the environment from the adverse effects of pollutants and to ensure sufficient measures are taken to mitigate the environmental impact of the development and ensure that it remains acceptable. Saved Policy OE3 seeks to ensure that uses which have the potential to cause noise be permitted only where the impact is appropriately mitigated.

A noise report has been submitted in support of the application. The report considers the development covered by this application and the associated full commercial application 4266/APP/2012/1544, comprising retail and hotel uses. The report concludes that with appropriate mitigation measures, the development could proceed without the likelihood of harming the amenity of existing or proposed residential dwellings, on the basis of 24 hours trading and 24 hours servicing.

The Council's Environmental Protection Unit (EPU) has reviewed the Noise Report, taking into account both applications. In summary, the EPU accept that the policy requirements of the NPPF and NPSE can be met for the various noise issues, subject to a condition being imposed, requiring noise insulation and ventilation, to provide satisfactory internal noise levels in the proposed new residential blocks. An assessment of noise issues is provided in more detail below.

The noise assessment for the proposed residential development refers to the noise contour maps in showing the predicted overall noise levels at the facades of the proposed residential blocks. It is apparent that Block A adjacent to the A40 road would be subject to the highest noise levels. The noise contours show that the worst affected upper floors of Block A will be exposed to daytime noise levels of around 73 to 74 dB LAeq, for 16hrs. These high noise levels are mainly caused by road traffic on the A40 road.

The report recommends design targets for internal noise levels in residential blocks A to E. These design criteria are the same as required by the Council's Supplementary Planning Document on noise. The report states that these target internal noise levels can be achieved by ameliorative measures comprising closed windows and improved sound insulation. This would apply even to the worst affected upper floors of block A, which are affected by the highest levels of road traffic noise.

It will also be important to ensure that residential blocks A to E are adequately protected against noise from deliveries at night. The report states that adequate noise mitigation will be provided for residential block E (closest to the access road) to ensure future residents are not disturbed by noise from night time deliveries. EPU notes that this is important since the predictions show that noise levels at night from deliveries will be well above WHO outdoor guideline values.

Since proposed residential blocks A to E are in the form of flats without individual gardens, outdoor noise levels are not considered to be of crucial importance. It is acknowledged in paragraphs 5.4 and 7.9 that background ventilation will be required so that adequate ventilation can be achieved with windows closed.

NPPF paragraph 123 states that planning decisions should (i) avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development, and (ii) mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from new development, including through the use of conditions. According to the Government's Noise Policy Statement for England (NPSE) of March 2010, these aims should be achieved within the context of Government policy on sustainable development. EPU consider that the policy requirements of the NPPF and NPSE can be met for the proposed development by appropriate design and by the imposition of appropriate conditions to ensure that satisfactory levels are provided inside the proposed residential dwellings in respect of all forms of outdoor noise.

Cumulative impact

Noise contour maps provided in the EIA show the changes in noise levels due to cumulative effect of both the Hillingdon Circus and Master Brewer developments. The daytime and night time cumulative effect on proposed residential development blocks A-E is shown to be slight. The facade noise levels on each of the blocks will only change by few decibels, which could be addressed by the recommended noise condition for facade sound insulation.

The assessment also looked at changes in road traffic noise levels and found the cumulative this to be negligible on existing residential in Freezeland Way i.e. only 1dB change. Car park noise will also be negligible and can be addressed by the previously recommended condition for a delivery management plan.

AIR QUALITY

The proposed development is within the declared AQMA and in an area which currently appears to be close to the European Union limit value for annual mean nitrogen dioxide, and may be exceeding the EU limit value adjacent to the A40. The A40 and the areas around the junctions within Hillingdon have been identified as priority areas for improvement with regard to poor air quality.

The Council's Environmental Protection Unit (EPU) notes that there is potential in the area for further development and congestion as a result of the operational phase of the development. The applicant would therefore need to provide some mitigation in order to ensure the development is at least air quality neutral.

Although officers consider that the impacts on air quality will be negative, on balance, this should not automatically result in a refusal, subject to clear measures to reduce the

impacts of the development. The need to provide green travel plans and contributions to public transport will assist attempts to reduce the impact of the development. In addition conditions are considered necessary to further ensure a potential wider reduction in emissions as well as reducing the impacts to the new development. The following conditions are therefore recommended:

- A construction air quality action plan which sets out the methods to minimise the adverse air quality impacts from the construction of the development.
- An air quality action plan which sets out the measures to be undertaken to promote, encourage and install measures to reduce impacts on air quality.
- A scheme for protecting the proposed residential units from external air pollution.
- Full specifications of the CHP unit demonstrating the use of the least polluting CHP system appropriate with and the relevant NOx emissions, the designs of the flue to reduce impacts to residents and further pollution abatement technology to ensure the CHP has minimal air quality impacts

As the development is in and will cause increases in an area already suffering poor air quality, the Council's Environmental Protection Unit has also requested a contribution of up to £50,000 (£25,000 for the commercial and £25,000 for the residential elements of the scheme), to the air quality monitoring network in the area to be secured by way of a Section 106 Agreement.

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

7.19 Comments on Public Consultations

Submissions in Support

At the time of writing the report, in total 28 letters, supporting the proposals and 14 letters providing comments, together with one petition bearing 29 signatures were received and are summarised in the preceding 'Consultees' section of the report.

Planning Officer Comment:

The comments received are noted and all relevant issues are addressed within the body of the report.

Submissions in Objection

At the time of writing the report, 64 letters or internet representations have been received together with 1 petition bearing 37 signatures. The main issues raised are summarised in the 'External Consultee' section of this report. The issues raised are noted and have been addressed in the relevant sections of the report.

Since the report was first published, further representations have been received regarding the highway implications of the development. These points are summarised below with officer's commentary :

- Inaccuracies within the highway submission for the Spenhill application

Planning Officer Comment:

These issues have been reviewed by Parsons and Binceroff and their conclusions remain the same.

With regard to the under reporting of impact upon journey times along Long Lane, Bride Hall reviewed the traffic flow assumptions and proposed signal staging arrangements from the Spenhill Transport Assessment dated December 2012 and associated mitigation measures. These were then inputted into the more comprehensive Morrison's Model to formulate a comparison assessment based on the traffic levels as projected at 2014. However, Officers are unable to comment on the model results, as the VISSIM files have not been provided.

- Concern that north bound right hand turning traffic into the site could potentially interfere with free flow of traffic south bound.

Planning Officer Comment:

Collisions would not occur because south bound traffic would be held by red signals whilst north bound traffic goes left, right and straight ahead. There would be a change to signal stage sequence and as a result, ahead and right turn will run at the same time.

- West bound traffic exiting the A40 at speed could conflict with vehicles merging from the site onto Freezland Way.

Planning Officer Comment:

It is recommended that a safety audit be carried out and any works required, such as vehicle activated speed indicator signs etc be implemented by the developer.

- Concern over how vehicles exiting the A40 will turn right into the site.

Planning Officer Comment:

There is a dedicated right hand turn lane for west bound traffic entering the site.

- Has a safety audit been carried out regarding pedestrians crossing Freezland Way from the pedestrian/cycle route at the end of Windsor Avenue?

Planning Officer Comment:

A safety audit has not considered this particular aspect. However, given the proposed location of the store and the proposed access to the site via the dedicated signalised junction at Hillingdon Circus, Officers do not consider that this particular issue raises highway safety concerns.

Ickenham Residents Association Comments

The Ickenham Residents Association submitted 5 sets of comment to the Council. These were assessed by Officers and meetings were held with officers to discuss its concerns. The issues raised were taken into account and changes made to the proposals and clarification sought on issues where it was deemed necessary.

7.20 Planning obligations

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

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

- (i). Transport: All on site and off site highways works as a result of this proposal. These include the following:
- o Improvements at/in vicinity of the service road approach to Freezeland Way subject to road safety audit;
 - o Re-introduction of the right turn for traffic at the Hillingdon Circus junction from the Long Lane northbound approach;
 - o Modifying the existing right turn into the western site access for traffic coming from the A40 westbound;
 - o Introduction of a southbound left turn flare at the Hillingdon Circus junction from the Long Lane southbound approach. The left turn lane requires a widening of the Long Lane carriageway and footway, taking land from part of the south west corner of the development site;
 - o Narrowing of the island to the west of the Hillingdon Circus junction, to allow provision of two westbound traffic lanes on Freezeland Way to the west of the Hillingdon Circus junction;
 - o Provision of an informal pedestrian refuge crossing at the western site access;
 - o Provision of a shared cycle/footway into the site from the western site access towards the proposed food retail store and three non-food retail units;
 - o Traffic signal timings and operations ;
 - o Review lighting and the visibility of signs and road markings at and in the surrounding of Hillingdon Circus junction (extent of review to be agreed with the Council's Highways Engineer) and implement works required by the Council;
 - o Provide carriageway and footway resurfacing, anti-skid surfacing, and upgrade pedestrian islands and road markings (extent of works to be agreed with the Council's Highways Engineer); and
 - o Coach stop enhancements on Freeland Way
 - o Revised traffic modelling and signal timings and operations to be submitted to and approved in writing by the Council and TfL;
 - o Contribution to real time information system at bus stops prior to commencement;
 - o Travel Plan
- (ii). Affordable Housing: 15% of the scheme, by habitable room, to be delivered as Affordable Housing.
- (iii). None of the market housing will be occupied until 100% of the affordable housing is delivered.
- (iv). Education: The applicant provides a financial contribution towards school places in the area commensurate with the estimated child yield of the development as calculated in the formula prescribed within the Supplementary Planning Document or any subsequently approved amendments to this guidance
- (v). Health: The applicant provides a financial contribution towards health care in the area as calculated in the formula prescribed within the Supplementary Planning Document or any subsequently approved amendments to this guidance. - £216.67 per person.
- (vi). Libraries: The applicant provides a financial contribution towards library provision in the area commensurate as calculated in the formula prescribed within the Supplementary Planning Document or any subsequently approved amendments to this guidance (£216.67 per person).
- (viii). Community Facilities: either a financial contribution in the sum of £60,000 or a facility delivered on the commercial part of the development - if sought.
- (ix). Landscape Screening/ Ecological Mitigation and Public Open Space: a financial contribution in the sum of £252,308.88
- (x). Construction Training: either a construction training scheme delivered during the construction phase of the development or a financial contribution secured equal to the formula as contained in the SPD (£2,500 for every £1m build cost + (125/160 x £71,675) =

total contribution).

(xi). Air Quality: a financial contribution in the sum of £25,000.

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

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

7.21 Expediency of enforcement action

Not applicable.

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.

10. CONCLUSION

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

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

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

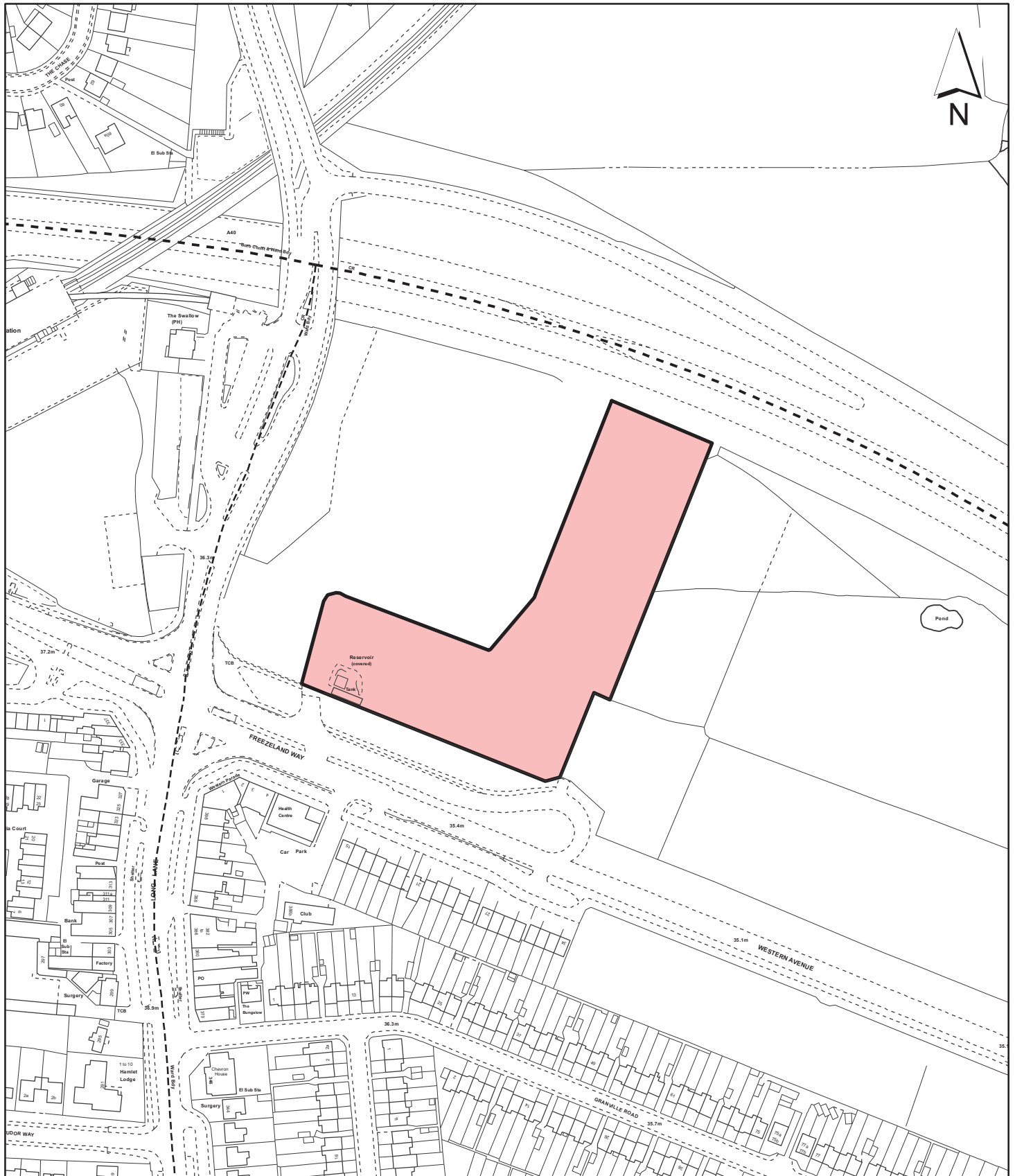
It is recommended that the application should be supported subject to a Section 106 Legal Agreement and conditions.

11. Reference Documents

The Hillingdon Local Plan: Part 1- Strategic Policies (8th November 21012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan 2011
National Planning Policy Framework (NPPF)
The Greater London Authority Sustainable Design and Construction (2006)
Council's Supplementary Planning Guidance - Community Safety by Design
Council's Supplementary Planning Document - Air Quality
Hillingdon Supplementary Planning Document: Accessible Hillingdon January 2010)

Contact Officer: Karl Dafe

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.
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Site Address

**Former Master Brewer Site
 Freezeland Way
 Hillingdon**

**LONDON BOROUGH
 OF HILLINGDON
 Residents Services**

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

Planning Application Ref:
4266/APP/2012/1545

Scale
1:2,500

Planning Committee
Major Applications

Date
September 2013



HILLINGDON
 LONDON

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Report of the Head of Planning, Green Spaces and Culture

Address: LAND ADJACENT TO HILLINGDON STATION & SWALLOW INN LONG LANE

Development: Demolition of the existing public house and timber yard, and the erection of a mixed use redevelopment comprising a foodstore (7829m² GEA) (Use Class A1); a 6 storey 82 bed hotel (Use Class C1); a 720m² restaurant/public house facility (Use Class A3/A4); and 107 residential units (Use Class C3), together with reconfiguration of the existing commuter car park, and associated landscaping, car/cycle parking and ancillary works.

LBH Ref Nos: 3049/APP/2012/1352

Drawing Nos: SEE REPORT AT APPENDIX A

Date Application Received: 31-05-12

Date Application Valid: 27-06-12

1. EXECUTIVE SUMMARY

Planning permission is sought for a mixed use redevelopment of the Land Adjacent to Hillingdon Station & Swallow Inn Long Lane, comprising the erection of a food store, car parking spaces, a 6 storey 82 bed hotel (Use Class C1); a 720m² restaurant/public house facility (Use Class A3/A4); and 107 residential units (Use Class C3), together with the reconfiguration of the existing commuter car park, and associated landscaping, car/cycle parking and ancillary works (the Bride Hall scheme).

The Council also has before it a separate scheme for retail and mixed use development at the former Master Brewer site (the Spenhill development). Both the Hillingdon Circus and Master Brewer schemes propose a comprehensive mixed-use retail-led development incorporating principally a supermarket, residential and hotel development. The most appropriate approach to adopt when considering two similar live applications (is such close proximity) is to firstly assess the acceptability of the applications individually.

INDIVIDUAL ASSESSMENT

There is no land use policy objection to the principle of a retail led mixed use development of the site, provided the retail element is of a scale that is appropriate to the continued viability of the local centre; offers convenience or specialist goods and services that are accessible to people who would otherwise need to travel further afield and gives due regard to the cumulative impact of planned or emerging development within Hillingdon Circus, especially a potential food store development on the former Master Brewer site.

In terms of retail impact, on balance, when considering the Bride Hall scheme in isolation, officers do not consider that there is enough evidence to suggest that such significant harm would be caused to the viability committed development or vitality of town centres to outweigh the various benefits of the scheme.

The development would integrate an appropriate level of inclusive design, measures to reduce energy use and other sustainable design features. Subject to appropriate conditions and planning obligations, on balance, when taken in isolation, objection is not raised to the

proposal in terms of air quality impacts. Furthermore, subject to appropriate conditions the development would not have any adverse impacts on the amenity of residential occupiers by way of noise.

The Council also has a public duty to pay due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations (Equality Act 2010). As a consequence, an Equality Impact Assessment has been carried out. It concludes that the positive benefits of the scheme outweigh any potential negative impacts on equality groups in the affected area.

No objection is raised to the design or appearance of the proposal, including the overall height, bulk and scale. The approach to materials and landscaping is also considered acceptable.

In addition the Bride Hall development would incorporate adequate parking. Notwithstanding this, the Council's Highways Officer has objected to aspects of the proposals and considers that the development would have unacceptable adverse impacts on the Highway Network. The Council's Highway Officer objects to the scheme (individually) on highway safety and traffic grounds. The individual report is attached at Appendix A.

CUMULATIVE ASSESSMENT

However, it may well be the case that either the Planning Committee or Planning Inspectorate considers that the various benefits of the scheme, on balance, outweigh the traffic concerns. To this end consideration of acceptability or otherwise of the cumulative impacts of the proposals (should they both come forward) is also needed.

Therefore an assessment of cumulative impacts has been undertaken as to whether the approval of both planning permissions, in this case the 'Bride Hall Development' and 'Spennyhill' schemes would be acceptable in planning terms. If there is evidence that the cumulative impact of both permissions being implemented would be unacceptable in planning terms, then that evidence should be taken into account in dealing with the applications.

Officer's assessments of the cumulative impacts of the two schemes together is that they would be likely to have an unacceptable impact on town centres and committed development within the relevant catchment areas, on traffic congestion and on air quality. Therefore the Council is of the view that only one scheme should be granted planning permission.

COMPARATIVE ASSESSMENT

If it is judged that the two proposals' cumulative impact is unacceptable to the extent that only one permission can therefore be granted (which is the case with the current applications), then the approach to be taken is a full comparative assessment of each site against the other, in order to decide which scheme is preferred in planning terms.

A full comparative assessment has therefore been undertaken, in accordance with relevant criteria in the Development Plan and against the material facts of the sites proposed. The comparative assessment is provided elsewhere on this agenda and includes (but is not limited to) consideration of the location of the proposed sites, any additional benefits each scheme would bring, traffic impact, visual impact, parking provision, employment generation, residential amenity issues and impact on town centres.

The comparative assessment concludes that the development proposed by Spenhill at the former Master Brewer site is preferable, mainly because it would cause less harm in terms of highways/traffic and retail impacts. Its important to note that a very large number of considerations were compared. Furthermore officers do not consider that the various benefits of the Bride Hall scheme would outweigh the harm caused and as such officers recommend that the Hillingdon Circus scheme be refused.

The above mentioned reports were withdrawn from the October 8th Major Committee Agenda, as additional information had been received and points of clarification were required following circulated to Members.

2. RECOMMENDATION

That should the Mayor not direct the Council under Article 6 to refuse the application, or issue a direction under Article 7 that he is to act as the Local Planning Authority for the purposes of determining the application, delegated powers be given to the Head of Planning, Green Spaces and Culture to refuse planning permission for the following reasons:

1. Highways - Individual

The application fails to demonstrate that the proposed development would not result in detrimental traffic impacts (in particular queuing in Hercies Road) . Accordingly, the development is contrary to Policies 6.11 and 6.12 of the London Plan (July 2011) and policies AM7 of the Hillingdon Local Plan Part 2.

2. Planning Obligations - Individual

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 Off site Highways Works, Public Transport, Travel Plans, Employment and Hospitality Training, Construction Training, Public Realm, Affordable Housing, Education, Health, Library Facilities, Community Facilities, Air Quality and Project Management and Monitoring). The scheme therefore conflicts with Policy R17 of the London Borough of Hillingdon Local Plan part 2, and the adopted Supplementary Planning Document 'Planning Obligations.

3. Traffic/Highways - Cumulative

The applicant has failed to demonstrate that in the event that the proposed development (on the site at Land Adjacent to Hillingdon Station & Swallow Inn Long Lane) was granted planning permission alongside the development (on the site of the Former Master Brewer Hotel) proposed by Spenhill (planning application refs: 4266/APP/2012/1544 and 4266/APP/2012/1545), that the cumulative traffic impacts of the developments would not be severe in terms of congestion on the highway network. Accordingly the proposal is contrary to Policies 6.11 and 6.12 of the London Plan (July 2011), Policy AM7 of the Hillingdon Local Plan Part 2 and the provisions set out in the National Planning Policy Framework.

4. Retail - Cumulative

The approval of the proposed development (on the site at Land Adjacent to Hillingdon Station & Swallow Inn Long Lane) alongside the approval of the development (on the site of the Former Master Brewer Hotel) proposed by Spenhill (planning application

refs: 4266/APP/2012/1544 and 4266/APP/2012/1545), would, cumulatively, radically shift the role, function, scale and attraction of the North Hillingdon local centre and in turn would prejudice retail investment (and its associated benefits) in Uxbridge. Accordingly the application is considered to be 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.

5. Air Quality - Cumulative

The applicant has failed to demonstrate that in the event that the proposed development (on the site at Land Adjacent to Hillingdon Station & Swallow Inn Long Lane) was granted planning permission alongside the development (on the site of the Former Master Brewer Hotel) proposed by Spenhill (planning application refs: 4266/APP/2012/1544 and 4266/APP/2012/1545), that the cumulative air quality impacts of the developments would not be unacceptable. The scale and magnitude of both developments combined requires a much greater understanding of the air quality impacts and without this no proper assessment of mitigation can occur. The extent of the combined impacts is not sufficiently clearly set out in the cumulative assessments. The uncertainty of the impacts is heightened with the cumulative development and the information to support the suitability of both developments proceeding at the same time is insufficient. Accordingly the proposal is contrary to Policy 7.14 of the London Plan and the Council's Supplementary Planning Guidance on Air Quality and the provisions set out in the National Planning Policy Framework.

6. Comparative

There would be an unacceptable cumulative impact if the proposal were to proceed as well as the nearby Master Brewer Scheme (refs: 4266/APP/2012/1544 and 4266/APP/2012/1545) and it is therefore necessary to determine which scheme is preferable in planning terms. The comparative assessment of the proposal against the Master Brewer Scheme demonstrates that the proposal is considered to be less preferable in planning terms than the Master Brewer Scheme which would on balance better meet the objectives of the Development Plan and the NPPF.

INFORMATIVES

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

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

Part 1 Local Plan Policies

PT1.BE1(2012) Built Environment

PT1.CI1 (2012) Community Infrastructure Provision

PT1.E4 (2012) Uxbridge

PT1.E5 (2012) Town and Local Centres

PT1.EM1 (2012) Climate Change Adaptation and Mitigation
PT1.EM11(2012) Sustainable Waste Management
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.EM8 (2012) Land, Water, Air and Noise
PT1.T1 (2012) Accessible Local Destination

Part 2 Local Plan Policies

AM1 Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations
AM10 Incorporation in new developments of additions to the proposed cycle network
AM11 Improvement in facilities and promotion of safety and security at bus and rail interchanges; use of planning agreements to secure improvement in public transport services
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) Shop mobility 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
AM3 Proposals for new roads or widening of existing roads
AM7 Consideration of traffic generated by proposed developments
AM8 Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE13 New development must harmonise with the existing street scene.
BE18 Design considerations - pedestrian security and safety
BE19 New development must improve or complement the character of the area.
BE20 Daylight and sunlight considerations.
BE21 Siting, bulk and proximity of new buildings/extensions
BE26 Town centres - design, layout and landscaping of new buildings
BE28 Shop fronts - design and materials
BE29 Advertisement displays on business premises
BE3 Investigation of sites of archaeological interest and protection of archaeological remains
BE36 Proposals for high buildings/structures in identified sensitive areas
BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
BE39 Protection of trees and woodland - tree preservation orders
EC2 Nature conservation considerations and ecological assessments
EC3 Potential effects of development on sites of nature conservation importance
EC5 Retention of ecological features and creation of new habitats
H4 Mix of housing units
H5 Dwellings suitable for large families
LE6 Major office and other business proposals in town centres
OE1 Protection of the character and amenities of surrounding properties and the local area

OE11 Development involving hazardous substances a requirement for ameliorative measures
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
OL5 Development proposals adjacent to the Green Belt
PR23 Hillingdon Circus
R1 Accessibility for elderly people, people with disabilities, women and children
R16 Development proposals in or near areas deficient in recreational open space
R17 Use of planning obligations to supplement the provision of recreation, leisure and community facilities
R2 Provision of recreation, entertainment and leisure facilities in Town Centres
S9 Change of use of shops in Local Centres
T4 Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements

Site specific policy:-

PR23 land at Hillingdon Circus

London Plan 2011 policies.

LPP 2.15 (2011) Town Centres
LPP 3.9 (2011) Mixed and Balanced Communities
LPP 4.1 (2011) Developing London's economy
LPP 4.7 (2011) Retail and town centre development
LPP 4.8 (2011) Supporting a successful & diverse retail sector
LPP 4.9 (2011) Small shops
LPP 5.1 (2011) Climate Change Mitigation
LPP 5.11 (2011) Green roofs and development site environs
LPP 5.12 (2011) Flood risk management
LPP 5.13 (2011) Sustainable drainage
LPP 5.14 (2011) Water quality and wastewater infrastructure
LPP 5.7 (2011) Renewable energy
LPP 6.11 (2011) Smoothing traffic flow & tackling congestion
LPP 6.12 (2011) Road Network Capacity
LPP 6.13 (2011) Parking
LPP 6.3 (2011) Assessing effects of development on transport capacity
LPP 7.14 (2011) Improving Air Quality
LPP 7.16 (2011) Green Belt
LPP 7.3 (2011) Designing out crime
LPP 8.2 (2011) Planning obligations

NPPF

3. In this case the Local Planning Authorities has worked proactively with the applicants to try and secure a development that improves the economic, social and environmental conditions of the area.

4. The applicant's own assessment of cumulative impacts arising from Spennhill and Bridehall Development proposals ((planning application refs: 4266/APP/2012/1544 and 4266/APP/2012/1545), notes that these would be unacceptable.

APPENDIX A

Report of the Head of Planning, Green Spaces, and Culture

Address: LAND ADJACENT TO HILLINGDON STATION & SWALLOW INN LONG LANE

Development: Demolition of the existing public house and timber yard, and the erection of a mixed use redevelopment comprising a foodstore (7829m² GEA) (Use Class A1); a 6 storey 82 bed hotel (Use Class C1); a 720m² restaurant/public house facility (Use Class A3/A4); and 107 residential units (Use Class C3), together with reconfiguration of the existing commuter car park, and associated landscaping, car/cycle parking and ancillary works.

LBH Ref Nos: 3049/APP/2012/1352

Drawing Nos: 8023-PP-109 Rev D
8023-PP-110 Rev D
8023-PP-111 Rev D
8023-PP-112 Rev A
8023-PP-113 Rev E
8023-PP-114 Rev D
8023-PP-115 Rev D
8023-PP-116 Rev C
8023-PP-117 Rev D
8023-PP-140 Rev C
8023-PP-141 Rev C
8023-PP-142 Rev C
8023-PP-143 Rev B
8023-PP-144 Rev C
8023-PP-145 Rev A
8023-PP-146 Rev A
8023-PP-147 Rev A
8023-PP-148 Rev A
8023-PP-149 (1) Rev A
8023-PP-149 (2) Rev B
8023-PP-150 (1) Rev A
8023-PP-150 (2) Rev A
8023-PP-151 Rev C
8023-PP-152 Rev B
8023-PP-153 Rev B
8023-PP-154 Rev C
8023-PP-155 Rev A
8023-PP-156 Rev A
8023-PP-157 Rev A
8023-PP-158 Rev A
8023-PP-160 Rev B
8023-PP-161 Rev B
8023-PP-162 Rev B
8023-PP-163 Rev A

5238-100 Rev B
 5238-101 Rev B
 5238-102 Rev B
 8023-PP-174 Rev B
 8023-PP-175 Rev B
 8023-PP-177 Rev A
 8023-PP-174 Rev C
 8023-PP-175 Rev C
 Arboricultural Implications Assessment & Tree Protection Plan
 – dated 23 May 2012
 Revised Design and Access Statement Rev A –dated 01
 March 2013
 Addendum to Design and Access Statement Revision A –
 dated 08 August 2013
 Energy Strategy – dated 16 May 2012
 Supplemental Energy Statement – dated 17 January 2013
 Energy Summary – dated 12 August 2013
 Flood Risk Assessment – dated 14 May 2012
 Supplementary Flooding Commentary for Hillingdon Circus –
 dated 30 July 2013
 Retail Impact Assessment – dated 25 May 2012
 Retail response and 2011-2017 Convenience Modelling –
 dated 07 February 2013
 Further Retail Impact Assessment Response – dated 31 July
 2013
 Sustainability Statement – dated 16 May 2012
 Utilities Report – dated 14 May 2012
 Daylight, Sunlight and Overshadowing report – dated April
 2012
 Drainage Statement – dated 14 May 2012
 Supplementary Flooding Commentary for Hillingdon Circus –
 dated 30 July 2013
 Environmental Statement – dated 31 May 2012
 Environmental Statement Addendum – dated February 2013
 Interim Environmental Report – dated August 2013
 Environmental Statement Addendum 2 –dated August 2013
 Planning Statement – dated 31 May 2012
 Statement of Community Engagement – dated 22 May 2012
 Updated Transport Assessment Report – dated August 2013
 Technical Note v2 131015 ISSUED- Report and Appendices A
 to C
 Technical Note v2 131015 ISSUED- Appendices D to F
 110243/A/47
 110243/A/47 Auto Track
 110243/A/47 Design Audit

Date Plans Received:	31/05/2012	Date(s) of Amendment(s):
		03/05/2013
		16/09/2012
		26/07/2012
		30/08/2013
		04/10/2013
		07/10/2013

Date Application Valid: 12/06/2012

1. SUMMARY

This reports sets out the assessment of the planning application lodged in respect of the Land Adjacent to Hillingdon Station & Swallow Inn Long Lane. It provides an assessment of the merits of that scheme, on the basis of it being implemented in isolation, and does not consider cumulative impacts associated with other live planning applications.

Planning permission is sought for the erection of a food store, car parking spaces, a 6 storey 82 bed hotel (Use Class C1); a 720m² restaurant/public house facility (Use Class A3/A4); and 107 residential units (Use Class C3), together with the reconfiguration of the existing commuter car park, and associated landscaping, car/cycle parking and ancillary works.

The site has an extensive planning history stretching back to 2004 for office use.

1757 local residents, businesses and local amenity groups were consulted initially in June 2012, and re-consulted on receipt of further information in May 2013 and August 2013. A total 69 individual letters of objection have been received, objecting to the planning application, primarily on the grounds of increased traffic generation and traffic congestion at Hillingdon Circus and the surrounding road network. Issues relating to the scale of the development, air quality, impact on retail provision and flooding have also been raised. In addition, a petition of 216 signatures and 16 other letters of support have been received. Both the Ickenham and Oak Farm Residents Associations have provided detailed responses to this application, and have objected on similar grounds to those made by individual residents. Given the scale of the development, the application is referable to the Mayor of London.

In terms of retail impact, taken in isolation (i.e. if the development is implemented on its own and the Master Brewer proposals do not come forward) and given the various benefits associated with regenerating the site, on balance officers do not consider that there would be such harm to town centres and planned/committed development as to warrant refusal on this ground.

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

However, the Council's Highways Officer has raised concerns that the development would have significant adverse impacts on the free flow of the highway network and on highway or pedestrian safety.

3. RECOMMENDATION

That should the Mayor not direct the Council under Article 6 to refuse the application, or issue a direction under Article 7 that he is to act as the Local Planning Authority for the purposes of determining the application, delegated powers be given to the Head of Planning, Green Spaces and Culture to refuse planning permission for the following reasons:

1. Highways - Individual

The application fails to demonstrate that the proposed development would not result in detrimental traffic impacts (in particular queuing in Hercies Road) . Accordingly, the development is contrary to Policies 6.11 and 6.12 of the London Plan (July 2011) and policies AM7 of the Hillingdon Local Plan Part 2.

2. Planning Obligations - Individual

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 Off site Highways Works, Public Transport, Travel Plans, Employment and Hospitality Training, Construction Training, Public Realm, Affordable Housing, Education, Health, Library Facilities, Community Facilities, Air Quality and Project Management and Monitoring). The scheme therefore conflicts with Policy R17 of the London Borough of Hillingdon Local Plan part 2, and the adopted Supplementary Planning Document 'Planning Obligations.

INFORMATIVES

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

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

Part 1 Local Plan Policies

PT1.BE1(2012) Built Environment

PT1.CI1 (2012) Community Infrastructure Provision

PT1. E4 (2012) Uxbridge

PT1.E5 (2012) Town and Local Centres

PT1.EM1 (2012) Climate Change Adaptation and Mitigation

PT1.EM11(2012) Sustainable Waste Management

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.EM8 (2012) Land, Water, Air and Noise

PT1.T1 (2012) Accessible Local Destination

Part 2 Local Plan Policies

AM1 Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations

AM10 Incorporation in new developments of additions to the proposed cycle network

AM11 Improvement in facilities and promotion of safety and security at bus and rail interchanges; use of planning agreements to secure improvement in public transport services

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) Shop mobility 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

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AM3 Proposals for new roads or widening of existing roads

AM7 Consideration of traffic generated by proposed developments

AM8 Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes

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

BE13 New development must harmonise with the existing street scene.

BE18 Design considerations - pedestrian security and safety

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

BE20 Daylight and sunlight considerations.

BE21 Siting, bulk and proximity of new buildings/extensions

BE26 Town centres - design, layout and landscaping of new buildings

BE28 Shop fronts - design and materials

BE29 Advertisement displays on business premises

BE3 Investigation of sites of archaeological interest and protection of archaeological remains

BE36 Proposals for high buildings/structures in identified sensitive areas

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

BE39 Protection of trees and woodland - tree preservation orders

EC2 Nature conservation considerations and ecological assessments

EC3 Potential effects of development on sites of nature conservation importance

EC5 Retention of ecological features and creation of new habitats

H4 Mix of housing units

H5 Dwellings suitable for large families

LE6 Major office and other business proposals in town centres

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

OE11 Development involving hazardous substances a requirement for ameliorative measures

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

OL5 Development proposals adjacent to the Green Belt

PR23 Hillingdon Circus

R1 Accessibility for elderly people, people with disabilities, women and children

R16 Development proposals in or near areas deficient in recreational open space

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

R2 Provision of recreation, entertainment and leisure facilities in Town Centres

S9 Change of use of shops in Local Centres

T4 Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements

**Site specific policy:-
PR23 land at Hillingdon Circus**

London Plan 2011 policies.

LPP 2.15 (2011) Town Centres

LPP 3.9 (2011) Mixed and Balanced Communities

LPP 4.1 (2011) Developing London's economy

LPP 4.7 (2011) Retail and town centre development

LPP 4.8 (2011) Supporting a successful & diverse retail sector

LPP 4.9 (2011) Small shops

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

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LPP 6.12 (2011) Road Network Capacity

LPP 6.13 (2011) Parking

LPP 6.3 (2011) Assessing effects of development on transport capacity

LPP 7.14 (2011) Improving Air Quality

LPP 7.16 (2011) Green Belt

LPP 7.3 (2011) Designing out crime

LPP 8.2 (2011) Planning obligations

NPPF

3. In this case the Local Planning Authorities has worked proactively with the applicants to try and secure a development that improves the economic, social and environmental conditions of the area.

3. CONSIDERATIONS

3.1 Site and Locality

The site is located within the northwest quadrant of Hillingdon Circus and covers approximately 2.13ha. Hillingdon Circus comprises the junction of Freezeland Way/Western Avenue and Long Lane. The development site is triangular with two sides facing major local roads, with the third facing north onto the A40 Western Avenue and the Metropolitan and Piccadilly Underground lines. To the north of the site, on the other side of the realigned A40, are residential properties in The Chase.

The site falls within the boundary of the North Hillingdon Local Centre and comprises the former Ruston Bucyrus crane works, The Swallow public house (PH), land operated by Transport for London as a park and ride facility (approximately 250 car parking spaces) and land owned by Transport for London (TfL), currently occupied by Harrow Fencing Contractors. The entrance to Hillingdon Underground Station is also included in the application site. The western end of the site comprises a long, thin strip of land (currently used as Park and Ride parking) which extends beneath Freezeland Way.

The site is almost 100% hard-covered, has limited vegetation and in the main is cleared of buildings. Approximately 8,000m² of the development site is currently disused tarmac hard-standing, which has become partly overgrown and unsightly. The existing park and ride car parking occupies an area of approximately 6,000m². The remainder of the site is shared

between The Swallow PH and the storage area of a local fencing contractor. The Swallow PH, on the north-eastern corner of the site, faces east onto the bus interchange area. The front elevation of the public house is two storeys high. To the rear there is a significant change in level with two additional storeys of development below street level on Long Lane. This arrangement enables servicing from the rear access road within the site.

The site is bound to the north and northwest by Hillingdon Underground station and the Piccadilly and Metropolitan Underground lines, a bus interchange fronting Long Lane to the east and Freezeland Way to the south and southwest. Opposite the site lies the Former Master Brewer Hotel site. Vehicular access is currently achieved either from a newly constructed roundabout off Freezeland Way or via Long Lane. Both Freezeland Way and Long Lane slope significantly up from Hillingdon Circus, to a height of between 5 and 6m above the level of the Hillingdon Circus. The existing pedestrian access to Hillingdon Underground Station which is relatively new and is of a contemporary design, is via a long elevated walkway from Long Lane, or up a number of stairs from the existing park and ride facility.

Hillingdon Circus is divided in character between the north and south of Freezeland Way. To the north lie the application site and the Master Brewer Hotel, both of which are characterised by large development footprints. To the south the character of Long Lane changes to that of a local shopping centre, with a more suburban character, with retail uses at ground floor and residential and commercial uses above. The maximum height of buildings along the street frontage varies between 3 and 4 storeys.

3.2 Proposed Scheme

The application proposes the demolition of the existing Swallow Public House and Harrow Fencing Timber Yard, and the erection of a new Morrison's foodstore, 82 bed hotel, residential units and associated car/cycle parking and landscaping. The existing commuter car park will be largely retained. The proposals will utilise separate access points along Freezeland Way and Long Lane to separate servicing and deliveries from residents, customers and commuter access.

The proposed foodstore will consist of approximately 85% convenience and 15% comparison goods. The store will be located in the south-east corner of the application site and, as such, will front the Hillingdon Circus junction and provide integration with the existing core shopping area to the south. Due to changes in site levels, the store will be situated at first floor level with car parking below.

Customer access to the car park will be via the existing roundabout on Freezeland Way. From here, dedicated access to a store atrium at the south-east corner of the site will be provided via lifts, a stairwell and travellators. The atrium will provide the main entrance to the foodstore, and will also be the main point of entry for pedestrians.

To the south of the foodstore, along the Freezeland Way frontage, the proposals include an in-store cafe for use by customers, staff and wider visitors to North Hillingdon. Furthermore, the store will include a dedicated shopper's car park of 335 spaces.

Hotel:

The application proposals include an 82 bed hotel. The hotel will be located to the north of the application site on the approximate footprint of the existing Swallow Public House.

Dedicated car and cycle parking are located beneath the hotel, at an equivalent level to the proposed shoppers car park and existing commuter car park. An access core is situated within the car park to enhance access to the upper levels from the commuter and hotel parking level.

The ground floor of the hotel building will comprise separate commercial space for use as a restaurant or public house facility (Use Class A3/A4) that will extend to 720m² GEA. Due to changes in site levels, the ground floor will be located on an equivalent level to the foodstore sales area. This is adjacent to the main pedestrian entrance/exit to the underground station and to the bus station. The hotel itself will offer a small bar/cafe area on the first floor level for use by its customers.

Access for servicing and deliveries will be via the existing lay-by along Long Lane. This is currently utilised by both the Swallow Public House and Hillingdon Underground Station for such operations. The proposed delivery and servicing arrangements will be set out in detail in a Delivery and Servicing Management Plan, which is likely to be a condition should planning consent be granted.

Residential

The application proposes 107 residential units, located within three blocks at podium level above the proposed foodstore. The blocks extend part two and part four storeys above podium level. The blocks are two storey above podium level on the elevations fronting Freezeland Way before stepping up to four storeys further back, including on the Long Lane elevation.

The application provides a total of 2,679m² public and private amenity space. This comprises shared amenity space and children's play areas at podium level, private terraces for flats at podium level, and private balconies for flats at upper levels.

Dedicated residential car and cycle parking is provided at basement level beneath the proposed shoppers car park, accessible from the commuter car park and a second ramp situated underneath the main ramp from Freezeland Way.

Commuter Car Park

The commuter car park is an important component of the site serving commuters and shoppers to North Hillingdon. As such, it has been incorporated into the final design and layout of the proposals. In addition to the dedicated parking for shoppers, the hotel and residential units, as outlined above, the proposals will maintain 242 spaces of the existing commuter car park.

In summary, the application proposals seek planning permission for the following:

- A Morrisons foodstore (Use Class A1) of c. 7,829m² GEA;
- An 82 bed, Travelodge hotel (Use Class C1);
- A 720m² GEA restaurant / public house facility (Use Class A3/A4);
- 107 residential units including affordable housing; and
- Associated landscaping, car/cycle parking and highways improvements.

3.3 Relevant Planning History

The application site incorporates four separate parcels of land (Ruston Bucyrus, TfL Park and Ride, The Swallow PH and the TfL land currently occupied by Harrow Fencing) each of

which have their own planning history. The planning history to the Ruston Bucyrus and the TfL land is most relevant to the application and is considered below.

Ruston Bucyrus

In 1993 outline planning permission was granted (ref. 3049R/92/1404) for 8,130m² of office floorspace. Reserved matters were approved in 1997 and the consent has been lawfully implemented by virtue of the construction of a mini roundabout on Freezeland Way. An application for an additional floor to the above consented scheme (ref. 3049H/99/974) was refused planning permission on 12th July 2000. The applicants appealed this decision, which was subsequently dismissed by the Secretary of State on 30th January 2001, on the basis only that the appellants failed to execute a unilateral undertaking for a landscape mitigation scheme.

Following this appeal decision, the appellants submitted a revised planning application for the Ruston Bucyrus site (reference 3049/APP/2001/526) for a 5 storey office building of 11,574m², 299 car parking spaces, 15 motor cycle spaces and 233 cycle spaces. Planning permission was granted on 11th July 2002 and is subject to a Section 106 Agreement which requires contributions to the following on implementation:-

- i) Mitigation strategy/environmental improvements/enhancements to North Hillingdon/and Hillingdon House Farm area
- ii) Public Transport Initiatives and Green Travel Plan
- iii) A landscape Mitigation Strategy
- iv) Air Quality Monitoring
- v) Street Furniture and Signage

Land Occupied by Harrow Fencing

The land adjacent to the former Ruston Bucyrus site, currently occupied by Harrow Fencing contractors, benefits from an extant outline planning permission granted on appeal on 14/11/04 for the erection of a 3 storey 69 bedroom hotel with basement car parking. The Inspector determining the appeal confirmed that the main issues of the case related to character and appearance of the proposal on the surrounding area and highway matters.

The Current Application Site

Planning application ref. 3049/APP/2006/1069 was lodged in July 2005, seeking the erection of a mixed use development, comprising a new IKEA retail store (25,526sq.m), restaurant/cafeteria with associated car parking (655 spaces) and servicing, unit shops (218m²), community uses (215sq.m), replacement cafe/bar, 240 residential 1 and 2 bedroom units and associated parking (206 spaces), extension to Hillingdon Underground Station and unit shops (1378sq.m), replacement park and ride facility (361 spaces) and highway alterations to Long Lane/ Freezeland Way.

The proposal was considered by the Central and South Planning Committee on 05/10/05 and refused for the following reasons:-

1. The application is considered to be contrary to Policies S1 and S2 of the Council's Unitary Development Plan, guidance set out in the London Plan, and Planning Policy Statement 6, having regard to the store's location in terms of its appropriateness, scale and function to the Local Town Centre, and the impact this will have on undermining the hierarchy of centres and their vitality and viability within the Borough.

2. The development, by virtue of its overall scale, height, density, site coverage and lack of landscaping and screening, is considered to constitute an over-development of the site, resulting in an unduly intrusive, visually prominent and incongruous form of development, which would fail to respect the established character of the North Hillingdon Local Centre or compliment the visual amenities of the street scene and openness and visual amenity of the Green Belt, and would mar the skyline, contrary to Policies OL3, OL5, BE13, BE19, BE21, BE36, BE38, OE1, H6 and PR23 of the Hillingdon Unitary Development Plan 1998, Policy 4B.3 of the London Plan, the Council's Supplementary Planning Guidance Design Guide Residential Layouts and House Design, and the 1990 Planning Brief for site, entitled A40 Western Avenue, Land at Hillingdon Circus.

3. The proposal fails to provide a housing layout, adequate amenity space, a design, density, form and spacing that will produce good environmental conditions within the development for future occupiers and is therefore contrary to Policies BE20, and H6 of the Hillingdon Unitary Development Plan, Policy 4B.3 of The London Plan and the Council's Supplementary Planning Guidance Residential Design Guide.

4. The proposed development, by reason of its height and bulk will have an overbearing and visually dominant impact on residential properties, notably bungalows in the Chase and the listed Ickenham Manor, in conflict with Policies BE19 and BE21 of the Hillingdon Unitary Development Plan.

5. The proposal by virtue of its size, height, siting and design would be likely to interfere with the radar and the safe operations at Northolt Airport. The application is therefore contrary to policy A6 of the Hillingdon Unitary Development Plan.

6. The development is not considered to have made adequate provision, through planning obligations, for contributions towards affordable housing, education, health, community facilities, public transport, town centre improvements, and environmental/public open space improvements in accordance with Policies H11, R17 and AM11 of the Council's Unitary Development Plan or the Council's Supplementary Planning Guidance for Planning Obligations (Adopted December 2003) and Supplementary Planning Guidance for Planning Obligations for Health Facilities (draft approved September 2004 and to be adopted 16 December 2004).

7. The development is considered to provide inadequate larger family housing within the affordable housing component of the development, contrary to Policy H5 of the Hillingdon Unitary Development Plan and the Council's 2001 Housing Needs Survey.

8. The applicants have failed to satisfactorily demonstrate that traffic associated with the development can be adequately accommodated on the adjoining highway network. As such the development may be prejudicial to the free flow of traffic and conditions of general highway safety contrary to the aims of Policy AM7 of the adopted Hillingdon Unitary Development Plan.

9. The proposed development would result in an increase in NO₂ due to vehicle emissions to the detriment of air quality within an Air Quality Management Area. Accordingly the proposal is inconsistent with Policy 4A.7 of the London Plan, Policy OE6 of the Council's Unitary Development Plan and the Council's Supplementary Planning Guidance on Air Quality.

10. It is likely the proposed and surrounding residential development would be subject to unacceptable levels of noise, in addition to fumes and general disturbance, detrimental to the residential amenities of future and adjoining occupiers. This is contrary to Policy OE1 and OE5 of the Unitary Development Plan.

11. Parking for the residential element and motorcycle parking for the whole scheme are insufficient to address the demands of the proposed development in this locality, contrary to Policy AM14, of the adopted Hillingdon Unitary Development Plan and Council's Interim Revised Parking Standards, Dec 2001.

The refusal notice was issued on 12 October 2005. This decision has been appealed and dismissed.

A subsequent revised Planning application ref: 3049/APP/2006/1069 was lodged in April 2006, for the redevelopment to provide a mixed use scheme comprising IKEA retail store (25,526sq.m) (class a1), restaurant/cafeteria with associated car parking (716 spaces) and servicing, unit shops (218 sq.m), community uses (215sq.m), replacement cafe/bar, 184 residential units including affordable houses and parking (159 spaces), extension to Hillingdon underground station and unit shops (1378sq.m), replacement park and ride facility (300 spaces) and highway alterations to long lane/ Freezeland Way (involving demolition of existing buildings).

The proposal was considered by the Central and South Planning Committee on 28/06/06 and refused for the following reasons:-

1. The application is considered to be contrary to Policies S1 and S2 of the Council's Unitary Development Plan, guidance set out in the London Plan, and Planning Policy Statement 6, having regard to the store's location in terms of its appropriateness, scale and function to the North Hillingdon Local Town Centre, and the impact this will have on undermining the hierarchy of centres and their vitality and viability within the Borough.

2. The development, by virtue of its overall scale, height, density, site coverage and lack of landscaping and screening, is considered to constitute an over-development of the site, resulting in an unduly intrusive, visually prominent and incongruous form of development, which would fail to respect the established character of the North Hillingdon Local Centre or compliment the visual amenities of the street scene and openness and visual amenity of the Green Belt, and would mar the skyline, contrary to Policies OL3, OL5, BE13, BE19, BE21, BE36, BE38, OE1, H6 and PR23 of the Hillingdon Unitary Development Plan 1998, Policy 4B.3 of the London Plan, the Council's Supplementary Planning Guidance Design and Accessibility Statement, and the 1990 Planning Brief for site, entitled A40 Western Avenue, Land at Hillingdon Circus.

3. The proposal fails to provide a housing layout, adequate amenity space, a design, density, form and spacing that will produce good environmental conditions within the development for future residential occupiers and is therefore contrary to Policies BE20, and H6 of the Hillingdon Unitary Development Plan, Policy 4B.3 of The London Plan and the Council's Supplementary Planning Document Design and Accessibility Statement.

4. The development is not considered to have made adequate provision, through planning obligations, for contributions towards affordable housing, education, health, community facilities, public transport, town centre improvements, and environmental/public open space improvements, construction training, community safety, air quality and noise, land contamination, recycling and waste management, and project management and monitoring in accordance with Policies H11, R17 and AM11 of the Hillingdon Unitary Development Plan or the Council's Supplementary Planning Guidance for Planning Obligations (Adopted December 2003) and Supplementary Planning Guidance for Planning Obligations for Health Facilities.

5. The applicants have failed to satisfactorily demonstrate that traffic associated with the development can be adequately accommodated on the adjoining highway network. As such

the development may be prejudicial to the free flow of traffic and conditions of general highway safety contrary to the aims of Policy AM7 of the Hillingdon Unitary Development Plan.

6. The proposed development would result in an increase in NO₂ due to vehicle emissions to the detriment of air quality within an Air Quality Management Area. Accordingly the proposal is inconsistent with Policy 4A.7 of the London Plan, Policy OE6 of the Hillingdon Unitary Development Plan and the Council's Supplementary Planning Guidance on Air Quality.

7. It is likely the proposed and surrounding residential development would be subject to unacceptable levels of noise, in addition to fumes and general disturbance, detrimental to the residential amenities of future and adjoining occupiers. This is contrary to Policy OE1 and OE5 of the Hillingdon Unitary Development Plan.

8. In the event that the proposed adjacent Tesco Master Brewer development was granted planning permission (Refs: 4266/APP/2005/2978, 4266/APP/2005/2979 and 4266/APP/2004/2715) on appeal, the cumulative impact of Tesco Master Brewer in addition to the proposed IKEA development, would be unacceptable. Taking this into account, in addition to Reasons 1 - 7, by virtue of the overall scale, density, site coverage and lack of landscape screening, the developments are considered to constitute over-development of the sites, resulting in an adverse effect on the existing street scene and openness and visual amenity of the Green Belt, contrary to policies OL3, OL5, OL26, BE13, BE19, BE21, BE26, BE38, OE1 and PR23 of the Hillingdon Unitary Development Plan.

4. PLANNING POLICIES AND STANDARDS

Part 1 Local Plan Policies

PT1.BE1(2012) Built Environment
PT1.CI1 (2012) Community Infrastructure Provision
PT1.E4 (2012) Uxbridge
PT1.E5 (2012) Town and Local Centres
PT1.EM1 (2012) Climate Change Adaptation and Mitigation
PT1.EM11(2012) Sustainable Waste Management
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.EM8 (2012) Land, Water, Air and Noise
PT1.T1 (2012) Accessible Local Destination

Part 2 Local Plan Policies

AM1 Developments which serve or draw upon more than a walking distance based catchment area - public transport accessibility and capacity considerations

AM10 Incorporation in new developments of additions to the proposed cycle network

AM11 Improvement in facilities and promotion of safety and security at bus and rail interchanges; use of planning agreements to secure improvement in public transport services

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) Shop mobility 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
 AM3 Proposals for new roads or widening of existing roads
 AM7 Consideration of traffic generated by proposed developments
 AM8 Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
 AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
 BE13 New development must harmonise with the existing street scene.
 BE18 Design considerations - pedestrian security and safety
 BE19 New development must improve or complement the character of the area.
 BE20 Daylight and sunlight considerations.
 BE21 Siting, bulk and proximity of new buildings/extensions
 BE26 Town centres - design, layout and landscaping of new buildings
 BE28 Shop fronts - design and materials
 BE29 Advertisement displays on business premises
 BE3 Investigation of sites of archaeological interest and protection of archaeological remains
 BE36 Proposals for high buildings/structures in identified sensitive areas
 BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
 BE39 Protection of trees and woodland - tree preservation orders
 EC2 Nature conservation considerations and ecological assessments
 EC3 Potential effects of development on sites of nature conservation importance
 EC5 Retention of ecological features and creation of new habitats
 H4 Mix of housing units
 H5 Dwellings suitable for large families
 LE6 Major office and other business proposals in town centres
 OE1 Protection of the character and amenities of surrounding properties and the local area
 OE11 Development involving hazardous substances a requirement for ameliorative measures
 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
 OL5 Development proposals adjacent to the Green Belt
 PR23 Hillingdon Circus
 R1 Accessibility for elderly people, people with disabilities, women and children
 R16 Development proposals in or near areas deficient in recreational open space
 R17 Use of planning obligations to supplement the provision of recreation, leisure and community facilities
 R2 Provision of recreation, entertainment and leisure facilities in Town Centres
 S9 Change of use of shops in Local Centres
 T4 Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements

Site specific policy:-

PR23 On land at Hillingdon Circus delineated on the proposals map the Local Planning Authority will pursue the following objectives;

A. Within the Green Belt:-

- (i) reinforce and enhance the Green Belt landscape to improve its visual function;
- (ii) improve access to freezeland covert to promote open space of recreational value;
- (iii) secure effective management, including planting of woodland at freezeland covert and the pond;
- (iv) enhance ecological and wildlife interest on land west of freezeland covert;

- (v) enhance pedestrian access between the green belt areas east and west of long lane;
- B. Within the developed area :-
 - (vi) secure substantial planting and landscaping in association with any development;
 - (vii) promote a mix of uses that takes advantage of the north-south and east-west communication network to serve community and borough wide interests;
 - (viii) secure the provision, where appropriate, of leisure/social/community facilities;
 - (ix) environmental improvements and landscaping as necessary to enhance the local shopping and residential environment; and Architecture and design which maintains a satisfactory relationship with nearby residential properties, Hillingdon Circus, the Green Belt and surroundings from which it is prominent.

London Plan 2011 policies.

- LPP 2.15 (2011) Town Centres
- LPP 3.9 (2011) Mixed and Balanced Communities
- LPP 4.1 (2011) Developing London's economy
- LPP 4.7 (2011) Retail and town centre development
- LPP 4.8 (2011) Supporting a successful & diverse retail sector
- LPP 4.9 (2011) Small shops
- LPP 5.1 (2011) Climate Change Mitigation
- LPP 5.11 (2011) Green roofs and development site environs
- LPP 5.12 (2011) Flood risk management
- LPP 5.13 (2011) Sustainable drainage
- LPP 5.14 (2011) Water quality and wastewater infrastructure
- LPP 5.7 (2011) Renewable energy
- LPP 6.11 (2011) Smoothing traffic flow & tackling congestion
- LPP 6.12 (2011) Road Network Capacity
- LPP 6.13 (2011) Parking
- LPP 6.3 (2011) Assessing effects of development on transport capacity
- LPP 7.14 (2011) Improving Air Quality
- LPP 7.16 (2011) Green Belt
- LPP 7.3 (2011) Designing out crime
- LPP 8.2 (2011) Planning obligations

- NPPF1
- NPPF10
- NPPF2
- NPPF4
- NPPF7
- NPPF9

ADVERTISEMENT AND SITE NOTICE

Advertisement Expiry Date: 15-08-2012

Site Notice Expiry Date: 15-08-2012

6. CONSULTATIONS

6.1 EXTERNAL CONSULTEES

The application has been advertised under Article 8 of the Town and Country Planning General Development Procedure Order 1995 as a Major Development. 1757 surrounding property owners/occupiers have been consulted. As well as the consultations carried out by the Council, the applicants organised a public exhibition.

Further consultations were undertaken on 03-05-13 and on 23-08-2013 (following receipt of additional information). Because this is an Environmental Impact Assessment (EIA) development, alterations to the Environmental Statement (ES) were advertised in accordance with statutory requirements.

Submissions in Support

At the time of writing the report, in total 18 letters and a petition in support with 216 signatories have been received supporting the proposals and are summarised below:

1. This is a far better proposal than the one submitted by Tesco's. It appears to be more suitable to the area and would have less impact on existing businesses.
2. We have waited many years for a decent project for this corner of Hillingdon Circus. The Tesco plans are not suitable and they have taken little trouble to see how it would affect the area whereas Morrison's have really done their homework. Their scheme will enrich the area and bring the circus back to life.
3. It would be great to have a local supermarket, saving the journey to Ruislip, Uxbridge or Hayes. This development would help to re-vitalise the area, creating jobs and homes on a brown field site.
4. Development will create jobs.

Submissions in Objection

In addition, a total of 87 letters or internet representations have been received objecting on the following grounds:

1. Impact on already heavily trafficked roads.
2. Long lane is already the major route north and south for the three main emergency services. Creating more traffic and more junctions will only slow these very important services down
3. No need for another store let alone 2 (with the Master Brewer Tesco).
4. Loss of trade for local stores.
5. Insufficient parking
6. Disruption during construction Nuisance to residence and increased noise and air pollution.
7. The hotel is out of keeping for the site but a lower height is more acceptable.
8. Overdevelopment of the site
9. Against the principle of the hotel
10. Design unattractive
11. Eye sore on the landscape
12. Development should be coordinated with the Tesco Master Brewer site
13. More housing will add to the traffic congestion,
14. More parked cars and vehicles within this vicinity
15. The residential element of the development will have a severe impact on already over stretched local services.
16. Noise from deliveries and will bring crime to the local area.

It should also be noted that 10 responses provided general comments (neither objecting nor supporting the proposals).

Petition

A petition of 38 signatures has also been received objecting to the scheme. This was submitted by the Ickenham Residents Association.

A petition of 30 signatures has been received from the Oak Farm Residents Association raising objections on the following grounds:

1. Traffic congestion is already excessive in this area and we do not want it made worse.
2. Traffic noise and pollution is already so high around the area proposed that it is not fit for people to dwell in for long, such as shopping or living in.
3. We object to any further major development of our already overcrowded area, but if we have to suffer one at Hillingdon Circus we prefer it to be this Morrison's plan rather than the Tesco's plan.

A further re-consultation was undertaken on 22/10/13. An additional 18 letters of objection were received from local residents raising the same issues as previous objectors.

BAA

No objection subject to Bird Hazard Management Condition

NATS

No objection.

TFL/ London Underground

Though we have no objection in principle to the above planning application there are a number of potential constraints on the redevelopment of a site situated close to underground tunnels and infrastructure. This site includes London Underground freehold land. It will need to be demonstrated to the satisfaction of LUL engineers that:

- i) Within this site is London Underground freehold property that will require the purchase/lease of land from London Underground/TfL
- ii) Our right of support is not compromised
- iii) The development will not have any detrimental effect on our structures either in the short or long term
- iv) The design must be such that the loading imposed on our structures is not increased or removed
- v) We offer no right of support to the development or land

Therefore we request that the grant of planning permission be subject to conditions to secure the following:

The development hereby permitted shall not be commenced until detailed design and method statements (in consultation with London Underground) for all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the local planning authority which:

- i) provide details on all structures
- ii) accommodate the location of the existing London Underground structures
- iii) demonstrate access to elevations of the building adjacent to the property boundary with London Underground can be undertaken without recourse to entering our land
- iv) demonstrate that there will at no time be any potential security risk to our railway, property or structures
- v) accommodate ground movement arising from the construction thereof mitigate the effects of noise and vibration arising from the adjoining operations within the structures

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in

order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the building hereby permitted is occupied.

Reason: To ensure that the development does not impact on existing London Underground transport infrastructure, in accordance with London Plan policy 3C.4 and 'Land for Transport Functions' Supplementary Planning Guidance.

We also ask that the following informative is added:

The applicant is advised to contact London Underground Infrastructure Protection in advance of preparation of final design and associated method statements, in particular with regard to: demolition; drainage; excavation; construction methods; security; boundary treatment; safety barriers; landscaping and lighting.

Defence Estates

No objection

Greater London Authority (GLA)

London Plan policies on retail and town centre developments, visitor accommodation, housing, design, inclusive access, transport/parking, energy, ambient noise and air quality are relevant to this application. The application complies with some of these policies but not with others, and on balance, does not comply with the London Plan; the reasons and the potential remedies to issues of non compliance are set out below:

- i) Retail: The applicant should demonstrate that a foodstore with gross external area of 7,829 sqm. is appropriate to the size, role and continued function of North Hillingdon as a local centre within the strategic and borough wide shopping hierarchy; and address the implications of an upgrade in status of the centre, arising from the cumulative impact of known or potential retail developments.
- ii) Affordable housing: Inadequate information has been provided to demonstrate that the proposed affordable housing is the maximum reasonable amount viable for this scheme. Should Hillingdon Council be minded to grant permission for this development, a copy of the appraisal and the results of any independent review commissioned by the Council should be submitted to the GLA before any further referral of this application back to the Mayor.
- iii) Housing mix: The scheme does not include any of the larger affordable rented units, for which a specific need is identified in policy H2 of the emerging Core Strategy. The applicant should reconsider the proposed housing mix, as the proportion of family sized units fall significantly short of target set in the revised London Housing Strategy.
- iv) Urban design: A number of flaws undermine the achievement of an exemplary design and layout of the scheme, including the lack of animation/activity along the Western Avenue frontage; the route to and from the station is dominated the service and delivery yard; and the excessive number of units served by each of the internal cores, Those aspects should be reviewed.
- v) Inclusive design and access: Some improvements or clarifications need to be made to the car parking, hotel, residential and public realm to achieve a fully inclusive environment, as outlined in the relevant paragraphs of this report.
- vi) Transport: As indicated by TfL, paragraphs T20 to I35 above, some aspects of the proposal require clarification, additional work or a financial contribution towards the implementation of transport infrastructure, which need to be secured by planning condition or legal agreement to ensure that the relevant details fully comply with the transport policies of the London Plan.
- vii) Energy: A significant amount of additional information and works are required to clarify details of the proposed energy strategy and to ensure full compliance with the energy policies of the London Plan. Those details should be provided prior to any further referral of this scheme back to the Mayor.

Environment Agency

We consider that planning permission could be granted to the proposed development if the following planning conditions are included.

Condition 1

No development approved by this planning permission 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, based on the Preliminary Environmental Risk Assessment (Reference: EED12115-102-R-1-2-3-OR, Produced by Waterman, dated April 2012) 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 (1) 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 1

To protect groundwater in line with policies 5.3 and 5.21 of the London Plan.

The Preliminary Environmental Risk Assessment identified contaminated soils. As this site is located on a principle aquifer it is important that any remediation required is satisfactorily undertaken.

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.

Paragraphs 120 and 121 of the NPPF provide requirements for land contamination which should be taken account of through the planning process.

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.

Reason 2

To protect groundwater (see reason 1).

Condition 3

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 3

To protect groundwater (see reason 1).

Piling can mobile contamination by drilling through different aquifers and creating preferential pathways. If piling is proposed then a Piling Risk Assessment will be required.

Condition 4

No development shall take place until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated up to and including the 100 years 20% climate change critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

The scheme shall include sedum roofs at the residential roof level with lawns in the podium areas, as stated in the submitted Flood Risk Assessment (Produced by Cundall, dated 14 May 2012).

Reason 4

To prevent flooding on and off site by ensuring the satisfactory storage and disposal of surface water in line with policies 5.3, 5.11 and 5.13 and of the London Plan.

Condition 5

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

Reason 5

To protect groundwater (see reason 1).

Advice to applicant

The current planning application for the site will use an underground attenuation system as the main SuDS system for site. To comply with condition 4 the water stored within these tanks should be recycled or reused onsite. No infiltration drainage will be allowed in contaminated land.

Oak Farm Residents Association

OFRA is against this proposal for the following reasons: In our view the roads will not be able to cope with the increase in traffic (no data provided with the application on this matter); increase in noise arising from this and increase in air pollution; detrimental effect on local shops; probable increase in on road parking of staff etc as the proposal makes no reference to staff parking. It is for these reasons that we oppose this significantly large development.

Ickenham Residents Association

24.09.2012

We are writing to inform you that the Ickenham Residents' Association is likely to object to the above Planning Application on a number of issues. These will include:

- Concerns about the density of buildings and hard surfaces on the site coupled with minimum green spaces within the site.
- The size and height of the buildings which will be visible from nearby Green Belt land.
- A reduction of parking space for Commuters using Hillingdon Station.
- The effect of increased vehicular traffic on already congested local roads.
- Areas for Concern in Relation to the Retail Impact of the Proposed Store on Ickenham retailers.

The Association is currently carrying out a survey of our membership to ascertain the views of residents in order to make a more detailed representative response to this proposal . We will forward these considerations to you when our survey is complete and trust that you will allow us more time to bring together our evidence.

06.06.13

The Association is writing to object to the above application on behalf of our membership. The objection is submitted in order to comply with the extended consultation timeline granted by the LBH.

We had consulted our members formally about the previous application 3049/APP/2012/1352 (originally recorded on 31.05.12) and our opposition is based on their views. We cannot see anything in the above amended proposals that is likely to reduce these objections.

We have tried to set up a meeting with your Planning Officers to discuss the *Traffic Impact* in connection with the latest application, however, to no avail as yet. Our objection is based on the following grounds:

Traffic impact and consequential pollution of the environment, height and appearance of the proposed buildings.

Traffic Impact

We have reviewed the applicant's Traffic Assessment and find the report has several major limitations/omissions. These include

1. Assumptions around trip generation/diversions and direction of travel
2. Incorrect Committed Development Assumptions
3. Lack of supporting TA modelling data, number of vehicles etc
4. Predictive models that are already out of date
5. Junction cycle times that are different from Tesco's, LBH and observed 18th May 2013
6. The LINSIG findings in the report do not take account of exit congestion which invalidates the entire modelling exercise.

Trip Generation

Trip Diversions in terms of the reference sites used to assist food-store trip assessments and modal split, 5 sites were put forward with assessments dating back 10 years and with locations that are different to the proposed site at Hillingdon Circus.

Tesco – Gainsborough Road, Leytonstone, W11 1RX

Totally different road layout on the A12 junction with 6 lanes, 3 exit and three to an underpass that allows through traffic and non-supermarket traffic to avoid the area completely. This is not the case for Hillingdon Circus.

Sainsbury's - Canal Way, London W10 5AA

Location is on an existing industrial estate and gas works, off Ladbroke Grove and although located near a main road junction, the NORTH KENSINGTON ENVIRONMENT FORUM, states Access from Ladbroke Grove is via Canal Way, which also serves the Sainsbury's supermarket. Traffic congestion is very bad in this area, and is compounded by shoppers visiting the supermarket in private cars.

This goes against the assumption that the majority of trips will be diversion trips made by vehicles that already use the area on pre-planned/existing journeys.

The report states:

On the basis that the site is conveniently located close to the Hillingdon Circus junction, the A40/Freezeland Way and Long Lane, it is assumed a proportion of trips will divert from the existing route, e.g. along the A40 and Long Lane, onto Freezeland Way to access the site.

The assumption is that 30% of shoppers will arrive from the West and exit the A40 at the Hillingdon turn, with an additional 20% coming from Hercies Road.

The model does not show the potential increase from Northbound and Westbound traffic that would normally go straight on or right at Hillingdon Circus, that will now use the roundabout on Freezeland way, increasing the volume at this junction.

Traffic Surveys and Committed Development

Surveys were carried out at a number of locations within the defined study area:

- Long Lane, Ickenham High Road/Swakeleys Road junction
- Long Lane/A40 Eastbound slip road lights
- Hillingdon Circus
- Long Lane/Sweetcroft Lane/Ryefield Avenue
- Hillingdon Circus/Freezeland Way roundabout

The applicant determined from the surveys that the network peak hours were:

- Weekday AM peak hour: 07:30-08:30;
- Weekday PM peak hour: 16:15-17:15;
- Saturday peak hour: 12:30 – 13:30.

The peak hour has been selected by picking the hour with the maximum number of vehicles crossing the junction. However this ignores the fact the in the hour with the longest queuing, around 5.30 to 6.30pm, vehicles are held up by congestion at the exits. Particularly Long Lane Northbound. This is the hour with greatest demand, but fewer vehicles are able to cross and have to wait at the box junction.

The assumptions are further cast into doubt by the Robert West survey for the Glebe School extension which not only shows higher figures than the applicant's traffic survey, but at a much earlier peak period between 1500 and 1600.

We find fault with the assessment years and scenarios to be assessed as follows:

- 2011 – Observed;

No details of these surveys provided, which throws any results into question.

- 2014 - The anticipated year of opening 'Without Development' and 'With Development';

The figures that purport to include 'Committed Development' are flawed, see below.

- 2022 - 10 years after submission of planning application 'Without Development' and 'With Development'

The figures that purport to include 'Committed Development' are flawed, see below.

From the known Committed Developments in the area, only two have been modelled, namely the Master Brewer site and RAF Uxbridge development, which makes the assumptions invalid.

Known developments are

- A residential-led mixed use development on RAF Uxbridge – included.
- The new housing and retirement neighbourhood on Ickenham Park, about 2km north of the site on Long Lane - Excluded
- A small affordable housing development at Honeycroft Day Centre, about 1.5km southwest of the site down Hercies Road – Excluded
- The expansion of Glebe Junior School, Sussex Road, Ickenham. - Excluded

It should be noted that larger developments such as the extension of Glebe School and the traffic resulting from the Ickenham Park development which is now part occupied already has a significant impact on local traffic. The new traffic signals at Aylsham Drive introduced to accommodate traffic to and from Ickenham Park have increased queuing along Long Lane Northbound right back to Hillingdon Circus.

Indeed the modelling of the Glebe School expansion undertaken in 2012 by Robert West on behalf of the London Borough of Hillingdon, which excludes the Master Brewer and Hillingdon Circus proposals, already shows higher saturation figures than your 2014 base case and puts the Hillingdon Circus junction over capacity by 2018.

The outcomes of any modelling or simulation assessments therefore cannot be relied on.

Traffic modelling results

Freezeland Way Site Access

Table 7.7: ARCADY results – Site Access – 2022 With Development

The applicant states:

The results demonstrate that the roundabout would continue to operate within capacity with minimal queuing during the morning, evening and Saturday peak hours. The maximum queue of 4 vehicles is experienced in the PM peak, with the RFC reaching 0.79

We cannot see from the modelling how any additional traffic from the East will be managed, if the assumption that 30% from the West and 20% from Hercies road are wrong. We believe that additional traffic will join from Long Lane South Left and Freezeland Way East ahead. This will compound the existing issue of vehicles exiting the roundabout in evening peak time described in response to 7.7 above.

Already in the pm peak, the approach to the roundabout from the West already has in excess of 4 cars queuing on Freezeland Way, as their entry/exit from the roundabout is prevented by vehicles turning from the Easterly direction, or traffic backing up onto the roundabout from the traffic lights at Hillingdon Circus.

Swakeleys Road / Long Lane / Ickenham High Road

The applicant states:

7.33 The results for the priority junction of Swakeleys Road / Long Lane / Ickenham High Road

show that it currently operates within capacity in each of the peak hours, with a maximum

Degree of Saturation (DoS) of 88.7% with a cycle time of 83 seconds and queue of 9.0 PCU's during the AM peak hour

There is no data provided to support the statement made in 7.33.

Long Lane / A40 Eastbound On-Slip

7.38 In the Without Development scenario in the future years of 2014 and 2022, the junction would also operate within capacity with minimal queuing of up to 9 PCU during the AM peak hour.

7.39 In the Development scenario, the maximum DoS for the Long Lane (southbound) movement is 73.6%, with a corresponding queue of 8.4 PCU.

We do not recognise the figures produced for this junction, as the survey by Robert West in 2012 shows that the junction is already operating with a DoS of 81.6 and PCU of 9.5 for the a.m. peak and 87.5 and 14.5 in the pm peak. This is set to rise again by 2018.

Hillingdon Circus (Long Lane / Freezeland Way)

7.43 In the 2014 With Development scenario, the junction is forecast to perform better in the AM peak hour compared to the existing situation, due to the relocation of the commuter car park access and the resulting reduction in vehicles travelling through the junction. However, in the PM peak hour, the junction would operate over capacity with maximum DoS of 102.4% for the Long Lane (south) ahead movement. The junction is still within Practical Reserve Capacity during the Saturday peak hour.

We acknowledge the assessment predicts the Hillingdon Circus junction will be operating over capacity by 2014, but point out that the figures returned by Robert West are higher than the 2011 figures shown in table 1.12.

We would again point out that this predication is without the Committed Developments outlined above, which will impact both the timescales and the DoS percentage.

We also understand that once 100% DoS is exceeded, the Linsig predictions cannot be relied upon and that with queue lengths modelled below those we know to exist and with >100% saturation and existing exit congestion, the figure of 102.4% is on the conservative side.

In summary, we hold that because of flaws in the assumptions used to model the junction are flawed, its results cannot be relied upon. The applicant concludes:

8.14 In conclusion, it is considered that the Development proposals are reasonable and appropriate for the location and that there are no traffic or transport reasons why it should not be granted planning permission

We believe the conclusion the applicant draws is flawed and that there would be significant impact on local traffic and increased congestion and as such go against Section 4.2 of the NPPF and the Hillingdon UDP.

National Planning Policy Framework (NPPF)

4.2 The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied.

Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."

LB Hillingdon Unitary Development Plan Saved Policies (2007)

Policy AM2 states that all proposals for development will be assessed against:
“Their contribution to traffic generation and their impact on congestion
and in particular the proposal is contrary to policy AM7
the LPA will not grant planning permission whose traffic generation is likely to:
i) unacceptably increase demand along roads or through junctions which are already used to capacity,

NB: We understand that there may be additional traffic assessments still to be submitted and we reserve the right to make further responses on TRAFFIC IMPACT in the light of these.

Height And Appearance

This application constitutes a massive over-development of this prominent corner site as ably demonstrated by drawing No. 8023-PP-143 which shows the devastating effect this will have on views from the West, and Green Belt, particularly from Hillingdon House Farm, much like the previously refused earlier attempts by Tesco on the Master Brewer site. Most of the footprint will be covered with concrete comprising building and various hard surfaces. Overall the height of various parts of the proposal will be of 2 and 3 storey blocks of flats built on top of the store, such height we feel to be excessive on this prominent corner site. The design of the exterior of the building is not considered to be attractive and the Residential Blocks on top of the proposed store is undesirable in terms of appearance, street scene, access and suitability of accommodation for future residents.

The design concept proposed leaves little room for urban greening on the site other than minimal rooftop garden areas.

Estimations from the drawings suggest that the block scale and height of the proposal would be twice the height of the buildings in North Hillingdon and the Station's main structure, and would be very visible from nearby green belt (Hillingdon House Farm and aspects from the higher ground to the West).

We object to a hotel of six storeys and the chosen location, being the highest point of the proposal site. This we believe would cause maximum detrimental effect on the street scene, views from the general locality including established local residential roads to the north of the site (e.g. The Chase, Halford Road, Long Lane, Bridge Way and possibly even Swakeleys Drive) and especially Green Belt areas. Commuter car parking for Hillingdon Station will be compromised by the loss of 47 places and hotel parking for 10 cars is totally inadequate for 82 bedrooms.

For all of the above reasons we feel this application does not comply with either, all, or part of the following policies as detailed in the Hillingdon Unitary Development Plan (adopted September 1998) or these policies now superseded by the Current Core Strategy Policies:- BE13; BE14; BE19; BE35; BE36; S1(iii); H6; A6 and PR23.B (vii) and ix).

Retail Impact

It is a major objective of the Association to maintain the health of Ickenham's "High Street". We are concerned both about the scale of the proposed new store and also Morrisons' belief that the provision of free parking would not only attract people's "main shop" but also lead them to use the independent and convenience stores in North Hillingdon for their "top up" shopping. If this turned out to be the case and Ickenham people were attracted to the new store for their "main shop", it would be to the detriment of Ickenham retailers. No estimate is given for the impact of this, only for losses coming from the new store itself.

There is particular cause for concern about the potential impact on our independent butcher of the inclusion of a fresh meat counter, granted that Morrisons feature this product area heavily in their advertising: "We care about giving you the best quality fresh British meat and prepare it for you just the way you like. Anything from a whole joint for the family to a single pork chop, whatever you need, whatever your budget".

This is in contradiction of the Morrisons' statement that "the proposals will not directly compete with Ickenham" and it is questionable how much such competition the business of S J Williams, Swakeleys Road, could withstand, particularly if they backed their national advertising with in-store promotions.

According to a report by Santander: "The number of specialist butchers has been in long term decline for a number of years, largely due to the increasing influence of the large supermarket chains. As well as offering a full range of pre-packed cuts of meat, almost all of the large supermarket chains have butchery counters that compete directly with High St butchers.

The convenience of including meat in the weekly "shop" has resulted in a significant shift in the way consumers make their purchases – in the early 1980s around 20% of meat was bought from supermarkets but by the early 2010s this had increased to around 80%. This has inevitably had a negative impact on independent butchers and their numbers have dwindled as a result of this drop in demand. In the 1980s there were over 20,000 independents but by the end of the 2000s there were only around 6,000".

The Local Plan Part 1 – Strategic Policies states:

"The viability of local parades is threatened by competition from supermarkets. For some local shopping areas the closure of just one essential shop may be so significant as to precipitate the closure of other shops and ultimately the demise of the centre"

Policy E5 says: "Local parades will be protected, enhanced and managed to ensure that they meet the needs of the local community and enhance the quality of life for local residents, particularly those without access to a car".

In our view, this statement and this policy are directly relevant to the threat posed to the business of S J Williams by the proposed new store.

Environmental Statement

Air Quality

It is widely known that air pollution is worsened by traffic emissions. Petrol and diesel engines emit a variety of pollutants and the UK AQS identifies nitrogen oxides(CO), particulate matter(PM10), carbon monoxide(CO), butadiene and benzene. Nitrogen oxide, oxidises in the atmosphere to form nitrogen dioxide. Currently, AQMAs designated in the UK attributable to road traffic emission are associated with high concentrations of NO2 and PM10.

The Mayor of London is responsible for strategic planning in London. The current version of the London Plan was published in July 2011. The plan acts as an integrating framework for a set of strategies, including improvements to air quality. Policy 7.14 is the key policy relating to air quality. In this document " *the Mayor recognises the importance of tackling air pollution and improving air quality to London's development and the health and well- being of its people.*"

Development proposals should " *minimise increased exposure to existing poor air quality and make provision to address local problems of air quality, particularly within Air Quality Management Areas*"(AQMAs). It also states that any proposed development should

"promote sustainable design and construction to reduce emissions from the demolition and construction of buildings following the best practice guidance in the GLA and London Councils". Another important policy statement is that any development "be at least air quality neutral and not lead to further deterioration of existing poor quality such as designated AQMAs".

The London Borough of Hillingdon sets out policies to guide a proposed development, and whether a particular proposed development will affect air quality significantly, is a matter for consideration by local planning authority, being based on matters of fact and degree related to the development being proposed.

The proposals present an example of over-development, and would adversely affect the environment at the Hillingdon Circus junction and its major and secondary road network. In this regard we can also take into account the accumulative effects of what are now dual development proposals " Tesco and Morrisons" on the environment. Regarding Air Quality, the LBH Environmental Services Map indicates that within the Borough air pollution at Hillingdon Circus is second only to levels found at Heathrow airport. It is self evident that the development will generate significant additional traffic at the junction and as a result increase the levels of Nitrogen Dioxide at Hillingdon Circus. (Road traffic is the largest source of NO2 contributing 49% of total emissions).

Noise Pollution

The area of the proposed development has already high levels of noise, again due to excessive road traffic usage, particularly the M40 corridor. The worst congestion occurs at peak times morning and evening. Loudness of noise is subjective, but it is accepted that an increase/ decrease of ten decibels corresponds to a doubling/ halving in perceived loudness. External noise levels are rarely steady but rise and fall according to activities in the area. It is likely that the existing noise levels combined to that of the proposed development would be above the Council's recommended guidelines.

We consider that the activities associated with proposed development would increase noise levels and cause disturbance to local residents both existing and new. Any noise assessment for residential development should include noise from mechanical service plant, noise from delivery events, noise from car parking activity, noise from road traffic and construction noise.

Some of the proposed residential dwellings will require a higher level of glazing /and ventilation. It also noted that the children's play areas will need the introduction of solid acoustic screens to the northern and southern perimeters to mitigate the noise levels. This may not be enough to prevent the noise exceeding Local Authority guidelines.

12.09.2013

The latest revised TA has been produced following the requirement by the LPA to take into account exit blocking at Hillingdon Circus in peak hours which had previously been ignored by the applicant.

This is a fundamental change and has wide ranging implications for the modelling of traffic at the junction.

We submit that the revised LINSIG and VISSIM models do not properly account for the exit blocking since the LINSIG model shows more traffic flowing up LONG Lane northwards in the PM peak than in the base case which would not be possible without changes to the road network at the Ickenham Pump and beyond. Therefore the models cannot be validated.

We have also identified a large number of anomalies of which we have pointed out a few to the LPA and asked for their comments. These include:

- Why the right hand lane of the three northbound lanes on Long Lane at Hillingdon Circus has been omitted
- Why the journey times for the peak hour have been taken averaged over three hours
- Why no comparative analysis of pedestrian crossing times has been produced

At the time of writing we have not had any response from the LPA regarding these concerns.

Whereas TESCO have now effectively admitted that more traffic at the junction will inevitably create longer queues and journey times, this is not the case with this application and therefore its conclusions cannot be relied upon. We therefore submit it should be refused.

We also believe that as there is no correlation between the Tesco and Morrisons Traffic Assessments and because we know that data from an LBH survey has not been provided that a real risk that the Consultation Process has been flawed from the outset and that a Judicial Review may be required, should either be accepted

Further observations

In addition to the comments made in our previous objections, clause 3.12 states they intend to use the Freezeland Way Eastern approach and that this does not currently have queuing traffic, but residents of Ickenham know that this statement is not correct and that traffic regularly forms queues during the PM peak, please see picture below from 21st May 2013.

In addition, Morrisons propose to remove the cross-hatching to “formalize a two-lane approach arrangement to improve capacity” – why if no queuing problem currently exists?

Also, on the in-ramp to the store from the roundabout, they “propose to install a raised table” – again why, as raised tables are normally used to restrict access, perhaps because they feel motorists held in traffic will use the store car park as a way to circumnavigate the junction.

Transport Assessment Conflict

Because there is no correlation between the Tesco and Morrisons Transport Assessments, despite the fact they both say they have included/modeled each others assessments. We believe both assessments are fatally flawed and present the potential for a significant impact on the local transport network.

The Morrisons TA States:

The effects of any development needs to be assessed against the criteria in the NPPF, with the key tests:

“Plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- safe and suitable access to the site can be achieved for all people;
- and improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development.

Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

7.42 The addition of traffic flows generated by the Master Brewer development proposals (scenarios 4 and 7), and associated junction modifications, results in a significant worsening of junction performance, such that the junction is predicted to operate significantly above capacity during the AM, PM and Saturday peak periods in both 2014 and 2022. This is considered to primarily be as a result of the introduction of the right turn movement from Long Lane (south) to Freezeland Way (East), which results in the requirement for an alternative staging arrangement to accommodate this movement.

7.51 The addition of the Master Brewer proposals (scenarios 4 and 7) results in the VISSIM model becoming overloaded and effectively 'locking up', with vehicles becoming stationary, and blocking the path of other vehicles which are therefore unable to pass through the network. As such, it is not possible for the model to report any meaningful results, particularly journey times, as vehicle trips through the network are not completed.

7.52 Whilst a lock up of the highway network is unlikely to occur in practice, as vehicles will give way to turning vehicles rather than blocking their path, or can change their journey in response to such conditions, this outcome within the VISSIM effectively concludes that the addition of the Master Brewer proposals would result in a significant worsening of the operation of the highway network such that the impact could be classified as significant.

7.73 The addition of the Master Brewer proposals results in a significant detrimental impact on the operation of the highway network such that the VISSIM model locks up, and journey times, vehicle speeds and queues are not able to be accurately reported. It can therefore be concluded that the addition of the Master Brewer proposal results in a significant impact.

8.18 The addition of the Master Brewer proposals so that there would be two foodstores in the area results in a detrimental impact on the operation of the highway network such that the VISSIM model locks up, and journey times, vehicle speeds and queues are not able to be accurately reported. It can therefore be concluded that the addition of the Master Brewer proposal results in a significant detrimental impact.

Retail Impact

1. The Ickenham Residents' Association registered its detailed objections to these proposals on 6th June 2013 .

2. These objections can be summarised as:

2.1 Traffic pollution/environmental impact: pollution levels at Hillingdon Circus are already above lawfully permitted levels and the inevitable additional traffic would make them even worse.

2.2 Traffic concerns: the Hillingdon Circus junction is already beyond capacity levels, particularly at peak times, and could not cope with additional vehicle movements

2.3 Retail Impact: we are concerned about the impact on our local Ickenham shops, particularly in the case of Morrisons whose meat counter we consider to be a threat to Williams' butchers, with potential knock-on effects on the entire "High St"

2.4 Over-Development: The size and impact of the building proposed by Morrisons is wholly inappropriate and out of keeping with the locality and street scene.

2.5 Housing: whilst we welcome the provision of extra homes the local schools, medical facilities etc are already fully stretched and could not cope with additional demand.

3. Since we lodged those objections we have not seen any submission from either retailer that has diminished our concerns in any way, and the threat of future traffic gridlock in the area has increased with the evolving proposals for HS2.

4. Our concerns have been exacerbated by the information that LBH are considering the possibility of approving *both* proposals. We believe that the impact of such a decision would not just increase these problem areas in an incremental way but move them into a whole new dimension as Tesco and Morrisons competed for business across the junction, with bargain hunters attracted from a wide area by the prospect of comparison shopping and the ability to “cherry pick” choice promotions. The exception would be housing where the increase in problems would “only” be incremental.

5. On the evidence of their submissions of 13th August 2013 [Tesco] and 21st August 2013 [Morrisons] neither retailer considers that the North Hillingdon centre could support two major food stores.

Built Environment – Height & Appearance. (Tesco & Morrisons)

Our objections in relation to both applications individually, in respect of the above aspects, are well documented in our previous letters of 06.08.12 and 10.06.13 concerning Tesco and 24.09.12 and 06.06.13 concerning Morrisons.

The purpose of this addendum to our letters is to raise the issue that IF consideration should be given to both applications at the same time, and for whatever reasons they were both recommended for approval, then our individual objections would be combined, amplified, and stressed far more strongly.

Our current objections relate to each individual proposal.

If forced to choose between the two, then it is our opinion that the Tesco proposal is far less intrusive, they having listened to our many previous objections over many years. Morrisons puts more area ‘under concrete’, is considerably larger and higher, with less desirable housing design and location, and impinges on car parking provision at Hillingdon station.

We do not feel the combined sites could possibly facilitate both companies’ ambitions.

If allowed it would be devastating to the local area not just in relation to the Built Environment, but also in the many aspects as detailed elsewhere in this letter.

08.11.2013

In addition to our response of the 4th of November 2013, it appears that there has been no apparent provision for pedestrians to cross the proposed entrance to the store on the Northern side of Freezeland Way Eastbound.

As this is the ‘intended’ route for pupils from Vyners School to follow as they make their way across Hillingdon Circus to their homes south of the junction, we believe that not making a provision for pedestrians to cross the access road is a potential safety risk.

The drawings contained within the Technical Note dated ‘October 2013’ show the detail for a ‘Raised Table’ across the access road, but do not show any detail for a pedestrian crossing.

Can the Council please confirm that:

- i) The raised table at the location shown on the drawings does include a provision for pedestrians to safely cross the road and that the combination of these two features has been agreed with the LBH/TFL Highways team.
- ii) The speed limit assumptions used for the Controlled Area 'Marks' to be installed as part of any crossing.
- iii) The minimum distance required for the 'Controlled Area' around the crossing can be met without impacting on the operation of the roundabout on Freezeland Way.
- iv) Site based surveys confirm that any crossing can clearly be seen by all traffic and will be correctly illuminated and have appropriate signage on all approaches and that the traffic impact of any delay caused by people crossing the road at this point has been modelled.
- v) That the required illumination has been modelled and meets the lighting class requirements for Freezeland Way East.

6.2 INTERNAL CONSULTTEES

Policy

1. This note provides an assessment of some of the key policy issues associated with mixed use development proposals for Hillingdon Circus and the Former Master Brewer (Ruston Bucyrus) sites. Both sites are covered by the provisions of Policy PR23 in the Unitary Development Plan (Saved Policies) document 2007 (UDP). The policy refers to the promotion of a mix of uses that take advantage of the north/south/east/west communication network and securing planning permission, where appropriate, for leisure/social/community facilities.

2. Hillingdon Circus (Ruston Bucyrus): Morrisons supermarket (net sales area of 3,731sqm), an 82 bedroom hotel and 107 residential units

Proposed Residential Development

2.1 The proposals involve the development of 107 residential units of which 16 (15%) will be affordable. The affordable housing mix is proposed at 62.5% intermediate tenure and 37% affordable rented.

2.2 Paragraph 7.20 of the applicant's planning statement refers to the submission of a viability study in due course. In the absence of such an assessment there is no evidence to demonstrate that:

- affordable housing provision has been 'maximised' in accordance with London Plan policy 3.11; or
- the 35% target for affordable housing provision in policy H2 of the emerging Local Plan Part 1 cannot be met.

2.3 The applicant will need to demonstrate how the provision of affordable rented tenure will meet housing needs in the borough and should discuss this with the Council's Development Team (contact Marcia Gillings). Similarly, all units are flats, which does not address the need for family homes in the borough.

Edge of Centre/Out of Centre Retail

2.4 Paragraph 4.15 of the applicant's Planning Statement refers to the site as being in an edge of centre location. The pre-application advice provided in the Council's letter dated 06th June 2011 confirmed that based on the provisions of PPS4, the site was considered to

be out of centre. The practical implications of this are that out of centre locations require more justification to demonstrate sequentially preferable sites, in either edge of centre or town centre locations, are not available.

2.5 In the context of the definitions contained in the National Planning Policy Framework (NPPF), Officers' are of the view that:

- i) North Hillingdon is defined as a Local Centre in the UDP;
- ii) Local Centres are included in the definition of Town Centres contained in the NPPF;
- iii) A further pre-requisite to meeting the definition of a Town Centre is that it contains a Primary Shopping Area (defined below);
- iv) Whilst North Hillingdon has a concentration of retail development, it does not contain primary or secondary shopping frontages. The retail area does not, therefore, meet the definition of a Primary Shopping Area;
- v) In absence of a Primary Shopping Area in North Hillingdon, the application site cannot meet the definition of an edge of centre location; and
- vi) The application site can only be defined as being out of centre.

Town centre: Area defined on the local authority's proposal map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance. Unless they are identified as centres in Local Plans, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres. Primary shopping area: Defined area where retail development is concentrated (generally comprising the primary and those secondary frontages which are adjoining and closely related to the primary shopping frontage).

Edge of centre: For retail purposes, a location that is well connected and up to 300 metres of the primary shopping area. For all other main town centre uses, a location within 300 metres of a town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances.

Out of centre: A location which is not in or on the edge of a centre but not necessarily outside the urban area.

Sequential Test

2.6 The following sites were assessed by the applicant as part of the sequential test and subsequently discounted:

- i) Belmont House & Middlesex House, the Mall Shopping Centre, Uxbridge;
- ii) RAF Uxbridge;
- iii) Former South Ruislip Dairy Site, South Ruislip;
- iv) Former Master Brewer Site, North Hillingdon;
- v) 175 - 222A High Street, Uxbridge (Site PR12);
- vi) Land at High Street, Vine Street & Uxbridge Road, Uxbridge (Site PR13);
- vii) Mahjacks Island Site, Uxbridge (Site PR14); and
- viii) Windsor Street, Uxbridge (Site PR15).

2.7 Paragraph 5.17 in the applicant's Planning Statement refers to over trading at the Sainsbury's store in Uxbridge. Paragraph 7.45 of Hillingdon's Convenience Goods Retail Study Update prepared for the Council by Strategic Perspectives states that:

'Our qualitative assessment of existing stores in the Borough has identified that whilst some stores appear to be 'over trading' according to national averages, no stores appear to be experiencing the symptoms of overtrading. Indeed, we consider that these stores are trading at reasonable levels for stores in London. As a result, we have assumed that the

larger stores are not 'over trading' in 2011 and that this should not be used justify additional convenience goods floorspace over the study period.'

2.8 The retail study update also refers to the amount of convenience goods capacity in the borough over the next 10 years. It concludes there is no capacity for additional convenience goods retailing in the years up to 2016 and that from 2016 through to 2021 capacity grows to 2,709 square metres. There could, however, be a qualitative argument to support the provision of convenience goods floorspace in the northern half of the borough, which will be taken into account on a case by case basis and as part of the production of the Site Allocations DPD.

2.9 Officers would question the applicant's assumptions regarding overtrading in the catchment area and whether there is currently sufficient convenience goods capacity to support additional foodstore. At the very least the applicant should take the conclusions of this study into account.

Community Facilities

2.10 The applicant's Planning Statement does not appear to refer to the provision of any community facilities as part of the scheme.

Location

2.11 The location of the proposed store is primarily a development management issue, however it is noted that the scheme would have direct access to Hillingdon Underground station. The self contained nature of the site is also well suited to a major foodstore.

3.5 The applicant's retail assessment does not appear to take account of the conclusions of the Convenience Goods Retail Study Update 2012. The comments in paragraphs 2.7-2.9 of this note also apply to the Tesco proposals, particularly in relation to the need for assessment in the context of borough-wide capacity for convenience goods.

3.6 The proposals also make assumptions regarding overtrading. As noted above the Council's view is that no stores in the borough appear to be experiencing the symptoms of overtrading.

4. Conclusion

4.1 In planning policy terms there appears to be little difference in the nature of the proposals put forward by Morrisons and Tesco, particularly as they are covered by the same policy provisions in the UDP.

4.2 A key concern regarding both schemes is the lack of evidence to justify affordable housing provision and the proposed tenure split, which will need to be discussed with the Council's Development Team. Similar evidence is presented by both applicants on retail impact although there are some differences in the number of sites assessed as part of the sequential test analysis. The supporting documents submitted by each applicant would benefit from closer examination prior Committee.

4.2 Notwithstanding the additional retail units, the overall size of the supermarket element presented by Tesco is more closely related to convenience goods capacity in the borough. Proposals are also put forward for a community facility on the site, reflecting part (viii) of Saved Policy PR23. In this sense the Tesco scheme more closely reflects the provisions of the UDP and policy E5 in the emerging Core Strategy.

EPU Noise

The Council's Noise Officer raised initial concerns (below). These have been addressed by the applicant and the details have been agreed by the Environmental Protection Unit, who have raised no objection subject to standard noise conditions.

EPU Air Quality

The site is in an air quality management area and there are recorded levels of poor air quality near the site that are close to or exceeding the minimum EU limits for health (40µg NO₂). This limit relates to the levels at which there are significant impacts on health.

Whilst the air quality assessment seems to have estimated the impact of the development(s) to be imperceptible/negligible, they have failed to adequately characterise the air quality in the area in the modelling.

The Air Quality assessment addendum concludes:

In summary, the conclusions of the updated air quality are consistent with those presented in the original Air Quality Chapter. There therefore appears to be no constraints on the development in the context of air quality, with all air quality effects associated with the construction and operation of the development predicted to be 'not significant'.

It is inappropriate to suggest there are no constraints in the context of air quality having admitted that there are areas along the road network that exceed minimum EU standards, and given the presence of an air quality management plan.

It is likely the air quality will continue to be poor in the area due to existing traffic issues without development, and it will likely worsen due to increase in traffic as a consequence of the development.

The Council does not consider the submitted air quality assessments present a fair and accurate representation of the baseline position, and in turn the impacts of the development are underplayed.

The Council considers that the impacts on air quality will be negative. However, this should not automatically result in a refusal as this would result in blight across the area. Through conditions and planning obligations, if implemented in isolation (and considering the benefits of the scheme), this proposal could be considered acceptable in air quality terms.

The cumulative impacts of this scheme as well as the proposal at the former Master Brewer site present a greater problem. Cumulative impacts would be worse (and more complex) than just the sum of an individual scheme. This is, for example, due to the extra traffic congestion (at junctions resulting from both schemes) resulting in greater emissions from vehicles.

I therefore do not object to the application on its own (subject to clear measures to reduce the impacts of the development). The need to provide green travel plans and contributions to public transport will assist and the following conditions are also necessary:

Condition

Prior to the commencement of development a construction air quality action plan shall be submitted to and approved in writing by the Local Planning Authority. The action plan shall set out the methods to minimise the adverse air quality impacts from the construction of the development. This scheme should include (but not limited to) clear demonstration of the use of low emission vehicles and machinery by the relevant contractor, and confirmation of how environmentally aware driver training methods will be utilised (i.e. no idling, avoiding peak

times for construction lorries etc...). The construction must be carried out in accordance with the approved plan.

Reason

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

Condition

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

Reason

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

Air Quality Impacts to new residents

The air quality assessment does not identify any mitigation as being necessary for the proposed development. However, it does note the façades of the building will be near EU annual limit value for NO₂. The Council is concerned that the modelling is not entirely clear as to the possible ingress of polluted air into the new development. The most recent modelling carried out by Hillingdon has indicated that this transport corridor and associated junctions are contributing to levels of air pollution above recognised air quality standards and NO₂ is predicted to be over the annual mean in 2011 and 2015 (this is also the case for the hourly mean). The following condition is advised for the residential block to ensure some mitigation for the poor air quality in the area.

Condition

Prior to commencement of development a scheme for protecting the proposed residential units from external air pollution shall be submitted and approved by the Local Planning Authority. The development must proceed in accordance with the approved scheme and completed prior to occupation. The development shall retain the air pollution protection measures throughout the lifetime of the development.

Reason

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

CHP

There are limited details regarding the air quality impacts from the proposed CHP unit or the pollution abatement technology to reduce impacts. The following condition is therefore necessary:

Condition

Prior to commencement of the development full specifications of the CHP unit shall be submitted to and approved in writing by the Local Planning Authority. The specifications shall demonstrate the use of the least polluting CHP system appropriate with and the relevant NO_x emissions, the designs of the flue to reduce impacts to residents and further pollution abatement technology to ensure the CHP has minimal air quality impacts. The development must proceed in accordance with the approved scheme.

EPU Contaminated Land

The Environmental Statement includes part of a desk study and a preliminary risk assessment for the site based on the proposed use. It notes a large part of the application area was previously investigated and remediated. However, it identifies further investigation may be required for previously uninvestigated areas (mostly to the north, and east of the site) and as a check to ensure the remedial works undertaken previously are suitable.

It appears as the application includes a proposal for a large basement area (southern half of the site), there may be a significant amount of soil to dispose of off site (where it is not

needed for reuse on site). The report notes it is possible some of this soil may need treatment on site and this needs to be clarified following the site investigation. The Construction Environmental Management Plan (CEMP) needs to include measures to ensure no contaminated soil is tracked off site, and minimise any fugitive dust emissions from contaminated materials stockpiled on site.

The recommended ground investigations will include ground water and ground gas (due to natural ground conditions as well) assessment as well as soil analysis (we will not accept WAC (waste acceptance criteria) testing alone for any soil that is to remain on site). The report indicates no groundwater investigation has been undertaken previously. Ground contamination is a concern with regard to piling and SUDs at the site as some of the geology under the site have been identified as principle aquifers, and piling and SUDs could potentially act as a pathway to groundwater contamination if significant sources remain on site. Please ensure the Environment Agency is consulted with regard to piling, SUDs and potential groundwater contamination issues.

The report also indicates with regard to any possible gas protection requirements to the south of the site, specific remedial works with regard to ground gas may not be required as the basement will be ventilated. Any remediation action plan for the site should clearly identify the locations where this would apply, even if it is not put forward as a specific remediation measure.

The standard contaminated land condition is advised for any permission that may be given alongside a separate soil contamination condition for landscaped areas (for any reused and imported soils). If you would also prefer a separate gas condition, please let me know.

Contaminated Land Condition

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

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

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

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

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

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

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

Condition to minimise risk of contamination from garden and landscaped areas

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

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

REASON

To ensure that the occupants of the development are not subject to any risks from soil contamination in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

Access Officer

The proposal, which seeks to redevelop the above site to comprise a foodstore, hotel, restaurant/public house, and 107 residential units, would be subject to the Equality Act 2010. The Act seeks to protect people accessing goods, facilities and services from discrimination on the basis of a 'protected characteristic', which includes those with a disability.

A new pathway with a maximum cross fall of 1:60 would be provided between Hillingdon Underground station and the main store entrance. Hillingdon Station is accessible to wheelchair users and there are a number of accessible bus and coach services that operate nearby. It is understood that level access to the proposed foodstore would also be via the atrium from street level along Long Lane and Freezeland Way. Once inside, the access arrangements would comply with Part M to the Building Regulations on the provision of lifts and stairs.

The car park for the proposed foodstore would be accessed via a vehicular ramp from Freezeland Way, where 20 accessible parking spaces are proposed close to the main entrance. The car parking spaces appear to have been designed to exceed the requirements of BS 8300:2009. It is, however, not clear whether provision has been made for high sided accessible vehicles to enter and use the car park. No provision appears to have been made for large community transport vehicles and similar door-to-door service vehicles, such as Dial-a-Ride.

Entry into the proposed foodstore would be via an automatic sliding door and no accessibility issues are raised on the internal configuration.

The hotel car parking would be accessed via a vehicular ramp from Freezeland way through the commuter car park. It is understood that one accessible car parking space would be located close to a lift core from the car park level.

The hotel main entrance would also be accessible from Long Lane via a level entrance with automatic sliding doors. The hotel reception would be at first floor level and accessed via a lift or stairs from the entrance level. A statement indicates that 10% of the 82 room hotel would be wheelchair accessible, however, no details have been provided on the standard to which these rooms would be designed.

A commercial use building is also proposed, and it is indicated at this stage that it would be used as a bar/restaurant.

The residential element would comprise 11 units designed to Wheelchair Home Standards. All wheelchair standards units would be accessed from the lift core, leading from the basement level car park. Access to the amenity area would be step-free from all residential units, and the wheelchair unit would have a balcony to a depth of 1.5m to allow wheelchair manoeuvrability. The Wheelchair Home Standards units have been designed to the correct specification, including storage for an outdoor mobility scooter within what would be a generous entrance hallway.

The remaining 96 residential units would be built to Lifetime Home Standards and accessible via two lifts. Disabled car parking is proposed near each lift core. The approach to all entrances appears to be illuminated and level, however, there are no plans to demonstrate this detail. The principal stairs would, however, be required to meet building regulation specification. The hallways and other integral circulation spaces would comply with Lifetime Homes Standard 6 and have been demonstrated on plan. Criterion 7 is satisfied, as plans demonstrate adequate manoeuvring space with typical furniture items in situ. The remaining standards are commensurate with the design of Lifetime Home flats, and have been demonstrated and/or would be required by building regulations.

Observations Specific to the Proposed Hotel

1. Policy 4.5 (London's visitor infrastructure) of the London Plan 4.5, seeks to achieve 40,000 net additional hotel bedrooms by 2031, of which at least 10 per cent should be wheelchair accessible. To this end, the Council seeks to increase the quality and quantity of fully wheelchair accessible hotel accommodation, and, therefore, in accordance with the above mentioned Supplementary Planning Document and BS8300:2009, requires the minimum provision of accessible bedrooms as a percentage of the total number of bedrooms to be:

- i.5% without a fixed tracked-hoist system (see BS8300:2009, example in Figure 59);
- 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.

2. Part of the reception/concierge desk should be provided at a height of 750-800mm. An assisted listening device, i.e. infra-red or induction loop system, should be fitted to serve all reception areas.

3. All signage for directions, services or facilities should be provided in a colour contrasting with the background. Signage and lighting levels should be consistent throughout the building and care taken to avoid sudden changes in level.

4. Plans should detail room dimensions, particularly for the en suite bathrooms and suitably detailed within the Design and Access Statement. Bath and shower rooms should accord with the design guidance in BS8300:2009. As the majority of wheelchair users prefer showers, a larger proportion of the accessible rooms should feature shower rooms. Large-scale plans should be submitted detailing the specification of the proposed accessible bath and shower rooms.

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5. Corridors should be a minimum of 1500mm wide and internal doors across circulation routes should incorporate a suitable zone of visibility.
6. Internal doors, across circulation routes, should be held open using fire alarm activated magnetic closers.
7. Details of where Hearing Enhancement Systems (e.g. induction loops) will be provided should form part of the scheme. Consideration should also be given, at this stage, to the type of system(s) that will be suitable for different areas of the hotel. (It is important to consider such detail now, as the design of a building and the material from which it is constructed, contribute to good acoustic travel and stability. A technical audit should form part of the Design & Access Statement, as the reliability of systems in proximity to other electrical equipment or materials can be adversely affected, e.g. fluorescent lighting and steelwork.)
8. Signs indicating the location of an accessible lift should be provided in a location that is clearly visible from the building entrance.
9. The lifts should accord with BS 8300:2009.
10. A minimum of one fire rated lift should be incorporated into the scheme. The lift should be integrated to support Horizontal Evacuation and designed in accordance with BS 9999:2008 and all related standards contained within.
11. Fire exits should incorporate a suitably level threshold and should open onto a suitably level area.
12. 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 a 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 in the event of a fire evacuation.
13. The alarm system should be designed to allow deaf people to be aware of an activation. (Such provisions could include visual fire alarm activation devices, and/or a vibrating pager system. A technical audit should be considered at this stage to ensure that mobile phone and emergency paging system signals can transmit throughout the building.)

S106 Officer

Please find below the agreed heads of terms for drafting the s106 agreement:

1. Off site Highways Works (as proposed in TA)
2. Public Transport: a financial contribution in the sum of £250,000 for the extension of the U10 to Hillingdon Station.
3. Travel Plans: TP's are required for the store, hotel and residential elements of the development.
4. Employment and Hospitality Training: an Employment Strategy is to be submitted and approved by the LA. They must demonstrate within this strategy how they are to deliver the hospitality training as part of the hotel development as well as encouraging local people to apply for jobs in the development generally.

5. Construction Training: either deliver an in-kind scheme to the equivalent of the financial contribution or pay a financial contribution in the sum of £145,432.66.
6. Public Realm: a financial contribution in the sum of £252,310 towards public realm improvements in the locality.
7. Affordable Housing: 15% of the scheme by habitable room is to be delivered as affordable housing. A review mechanism is also to be incorporated into the s106 agreement.
8. Education: a financial contribution in the sum of £288,950.
9. Health: a financial contribution in the sum of £41,596.31.
10. Library Facilities: a financial contribution in the sum of £4,415.54.
11. Community Facilities: a financial contribution in the sum of £50,000.
12. Air Quality: a financial contribution in the sum of £25,000.
13. Project Mgmt and Monitoring Fee: 5% of the total cash secured.

Drainage Officer

The FRA produced by Cundall dated May 2012 Rv2 and supplementary letter from Cundall on flood risk dated 30/07/2013.

The FRA demonstrates that the site is in Flood Zone 1 at little or no risk from fluvial flooding. However the FRA indicates that assessment and mitigation work will need to be undertaken as detailed design evolves to ensure all flood risks are dealt with sufficiently.

Addressing the surface water the FRA proposes a reduction in hard standing by 60%, and a 60% reduction in flows from the developable site area and a number of different sustainable drainage methods have been assessed and utilised in accordance with the SuDs hierarchy. This includes the provision of a green 'sedum' roof and landscaping for the residential elements and further landscaped podiums and permeable paving and attenuation tanks.

It is acknowledged in the FRA there could be a risk from the artificial drainage should the pumping system fail. This surface water sewer system also combines with the road drainage at the Freezland Junction and then discharges not far from the site into the River Yeading. This junction has had numerous reports of water ponding. Therefore further work must be undertaken to demonstrate this system is sufficient and provide a suitable system where it is not, all informed by the Thames Water Capacity study that they are conducting.

Groundwater is also referred to as a Medium risk on this site due to previous incidences of flooding being noted historically. It was stated this would be investigated further. The supplementary letter provides some further information on the site survey and groundwater levels from a Geotechnical Specialist. This also states that further investigations will be done, however as the risks from and too the development are determined to be low the mitigation measures were suitable to be left to be dealt with at detailed design stage.

Management

Since no clear strategy is provided, it is not possible to understand the adoption and maintenance arrangements or who would carry these out. If drainage tanks are to be used

then silt traps and ongoing inspections and maintenance would be needed and this needs to be detailed.

Therefore it is appropriate a suitable condition requesting a more detailed strategy is provided. This condition will also require further details of the adoption and maintenance arrangements or who would carry these out. As the Suds Approval Body is not yet required by government and therefore not in existence at Hillingdon, Therefore it is likely that the SuDs would remain private and would need to be maintained by the Landowner. Clear standards of inspection, maintenance, remediation and response times for resolving issues should be provided as part of the commitment of that Private Management Company.

I therefore request the following conditions:

No development approved by this permission shall be commenced until an outline scheme for the provision of sustainable water management has been submitted to, and approved in writing by the Local Planning Authority. A scheme to deal with all flood risks including foul and surface water and groundwater, shall be submitted to and approved by the Local Planning Authority.

The scheme shall clearly demonstrate how it follows the strategy set out in Flood Risk Assessment, produced by Cundall dated Mat 2012 Revision R2, and incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

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

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

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

Thereafter the scheme shall be completed in strict accordance with the approved details and thereafter maintained for the life of the development, unless consent to any variation is first obtained in writing from the Local Planning Authority.

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).

Trees & Landscaping

The site is currently occupied by a triangular parcel of land (formerly the Ruston Bucyrus crane works), which has lain vacant for some years. The central part of the site is accessed from a roundabout off Freezeland Way, the dual carriageway which provides slip roads onto, and off, the A40. The northern perimeter of the site is used by London Underground as a commuter car park for Hillingdon Station. The Swallow public house is situated to the north-east of the site and Harrow Fencing Contractor is in the south-east corner. The site is bounded to the north and north-west by Hillingdon Underground Station and the associated railway line, a bus interchange fronting Long Lane to the east, and Freezeland Way to the south and west.

Much of the site is relatively level, although there are significant changes of level along the eastern boundary where Long Lane (and the bus station) is on higher land supported by an embankment which rises to the north as it approaches the Long Lane bridge which spans the A40 and the railway line. Similarly, to the south, Freezeland Way (A437) is on an embankment which rises from the east (Long Lane junction) to the west, where it spans the railway line before dipping down to provide the west-bound slip road onto the A40.

There are trees along the eastern boundary on the Long Lane road embankment, but no Tree Preservation Orders or Conservation Area designations affording specific tree protection. The rest of the site comprises developed land with the centre vacant / cleared land with localised natural regeneration.

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 landscaping and ecology in Part 2, Section 3 under the heading: Layout (p.49). The principle concept at ground level is new soft landscaping of the embankment along the southern boundary (Freezeland Way) and new soft landscaping of the eastern embankment and hard and soft landscape enhancements to the public realm interface between the site and the bus station and Long Lane.
- The extent of ground level planting is also indicated on Darnton Egs drawing no. 8023-PP-111 Rev B.
- There will also be podium level structure planting (with trees) to the west of the foodstore which will be seen from the London Underground car park and railway line. (See LVIA View 1b, p.57)
- The two communal gardens at podium (third floor) level are indicated on Darnton Egs drawing No. 8023-PP-113 Rev C.
- A tree survey, Arboricultural Implications Assessment and Tree Protection Plan has been prepared by Bosky Trees, in accordance with BS5837:2012. The survey was undertaken in April 2012 and the report is dated May 2012.
- The survey assesses the condition and value of 12No. individual specimen trees and 3No. small groups of trees. All of these are sited along the east boundary as indicated on the accompanying drawing No.TPP-1. All of the trees are assessed to be category 'C' (poor) quality trees which would not normally be seen as a constraint on development. The figures 1 or 2 which are ascribed to the trees, are sub-categories which acknowledge that the trees have some (1) arboricultural, (2) landscape value.
- The tree report confirms that all of the existing trees will be removed in order to facilitate the development. This includes the 3No. Lime trees (T10,11 and12) in the roadside planting bed at the Long Lane entrance, which is due to be widened. There is no objection to the conclusions of this report.
- The summary also confirms that 100No (+) new trees will be planted as part of the landscape enhancement of the site.

- LUC's drawing No.100 RevB, Landscape Proposals: Hardworks, indicates the extent of hard (and soft) landscaping across the site. In addition to the new planting along the south and east boundaries and the small podium level planting to the west of the building, there will be two large communal roof gardens for the benefit of residents. Sited on a north-east / south-west axis, these gardens are illustrated with extensive planting, circulation space, 'micro gardens' in raised planters and a play area in each space.
- The above plan provides an indicative palette of the planting and hard surfacing materials to be used within the development.
- LUC's drawing No. 100 Issue B, Landscape Proposals: Podium East Communal Gardens provides a more detailed plan of one of the communal gardens. The key on this plan confirms that many of the planting beds will provided with 450mm deep topsoil – a specification designed to support structure planting (trees, large shrubs and hedges) which have the greatest potential to define the space and create an attractive garden.
- LUC's drawing No.102 Rev B, Long Lane Elevation, Sections & Plan: Timber Screen, provides sketch plans and elevations of the proposed treatment along the eastern boundary.
- The EIA (section 4.6.17) confirms that the proposed landscape features, including tree planting on the podium level will help to mitigate the effects of wind, which will improve the local microclimate, providing shelter and screening.
- The combination of soft landscape (planting) proposals along the south and east boundaries and, at a higher level, on the three podia, will enhance the public realm and are considered to satisfy BE38.
- If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and appearance of the area.

No objection subject to the above observations and conditions COM9 (parts 1,2,3,4,5 and 6). The local planning authority should also be notified and permitted access to inspect the roof gardens within 6 months of practical completion.

Energy/Sustainability

Demolition of the existing public house and timber yard, and the erection of a mixed use redevelopment comprising a foodstore (7829m² GEA) (Use Class A1); a 6 storey 82 bed hotel (Use Class C1); a 720m² restaurant/public house facility (Use Class A3/A4); and 107 residential units (Use Class C3), together with reconfiguration of the existing commuter car park, and associated landscaping, car/cycle parking and ancillary works.

Energy

I have no objections to the proposed development.

I am broadly satisfied with the energy strategy put forward, but require more detailed information prior to development starting. This information will be secured through the following condition:

Condition

Prior to the commencement of development a detailed energy assessment including specifications of green technology to be used, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly set out the size, inputs and outputs and locations of renewable technology and methods for monitoring and reporting the results to the Local Planning Authority. The development must proceed in accordance with the approved plan.

Reason

To ensure the development complies with Policy 5.2 of the London Plan and contribute to a reduction in CO2 emissions.

Condition

Prior to commencement of the development, an Interim certificate showing the development complies with Level 4 of the Code for Sustainable Homes will be submitted and approved in writing by the Local Authority. The certificate must be signed by a valid code assessor and issued by one of the licensed Code for Sustainable Homes approval bodies.

Reason

To ensure the development meets the sustainable design aims of the Council and London Plan Policy 5.13.

Condition

Prior to the occupation of the development a completion certificate showing the development complies with Code 3 of the Code for Sustainable Homes will be submitted and approved in writing by the Local Authority. The certificate must be signed by a valid code assessor and issued by one of the licensed Code for Sustainable Homes approval bodies.

Reason

To ensure the development meets the sustainable design aims of the Council and London Plan Policy 5.13.

Ecology

The site is considered to have minimal ecological value. However, the lack of development and activity on the site has meant it has previously been overgrown and heavily vegetated. These vacant sites provide valuable ecological resources, but are generally lost through development. The Council would therefore seek to ensure protection and improvements can be included within the new development proposals. In this instance the level of development reduces the ability to achieve much onsite improvements. The following condition is required to ensure that some onsite enhancement measures can be delivered:

Condition

Prior to the commencement of development a scheme for the inclusion of ecological enhancement measures shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate the inclusion of measures within the fabric of the building e.g. bird boxes, and measures to be included within the landscaping e.g. habitat walls. The development must proceed in accordance with the approved scheme.

Reason

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

Water Efficiency

The Council is in a severely water stressed area and is therefore mindful of the additional burdens placed on water consumption by new development. The proposed development will have a significant water demand, with the hotel having a particularly high water consumption rate. The following condition is therefore necessary:

Condition

Prior to the commencement of development a scheme for the reduction in water use including the harvesting and recycling of grey water and rain water shall be submitted to and approved in writing by Local Planning Authority. The scheme shall clearly set out how collected water will

be reused in areas where potable water is not required, i.e. toilet flushing and irrigation of landscaped areas. The development must proceed in accordance with the approved scheme.

Reason

To ensure the development reduces the pressure on potable water in accordance with Policy 5.15 of the London Plan.

Living Walls and Roofs

The development is within an air quality management area and will result in the loss of most vegetation on the site. Living walls and roofs can improve air quality, operate as carbon sinks and also be of importance for nature conservation. The following condition is therefore necessary:

Condition

Prior to commencement of development a scheme for the inclusion of living walls, roofs and screens shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall provide details of the types of living material to be used and the locations. In particular, road facing facades should supporting living walls to aid improvements to air quality. The development should proceed in accordance with the approved plans.

Reason

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

Highways

The Council has appointed an external transport consultancy Parsons Brinckerhoff (PB) to undertake the review of the Transport Assessments and related technical documentation submitted by the developer's transport consultants Vectos and SCP.

Given the complexity, volume and technical nature of the submitted documentation and the reviews undertaken by PB, it is not considered practical to include all the information in the comments here. Instead, these comments highlight the main issues for consideration by the Planning Committee.

An analysis has been carried out of the reported accidents over a period of 5 years to December 2011. At this stage there does not appear to be any cluster of specific accident types that would cause concern.

A series of static and micro-simulation models have been submitted by Vectos/SCP. The modelled traffic flows are made up of three parts as described in the list below:

- 2011 base year flows;
- Committed development flows; and
- Proposed development flows, containing the Hillingdon Circus development with and without the Master Brewer development.

The traffic flows have been combined to develop the scenario models listed below. Adequate traffic growth has been applied to the future years 2014 and 2022 modelling scenarios.

1. 2011 Base;
2. 2014 Base;
3. 2014 Base plus Core Development Trip Generation;
4. 2014 Base plus Sensitivity Test Development Trip Generation plus Master Brewer

- Site;
5. 2022 Base;
 6. 2022 Base plus Sensitivity Test Development Trip Generation; and
 7. 2022 Base plus Sensitivity Test Development Trip generation plus Master Brewer Site.

The proposed highways and transport related works are listed below:

- Modifications to the existing London Underground Limited Hillingdon Underground Station commuter car park, currently providing 289 spaces;
- Alterations to site access arrangements;
- Parking and associated servicing; and
- A package of off-site highway works including pedestrian and cycle improvements along Long Lane and Freezeland Way and modifications to the Hillingdon Circus junction.

In consultation with TfL, the applicant has agreed to contribute £50,000 a year over 5 years towards extending route U10 from Swakeley's Drive to Hillingdon Station Forecourt via a S106 agreement. Although the extension is considered to be positive as it will improve public transport accessibility of the development site from Ickenham and Ruislip (albeit at a low frequency and noting that the Underground already links the site with some parts of the U10 corridor), there is no feasibility study submitted to review the proposed extension including practicality, manoeuvrability, and advantages and disadvantages.

Base VISSIM modelling: The revised base models meet the validation standards required by the TfL modelling guidelines with the exception of the Saturday peak journey times. The addition of the extra junction and crossings has a limited impact on the northbound Long Lane queuing and appears to have no effect on Hillingdon Circus. The exit blocking still comes from the northbound weaving before the A40 westbound on-slip rather than the observed rolling northbound queue.

Traffic modelling of Hillingdon Circus Development (Scenarios 3 and 6): The improvements to the presented modelling results following the introduction of the subject development traffic appear to primarily come from the proposed changes to the Hillingdon Circus junction. The changes include splitting and staggering the pedestrian crossing over Long Lane (South) which reduces the closing intergreen and frees around 10 seconds for use by other phases. In the presented VISSIM models, most of this additional green time had been allocated to the north-south movements on Long Lane. The staggering of the pedestrian crossing will also affect the crossing waiting times for pedestrians. The modelling results of the combined wait and crossing times for pedestrians in the 2014 Do Minimum and 2014 Do Something models (Scenarios 2 & 3 respectively) suggest that the proposed changes to the Hillingdon Circus junction will reduce the average crossing time of the south Long Lane arm for pedestrians in all three tested peak periods.

All VISSIM model scenarios have coded the first 75m of Hercies Road nearest to Freezeland Way, which traffic approaching this junction could queue on. In the 2014 PM Do Something scenario, there could be 84 PCUs of additional queue (or c480m) on Hercies Road compared with 2014 PM Do Minimum. In 2022 the net increase could reach approximately 2.2km.

However, it should be noted that the 2014 Do Something scenario is based on Morrisons's trip rate assumptions, whereas the 2022 Do Something is based on Tesco's assumptions, with the latter giving an overall higher trip estimate. Therefore, it is possible that the anticipated queue on Hercies Road in 2014 PM Do Something could be higher, if Tesco's trip rate assumptions prove to be a closer fit to actual traffic conditions.

The internal junction leading to the commuter car park is approximately 80m (14 PCUs) away from the access roundabout on Western Avenue. The maximum queue at the development's access to the roundabout is predicted to exceed this distance in 2022, therefore there is a chance that vehicles leaving the commuter car park and looking to join the exit queue could block inbound traffic entering from the roundabout, which could consequently affect traffic operation on the public highway. The above could also apply in the 2014 PM Do Something scenario.

It should be noted the development traffic in the 2014 Morrisons-only scenario (scenario 3) is based on Morrisons' own trip generation, whereas 2022 is based on Tesco's higher trip estimates. Therefore the extent of the above potential issue in the 2014 PM Do Something scenario could be more akin to the conditions that may exist in 2022, if Tesco's higher trip rates prove to represent a closer fit to actual traffic conditions.

The main concerns relating to the latest plans are summarised below. These issues and the others that remain outstanding are described in more detail in Appendix 1 of PB's comments:

The private cycle parking proposals remain unacceptable, mainly due to access, safety, unattractiveness/usability concerns. The primary access to the private housing cycle store is via the goods/refuse entrance from the service yard. Thus, cyclists are expected to ride/walk through a HGV turning area that has no dedicated cycle or pedestrian path, putting cyclists at risk of being hit by goods vehicles. On refuse collection days, in particular, this would be a serious safety concern, as cyclists will emerge from the building into an area that refuse vehicles may be reversing into – therefore being unsighted by the driver.

In addition to the safety issues related to the primary access route to the private housing cycle store, there is an issue of attractiveness of use. It would appear that only one lift is available for the transportation of refuse bins for the whole housing development. This lift is therefore likely to be used frequently for refuse. Cyclists will have to use this lift and, as a result are far more likely to have to put up with spillages, breakages and odours from the bins that other residents can avoid. This is likely to discourage cycling, rather than encourage it.

The proposed secondary access for cyclists to the private housing cycle store remains poor, with three doors to be negotiated in order to access the goods lift.

The faults are capable of amounting to a reason for refusal. Remedying the faults is potentially possible though conditions requiring revised designs. However, as changes to the proposed building footprint and/or layout are likely to be required to achieve a satisfactory result, it is considered that conditioning would not be an effective approach.

There are a number of concerns with the proposed shared foot/cycleway north of the service yard entrance, for which little design detail has been given to demonstrate feasibility and safety. These concerns could potentially be resolvable, but may require reconfiguration of the drop-off/bus area to achieve a satisfactory result. It is considered that a satisfactory solution can be secured by way of suitable provisions in the S106 agreement.

The revised layout for the proposed two-lane westbound approach to the site access roundabout (VD12048 Hillingdon-01) is deficient as it does not provide sufficient entry path radius. It is non-compliant with the DMRB design standard TD16/07 and has not been subject to a Road Safety Audit (RSA). The proposed design is a significant safety concern and PB therefore cannot recommend acceptance. One possible means of resolution would be to move the eastbound roundabout exit northwards, taking part of the slope and installing

a retaining wall. However, this could require changes to the proposed building footprint and is likely to be costly. In the absence of the satisfactory design from the applicant and significant change and costs likely to be associated with the aforementioned possible solution, it is not considered practicable that satisfactory design can be secured by way of S106 agreement.

The key conclusions of the technical reviews carried out by PB of the latest submissions including cumulative traffic impact of the Hillingdon Circus development and the Master Brewer development are:

Apart from the Saturday peak, which has no suitable journey time data to validate against, no significant issues with the models presented have been identified during this review. The flow differences between the VISSIM models and the flow diagrams have been satisfactorily explained by the applicant. The presented models provide an acceptable evidence base for assessing the potential impact of the Hillingdon Circus development proposals in the relevant scenarios. It should be noted that the proposed change to the pedestrian crossing of Long Lane (south) will affect pedestrian waiting times.

The modelling has suggested (in the 2022 PM scenario) the potential for queues back from the site access roundabout into the development, of such length as to create a risk of blocking exit from the station car park and potentially creating knock-on blockages for traffic entering the site.

The Scenario 4 and 7 VISSIM models produced as part of the Hillingdon Circus Updated Transport Assessment are considered to provide an acceptable representation of the applicants' proposals. The results produced by these models are therefore considered to satisfactorily reflect the likely performance of the network with both developments and their associated mitigation measures in place.

It should be noted that a key mitigation measure for the Hillingdon Circus development is a 2-lane westbound approach to the access roundabout on Freezeland Way. The applicant has not yet demonstrated that a 2-lane approach can be safely provided at this location, however, and the modelling results should be seen in the light of this.

The presented journey time results suggest that, in principle, the proposed highway improvements would more than offset the forecast increase in traffic generated by the Hillingdon Circus development using Long Lane. The modelling also suggests that the other approaches (Freezeland Way and Western Avenue) would operate within capacity with just the Hillingdon Circus development in place.

Pedestrians and local bus services are expected to benefit from a net improvement in journey times following the introduction of the proposed highway improvements for the Hillingdon Circus development.

In traffic terms, the modelling has demonstrated that in 2014 and 2022 the network can be mitigated to accommodate the flows produced by the Hillingdon Circus development, as long as a 2-lane westbound approach to the access roundabout on Freezeland Way can be safely provided.

The modelling results for Scenarios 4 and 7 suggest that the combination of demand from the Hillingdon Circus development and the Master Brewer site would overwhelm the capacity provided by the proposed highway mitigation measures.

In the context of paragraph 32 of NPPF it is unlikely that the residual cumulative traffic impacts of the Morrisons development (only), are demonstrably severe. The weight which

may now be attached to LB Hillingdon's Policy AM7 should be reviewed in the light of paragraph 215 of the NPPF. Our advice should not be taken to imply any significance of cumulative impact of the Tesco development in determination of the Morrisons application or vice versa.

The new plans that have been provided have not resolved the deficiencies in the Hillingdon Circus applicants' proposals fully. There are still a number of key issues relating to pedestrian/cyclist provision, cycle parking access and road safety, in particular, that remain outstanding. The most significant of these remains the design of the Freezeland Way roundabout. Until the applicant has demonstrated that a 2-lane approach can be safely provided on the westbound approach to this junction, the impact of the Hillingdon Circus development cannot be confirmed as being acceptable in traffic impact terms.

Considering that the impact of the Hillingdon Circus development cannot be confirmed as being acceptable in traffic impact terms until the applicant has demonstrated that a 2-lane approach can be safely provided on the westbound approach of the Freezeland Way roundabout and that there are concerns regarding significant anticipated queuing on Hercies Road, issues at the development's access to the roundabout, and access, safety and unattractiveness/usability concerns on private residential cycle parking provision, which cannot be resolved by way of conditions/S106 agreement, the development is unacceptable from the highways viewpoint .

The conclusion of the latest cumulative assessments i.e. Master Brewer and Hillingdon Circus combined, undertaken by SKM Colin Buchanan, Master Brewer's transport consultants, and Vectos/SCP, Hillingdon Circus' transport consultants, suggest that the residual cumulative traffic impact with mitigation will be significantly detrimental.

Considering that;

- The surrounding highway network carries very high volumes of traffic, especially during traffic peak periods, and experiences traffic congestion;
- The Tesco and Morrisons developments combined will generate high volumes of traffic, where the highway network is already well congested;
- Cumulative impact results submitted by both the developers show a significant worsening of junction performance;
- Impact of the Hillingdon Circus development cannot be confirmed as being acceptable in traffic impact terms until the applicant has demonstrated that a 2-lane approach can be safely provided; (*Note: This issue has now been addressed in Vectos Technical Note October 2013*)
- There are inconsistencies between the assessments carried out by Tesco and Morrisons; and
- There are a number of outstanding traffic assessment issues to fully review the cumulative traffic impact

It will be highly risky to conclude that the residual cumulative traffic impacts of these two major developments would not be severe.

The proposed car parking provision for the retail and residential elements of the development are within the range of maximum standards and are therefore considered acceptable. The level of car parking proposed for the hotel is not considered excessive. The operational arrangements to cater for any overspill from hotel parking overnight and residential visitor parking during weekends to share the retail and/or commuter parking facilities (subject to further details) could be covered by way of condition or S106 agreement.

The development will result in reduction in commuter car parking from the current 289 to 250. Occupancy surveys of the commuter car park were carried out in February 2012 and November 2012 to determine the current parking demand. The maximum accumulation during these surveys was recorded at 13:30 on Tuesday when a total of 281 spaces were occupied. Analysis of the surveyed accumulation profile indicates that at 10:00, 208 spaces were occupied, and that the percentage of spaces occupied continued to increase up to 13:30. Similarly by 18:00 152 spaces were occupied.

The applicant takes the view that the commuter car park is not fully used, that some of the usage is by short-term users who would migrate to the food retail store car park in future, and that the proposed diversion of the U10 will reduce the demand on the car park. On that basis the applicant considers that reduction of 39 commuter spaces is appropriate.

PB considers that the proposed reduction in commuter car parking spaces requires further justification to ensure that the reduction will not constrain commuter car parking capacity.

Notwithstanding that further justification should be provided, TfL has not objected to the reduction in spaces, in its roles as both station operator and a land use planning consultee. It is therefore considered that the main remaining question is whether there is potential for overspill parking onto local streets.

It is noted that while parking on several of the roads near the station is prohibited or controlled, it is possible that displaced commuters may still seek to park in the remaining uncontrolled locations or beyond the controlled area. However, this could be resolved through a suitable monitoring regime in the S106 agreement. This would cover monitoring of car park occupancy levels; logging of any reported issues; and, if the two are found to be connected, a means of mitigation such as additional parking controls. The applicant has accepted the principle of additional parking controls as a potential mitigation measure if required.

The applicant refers to the development providing free short-stay parking for use by local people, including those using the existing retail centre. The right for non-Morrisons customers to park there without charge can be secured by way of S106 agreement.

The disabled car parking provision is proposed to be 6% for retail (further 4% of total parking provision be converted to disabled bays as required), 100% for hotel and 12.8% for residential of their respective total parking provisions. Around 2% of the retail car parking spaces will be parent and child spaces. Around 2-3% of the retail car parking should be provided for brown badge holders, which can be conditioned.

For the retail element, it is proposed to provide circa. 1.5% electric vehicle charging points (EVCPs) with a further 18.5% spaces to be passive spaces to make a total of 20% provision. The EVCP provision does not meet the London Plan standards requiring 10% of all spaces to have electric charging points and an additional 10% passive provision for electric vehicles in the future. The active EVCPs are considered low and should be increased to at least 5% with a further 15% passive provision with a review mechanism of the use and increase of active EVCPs.

The residential car parking provision includes around 20% active and 20% electric charging points, which meets the London Plan standards.

No coach parking space is proposed for the hotel. Restrictions can be imposed on the hotel by way of S106 agreement not to cater for coach parties and/or coaches to/from the hotel.

An area of the shoppers' car park conveniently close to the food store entrance will be set aside for motorcycle parking.

Whilst the overall level of cycle parking provision is considered acceptable, there are concerns about access, safety, unattractiveness/usability of private residential cycle parking provision. The hotel cycle parking should be covered and secured.

Separate Travel Plans have been developed for the food store, residential and hotel elements. The updated Transport Assessment suggests that each travel plan has passed the ATTrBuTE test. However, PB's ATTrBuTE tests show that all three travel plans failed the test. Subject to comments from the Council's travel plan officer, satisfactory travel plans and monitoring can be conditioned or covered within the S106 agreement as appropriate.

Comments on additional information

A package of additional information/amendments was received on 7th October 2013 to address the highways concerns. It includes amendments to the development layout, highway layout, stage 1 Road Safety Audit, and traffic modelling of the following scenarios:

Scenario	Description	Notes
1	2011 Base	
2	2014 Do Minimum	
3a	2014 Do Something (Core Assessment Morrisons TA Assumptions)	Previously numbered 'Scenario 3'
3b	2014 Do Something (Sensitivity Assessment Tesco Assumptions)	Not previously modelled
5	2022 Do Minimum	
6a	2022 Do Something (Core Assessment Morrisons TA Assumptions)	Not previously modelled
6b	2022 Do Something (Sensitivity Assessment Tesco Assumptions)	Previously numbered 'Scenario 6'

The additional information has been reviewed by PB and their conclusions are as below:

The revised site access roundabout is acceptable. The proposed over-run areas should be given an appropriate upstand during detailed design.

The width of the proposed shared-use footway along the north side of Freezeland Way is now acceptable.

The access for cyclists to and through the private housing core is now acceptable, subject to a condition that the doors should be power-assisted.

Our previous review expressed concerns with the proposed shared foot/cycleway north of the service yard entrance. This aspect has not been amended in the current plans. These concerns could potentially be resolvable, but may require reconfiguration of the drop-off/bus area to achieve a satisfactory result. LB Hillingdon may therefore wish to consider whether conditions or suitable provisions in the S106 agreement would be effective in securing a satisfactory solution.

The presented ARCADY and VISSIM models are considered to represent an acceptable evidence base for estimating the likely impact from the development proposals put forward by the applicant. The likely impacts are as follows:

- The presented journey time results suggest that, in principle, the proposed highway improvements would more than offset the forecast increase in traffic generated by the Hillingdon Circus development using Long Lane. The modelling also suggests that the other approaches (Freezeland Way and Western Avenue) would operate within capacity with just the Hillingdon Circus development in place.*
- Pedestrians and local bus services are expected to benefit from a net improvement in journey times following the introduction of the proposed highway improvements for the Hillingdon Circus development.*
- In traffic terms, the modelling has demonstrated that in 2014 and 2022 the network can be mitigated to accommodate the flows produced by the Hillingdon Circus development.*
- Scenarios 4 and 7 have not been modelled in this iteration. However, from the evidence of the other scenarios modelled, it is highly likely that the combination of demand from the Hillingdon Circus development and the Master Brewer site would overwhelm the capacity provided by the proposed highway mitigation measures.*

In the context of paragraph 32 of NPPF it is unlikely that the residual cumulative traffic impacts of the Morrisons development (only), are demonstrably severe. The weight which may now be attached to LB Hillingdon's Policy AM7 should be reviewed in the light of paragraph 215 of the NPPF. Our advice should not be taken to imply any significance of cumulative impact of the Tesco development in determination of the Morrisons application or vice versa.

On the queuing related issues previously raised on Hercies and the internal junction leading to the commuter car park, the queuing now reported for the PM peak period in the latest submission in Vectos Technical Note October 2013 is as below:

Hercies Road Approach to Western Avenue Junction

Predicted number of unreleased vehicles

2014 Do Minimum- 64 vehicles;
2014 Do Something (Core Assessment)- 60 vehicles;
2014 Do Something (Sensitivity Test)- 137 vehicles;
2022 Do Minimum- 122 vehicles;
2022 Do Something (Core Assessment)- 271 vehicles; and
2022 Do Something (Sensitivity Test)- 294 vehicles.

Site Exit Approach to Western Avenue/Freezeland Way Roundabout

Predicted maximum queue (m)

2011 Base- 0
2014 Do Minimum -11
2014 Do Something (Core Assessment Morrisons TA Assumptions) -34
2014 Do Something (Sensitivity Assessment Tesco Assumptions)-68

2022 Do Minimum -17

2022 Do Something (Core Assessment Morrisons TA Assumptions)-51

2022 Do Something (Sensitivity Assessment Tesco Assumptions)-88

The predicted maximum queues at the development's access to the roundabout suggest that only in the 2022 sensitivity assessment there is a chance that vehicles leaving the commuter car park and looking to join the exit queue could block inbound traffic entering from the roundabout, which could consequently affect traffic operation on the public highway.

7. MAIN PLANNING ISSUES

7.1 THE PRINCIPLE OF THE DEVELOPMENT

Principle of the Proposed Use

The strategic policy planning context for development of the site is provided by the London Plan (2011) and Local Plan Part 1 Policy E5.

London Plan Policies 2.15 (town centres), 4.7 (retail and town centre development) and 4.8 (Supporting a successful and diverse retail sector) collectively seek to ensure that retail developments:

- Relate to the size, role and function of the centre
- sustain and enhance the vitality and viability of the centre
- follow the sequential approach to site selection
- Accommodate economic and housing growth
- support and enhance competitiveness, quality and diversity of town centres
- promote public transport and sustainable modes of travel
- contribute towards an enhanced environment.

Local Plan Part 1 Policy PT1.E5 (Town and Local centres) affirms the Council's commitment to improve town and neighbourhood centres across the Borough and improve public transport, walking and cycling connections whilst ensuring an appropriate level of parking is provided. At a more site-specific level, the context is provided by Saved Policy PR23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) and the detailed planning brief for the site, adopted in 1990. In each case, the planning guidance advocates a comprehensive mixed-use development on the site, which respects the scale and function of the existing Local Centre.

In establishing the principle for the development, PR23 provides a framework for the type of development deemed to be acceptable. A mixed-use retail-led development with an hotel, housing would be considered acceptable, provided issues of scale, density, traffic intensification are suitably addressed.

Retail

The application site is identified in the Local Plan: Part 2 - Saved UDP Policies (November 2012) as the North Hillingdon Local Centre. Table 8 of the Local Plan: Part 2 - Saved UDP Policies defines local centres as providing local shops and services for people who do not live or work near a town centre. Accordingly, they are in principle an appropriate location for a supermarket, for people who would otherwise make longer trips to their nearest town centre.

The National Planning Policy Framework (NPPF) replaces PPS4. However, the PPS4 Practice Guidance remains a material planning consideration. Paragraph 23 of the NPPF

requires Local Planning Authorities in drawing up local plans to define a network and hierarchy of centres that is resilient to anticipated future economic changes and set policies for consideration of proposals for main town centre uses which cannot be accommodated in or adjacent to town centres. Paragraphs 24 to 27 of the NPPF set out the matters to be considered in the determination of planning applications for main town centre uses, including retail. Paragraph 27 provides that where applications do not satisfy the sequential and impact tests, they should be refused.

Policies 4.7 to 4.9 of the London Plan address retail matters, at strategic, planning decision and LDF preparation levels. Policy 2.15 (Town Centres) requires that development proposals in town centres should comply with Policies 4.7 and 4.8, and additionally:

- a. sustain and enhance the vitality and viability of the centre
- b. accommodate economic and/or housing growth through intensification and selective expansion in appropriate locations
- c. support and enhance the competitiveness, quality and diversity of town centre retail, leisure, arts and cultural, other consumer services and public services
- d. be in scale with the centre
- e. promote access by public transport, walking and cycling
- f. promote safety, security and lifetime neighbourhoods
- g. contribute towards an enhanced environment, urban greening, public realm and links to green infrastructure
- h. reduce delivery, servicing and road user conflict.

Policy 4.7 (Retail and Town Centre Development) directs that the following principles should be applied in determining applications for proposed retail and town centre development:

- a. the scale of retail, commercial, culture and leisure development should be related to the size, role and function of a town centre and its catchment
- b. retail, commercial, culture and leisure development should be focused on sites within town centres, or if no in-centre sites are available, on sites on the edges of centres that are, or can be, well integrated with the existing centre and public transport
- c. proposals for new, or extensions to existing, edge or out of centre development will be subject to an assessment of impact.

Policy 4.8 (Supporting a Successful and Diverse Retail Sector) provides that LDFs should take a proactive approach to planning for retail through a number of measures, including (inter alia):

- b. support convenience retail particularly in District, Neighbourhood, and more local centres, to secure a sustainable pattern of provision and strong, lifetime neighbourhoods
- c. provide a policy framework for maintaining, managing and enhancing local and neighbourhood shopping and facilities to provide local goods and services, and develop policies to prevent the loss of retail and related facilities that provide essential convenience and specialist shopping
- d. identify areas under-served in local convenience shopping and services provision and support additional facilities at an appropriate scale in locations accessible by walking, cycling and public transport to serve existing or new residential communities

Policy 4.9 (Small Shops) sets out that the Mayor will and that boroughs should consider imposing conditions or seeking contributions through planning obligations where appropriate, feasible and viable, to provide or support affordable shop units suitable for small or independent retailers and service outlets and/or to strengthen and promote the retail offer, attractiveness and competitiveness of centres.

Size of Store and Planning History

The site is located across the road from the former Master Brewer Hotel site. The former Master Brewer site has a previous planning history which involved a scheme for a supermarket (3,917sqm net sales area, split between 2,925 convenience and 992 sqm comparison) which was refused planning permission (and subsequently appealed) in part because of the size of the store and associated retail impacts.

The current supermarket proposal by Bride Hall is 3,716sqm net sales area, split between 3,159 convenience and 557 sqm comparison. Whilst the size of the current scheme is relatively similar (200sqm smaller) in size to the previously refused scheme, its important to note that since the previous refusal there have been many changes in terms of the retail (new stores have opened) and policy context. The changed retail context as well as the fact that the exact size and nature of the proposed supermarket are different to the previously refused scheme, means that a new assessment of retail impacts will again need to be undertaken before it can be established if any harm would result from the proposal (from a retail impact perspective).

Sequential Test:

Paragraph 24 of the NPPF sets out the principles of the sequential test. In effect, this direction carries over the guidance set out in PPS4 Policy EC15. Furthermore, Paragraph 24 provides further advice to local authorities that when considering applications on out-of-centre sites, preference should be given to accessible sites that are well connected to the town centre. Paragraph 24 adds that LPAs should apply sequential testing to planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up to date Local Plan. They should require applications for main town centre uses to be located in town centres, then edge of centre locations and only if suitable sites are not available should out of centre uses be considered. In- and edge-of-centre sites have been considered in terms of whether they are suitable and available, having regard to the requirement for flexibility on issues of format and scale.

The applicant's sequential test has shown that no such suitable sites are available and the applicant submits that the application site is therefore the most sequential preferable location. The application site is on the edge of a centre, will be reasonably integrated into North Hillingdon, by virtue of the design and is located close to public transport links (London Underground station and bus services on Long Lane). This is compliant to London Plan Policy 4.7 (b). Having regard to the requirements of the NPPF at paragraph 24, it is considered that that there are no preferable sites following the sequential approach to site selection.

Impact Assessment:

Paragraph 26 of the NPPF covers the requirement for impact assessments and requires that these should include assessment of the impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal. This carries over the requirements set out in the now revoked PPS4 Policy EC16.1a. In addition, paragraph 26 requires the impact assessment to include an assessment of the impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and wider area, up to five years from the time the application is made. For major schemes where the full impact will not be realised in five years, the impact should also be assessed up to ten years from the time the application is made. This carries over the requirements of PPS4 Policy EC16.1b and 16.1d.

The question of retail impact has been a key concern in the consideration of this application. The NPPF is clear in stating that applications should be refused where there would be a 'significant adverse' impact upon existing centres. With any proposal of this scale, there will clearly be an impact upon shopping patterns within the locality and the aim of the retail impact assessment and addendum submitted with the application is to predict, with as much accuracy as possible, the impact on these trade patterns.

This involves a complex set of assumptions regarding the available level of retail expenditure within the store's catchment area, the performance and trading capacity of the store itself, the relative performance of competing stores and centres, the likely trade draw from other centres and stores, future changes in trading patterns (such as internet shopping) and the cumulative impact of existing retail commitments, such as the extensions to the South Ruislip and Uxbridge Sainsbury's supermarkets. Any one of these fields is sensitive to the assumptions inputted into the forecasting model.

Adequacy of Retail Impact Assessment

The original Retail Impact Assessment submitted in support of this application was dated May 2012. Following a review of this analysis (along side the analysis submitted as part of the planning application lodged for a Tesco store on the former Master Brewer site), as well as in response to objections received as part of the consultation process (which raised concerns over various aspects of the impact assessment), the applicant was requested to revisit the analysis to ensure accuracy.

The applicant responded and provided further clarification and justification for the analysis, however the anomalies remained and officers were not satisfied with explanations. To this end a further request for clarification was made by the Council, which (following meetings) resulted in the applicant providing a comprehensive note (titled 'Response to Queries Raised by the London Borough of Hillingdon') which attempts to clarify and justify the assessment.

Notwithstanding this additional work, officers still have significant concerns as to the reliability of the retail impact assessment. Members should be aware that the retail impact assessments necessarily involve many assumptions and judgements (rather than being based entirely on fact). While the applicant has attempted to calibrate the assessment with facts, it remains a study informed by assumptions and judgement (some of which the Council's planning officers do not agree with).

Study/Catchment Area

The Guidance to PPS4 suggests that the first step in under taking a retail impact assessment is to define the likely catchment/study area. In this case the applicant's study area is extensive. The size of the catchment area is similar to that of the previously refused scheme, which had been proposed on the Master Brewer site.

Whilst the appeal was ultimately withdrawn, to assist the applicant with any resubmission the inspector helpfully provided written comments to the applicant. In relation to the size of the catchment area the Inspector stated:

"The catchment was very extensive and it was also unclear on what basis the "local" catchment had been drawn."

The concerns raised by the Inspector are also raised by officers in relation to the current scheme.

The Table below compares the study/catchment areas with the assessment lodged by Tesco's:

	Tesco Study Area	Morrison's Study Area
Expenditure (£m)	£132.26	£246.49

The key concern with overly large catchment/study areas is that this can have the effect of artificially dissipating retail impacts over wide number of stores and centres in the much larger trade/study area. The reported impacts as a result would be underestimated.

Trade Draw Generally

In terms of trade draw to the proposed store generally, the Morrison's retail analysis assumes that around 30% of spending in the proposed store on convenience goods will come from areas close to the store. Trade is said to be diverted from a number of large out-of-centre stores; as with all impact assessments, this pattern of diversion is entirely based on judgement rather than evidence base and therefore must be clearly reasoned. This approach is not intuitive; the greatest trade draw (and impacts) typically come from close to the proposal.

The applicant argues that the approach is reasonable given the lack competing stores, which mean that shoppers may well travel from far away to shop at the proposed store. However officers have considered the location of competing supermarkets and their likely catchment areas, and in summary officers are uncomfortable with the approach taken by the applicant, which would have the effect of underestimating impacts.

The originally submitted retail assessment (para 7.77) also assumes that 25% of trade would be derived from beyond the study/catchment area. This is an assumption, and is considered by officers to be overly high (particularly given the large size of the catchment area). It is not justified through evidence, and again has the potential to under estimate impacts on existing and committed retail development close to the store.

Even if the applicants assumptions regarding trade draw is correct there would be concern that the large proportion (70%) of convenience trade being diverted from stores in areas far from the site would alter the way that centres such as Hayes, and South Ruislip would function. The high level of inflow would indicate that the proposal would have become a destination in its own right (radically altering the function and scale of the centre in a way which would be considered harmful). Creating such a draw to the centre would have associated traffic impacts.

In terms of the function of centres, the applicant's 'Response to Queries Raised by the London Borough of Hillingdon' states that a large extension to the South Ruislip Sainsbury's was considered by the Council not to alter the functioning of that centre. The inference is that this sets a precedent, however there are fundamental differences between the situations and sites.

South Ruislip already has a supermarket, which has been in place for many years and has an established customer base. Because of this, officers did not consider that the extension would unacceptably alter the way that South Ruislip functions in the hierarchy of centres, or unacceptably harm other centres or retailers.

In stark comparison to the South Ruislip scenario the introduction of a large supermarket at Hillingdon Circus would mean that it (the new store) would need to be supported by a customer base, which is at present shopping in other stores.

Trade Draw from Specific Stores

There are several anomalies contained within the retail analysis which officers are not satisfied with. By way of example, at Appendix A of the addendum to the retail study (July 2012) assumes that Tesco's Extra in Hayes trades at £61.45m and the Tesco Metro in Uxbridge at £18.1m. At Appendix B of the same document, the turnover for the Tesco's Extra in Hayes is assumed to trade at £27.29m and for the Tesco Metro in Uxbridge at £13.22m. This is confusing and does not improve confidence in the accuracy of the study.

Members should note that the forecasting predictions set out in the applicant's retail assessment should not be read as an exact science.

The applicant's retail analysis also assumes £5.6m (convenience goods trade) would be drawn from Tesco Extra in Hayes. This is similar to the trade assumed to be drawn from Sainsbury's Uxbridge, even though Tesco Extra is 6.6km away and Sainsbury's is only 2.5km away. Typically the amount drawn from a store diminishes with distance (simply put, people are more likely to shop for groceries at a store which is close to them). The study is counterintuitive in this regard.

There are several other anomalies with the analysis, one of the most striking is that the applicant's estimated convenience goods trade draw from Sainsbury's in Uxbridge to be in the vicinity of £5.9m. This is compared to the smaller supermarket proposal on the former Master Brewer site which is estimated (by that applicant) to draw £7.27m. It is illogical that a smaller store would have a greater impact than a larger store.

The applicant's 'Response to Queries Raised by the London Borough of Hillingdon' makes it clear that they do not agree with the retail impact assessment submitted in relation to the supermarket proposal on the former Master Brewer site. However, that study takes a more realistic approach in terms of catchment area and trade draw and with assumptions generally.

In summary, officers have significant concerns with the reliability of the retail analysis submitted as part of this application. Officers are particularly concerned that the study underestimates impacts.

Impact on Existing, Committed and Planned Public and Private Investment:

The key committed development which could be impacted upon by the proposal would be the approved extension to the Sainsbury's store in Uxbridge.

Planning permission has been approved for a 2,130 m² extension to the Sainsbury's food store in Uxbridge Town Centre, of which 1,099 sq m would be allocated for the sale of convenience goods. There are a number of benefits to Uxbridge as a town centre which would result from the Sainsbury's extension in terms of linked trips, acting as an anchor, improving the retail offer of Uxbridge generally and ensuring it is a place where people can live, work and play, without having to necessarily drive a car. Uxbridge is a key Metropolitan Centre in the Borough and should be supported.

The applicant's retail impact assessment estimates that approximately £5.6m of the convenience goods trade in an expanded Sainsbury's Uxbridge store would be diverted to

the proposed Morrison's store at Hillingdon Circus. As has been discussed, there are concerns that this figure under estimates impacts.

To try and understand (more realistically) what the impact could be, officers have considered the retail impact assessment submitted as part of the supermarket proposal on the former Master Brewer site. The two sites are so close that this analysis could be used to inform an understanding of impacts.

The key concern is whether the approach taken by GL Hearn in developing an assessment of retail impacts in relation to the proposed supermarket at the former Master Brewer site is reliable. In this regard, it is considered that that study takes a more realistic approach in terms of catchment area and trade draw and assumptions generally (its more likely to be right).

That analysis assumes convenience goods trade draw from Sainsbury's (in Uxbridge) of £7.27m for the 1,599sqm of net sales area for convenience goods proposed in the Tesco store.

Taking into account the greater turnover of the Morrison's store (i.e. £37.91m for convenience goods), and assuming a proportionately greater impact than the Tesco analysis, officers consider that the Morrison's scheme could draw in the vicinity of £12m from Sainsbury's (not £5.6m). This would mean that the extended Sainsbury's store would be trading at only 76% of what is usual (benchmark) for a Sainsbury's store.

It should be emphasised that Officers have only made this estimate because of the concerns over the reliability of the estimates provided by the applicant. Whilst the actual impact is very difficult to know with certainty, it is highly likely to be well above the £7.27m estimate made in relation to the smaller supermarket proposed on the former Master Brewer site.

Paragraph 27 of the NPPF states that where an application is likely to have significant adverse impact on existing, committed and planned private investment in a centre in the catchment area of the proposal it should be refused.

In deciding whether the impact of the proposed supermarket (on its own) would cause such harm as to warrant refusal, it is worth highlighting that the planning application for extensions to Sainsbury's in Uxbridge noted that a key rationale for the expansion was to better serve the needs of existing customers rather than significantly increasing market share (i.e. the viability of the extension would not necessarily rely solely on additional customers).

Whilst there is concern over the reliability of the applicant's Retail Impact Assessment, on balance (weighing the various benefits of the proposals) officers are not of the view that the impacts would be so harmful as to warrant refusal if the store were to be implemented in isolation.

Permission was also granted on appeal in February 2012 for a Lidl supermarket in Cowley, comprising 1,029 sq.m of convenience shopping floor space. The Mayor considers and officers agree that the proposed store is unlikely to draw trade or compete with the Lidl store (given the significant differences in the nature of Lidl's retail operations, the goods and services it offers and the catchments over which it has influence).

Impact on Town Centre Vitality and Viability:

As noted previously, concern is raised over the reliability of the impact assessment provided by the applicant, and officers consider that it underestimates impact. Therefore little weight can be placed on it. The approach taken by GL Hearn in relation to the development

proposed by 'Spenhill' (i.e. the proposed supermarket on the former Master Brewer site) analysis is by no means perfect, however it is considered more robust (as it would not tend to underestimate impacts).

In an attempt to understand what impacts on centres (in terms of convenience goods) from the supermarket proposed adjacent to Hillingdon tube (i.e. the Morrison's scheme), officers have used the estimates from the retail analysis undertaken by GL Hearn for the supermarket proposed on the former Master Brewer site, and used these to calculate what impacts would be from a proportionately larger store (with the turnover of proposed in the Morrison's supermarket).

The table below highlights an estimate made by officers of impact on convenience trade.

	Morrison Trade Draw £m	Impact %
Uxbridge	15.74	27
Ruislip	2.87	11
North Hillingdon	0.46	12
Ickenham	0.18	3
South Ruislip	0.89	4

Clearly the largest impact would be upon Uxbridge Town Centre. Whether the impact is considered to cause significant harm to each centre is considered in further details below:

North Hillingdon:

A health check on the vitality and viability of the centre indicates a low vacancy rate, but with few national multiple operators and a predominance of local independent retailers providing specialist goods and essential services, with few convenience goods shops. Surveys indicate that that most local residents carry out their weekly/monthly food shopping at Uxbridge Town Centre. The introduction of the proposed store would offer a much wider choice of branded goods (hitherto unavailable in the centre). This would retain a significant amount of local expenditure within the area and in turn, reduce the number of vehicular trips to shopping destinations further afield.

The Mayor of London considers it unlikely that any loss of trade would be of such a scale as to undermine the vitality and drive the existing local shops out of business.

On balance it is considered that the proposed store would have a net beneficial effect on the vitality of North Hillingdon local centre, by enhancing local consumer choice and resulting in increased spin-off expenditure in existing shops and services.

Uxbridge:

Uxbridge is designated as being of metropolitan importance in the London Plan retail hierarchy. Being the nearest centre to the application site the proposed store would draw trade from Uxbridge.

The proposed development would compete with mainly convenience retailers. As the most comparable sized facility, the Sainsbury's store in Uxbridge is most likely to be affected by

trade draw. Impacts on this store have been discussed above (in summary, on balance, it is not considered that the proposal would cause such harm as to warrant refusal).

It must be remembered that in addition to convenience sales there is a significant turnover in Uxbridge of comparison goods (in the impact year estimates suggest £451m), the proposal would have very little impact on this sizeable turnover.

Ruislip:

Ruislip District centre is anchored by a Waitrose store and is also supported by an Iceland store and M & S outlet. It is acknowledged that a larger range of branded budget foods at the proposed Morrison's store is likely to draw a significant, though not decisive amount of trade from Ruislip, given its relative proximity to the application site.

South Ruislip

South Ruislip is anchored by a Sainsbury's supermarket, with planning permission for a large extension. Whilst the catchment areas do overlap, given the distance between South Ruislip and the application site, it is not considered that the proposal would divert sufficient trade from this store to cause significant harm to the centres viability and vitality.

Ickenham:

Following the submission of the 2011 applications, a health check of Ickenham Local Centre was undertaken in November 2011. Given the role of the proposed food store as a main food shopping destination, it will not draw significant turnover from Ickenham Local Centre because of the centre's primarily top-up and service function.

Scale:

Policy 2.15 of the London Plan notes that Development proposals in town centres should be in scale with the centre. The London Plan provides descriptions of Local Centres, which is set out below:

"Neighbourhood and more local centres typically serve a localised catchment often most accessible by walking and cycling and include local parades and small clusters of shops, mostly for convenience goods and other services. They may include a small supermarket (typically up to around 500sq.m), sub-post office, pharmacy, laundrette and other useful local services.

Together with District centres they can play a key role in addressing areas deficient in local retail and other services."

The proposal is for a supermarket well in excess of 500sqm, and it is considered that the centres function would alter with the presence of the proposal.

On its own, whilst it would clearly affect the scale and function of the centre (which does not currently have a large supermarket in it), it is important to establish if this change in scale would result in unacceptable harm to other centres.

In this case (if implemented on its own) officers do not consider that there is evidence to demonstrate that (on its own) it would cause unacceptable impacts (i.e. it would not disrupt the function, viability and vitality of other centres) as a result of its scale.

Retail Conclusion

There are a number of concerns with the retail impact assessment which undermine its reliability. Officers consider that the Retail Impact Assessment would underestimate the impact. Given the potential harm to in centre committed development and disruption to the hierarchy of centres an underestimate of impacts is particularly problematic, and little weight can be placed on the retail impact assessment. As such officer have attempted to ascertain the likely impacts by assuming the larger store would have proportionately larger impacts than the supermarket scheme proposed on the former Master Brewer site. The impact of the store on committed development and other centres is not insignificant.

Notwithstanding this, the site is allocated in emerging planning policy for mixed-use retail-led development and it sits within a defined local centre. At present, North Hillingdon is under-provided for in terms of main food shopping, as evidenced by the limited role the centre currently plays for local residents. Officers are also mindful of the weighting which must be placed on Government pro-growth policies of recent years, such as the NPPF which encourage competitiveness between retailers. This was also taken into account when taking an overall view on retail impact.

Furthermore, emerging policy in the form of the Council's Site Allocations DPD specifically promotes the redevelopment of the site for a mixed use development. Taking this into account, on balance officers do not consider, that taken on its own that the scheme would cause such harm to committed development and other centres as to warrant refusal.

7.2 DENSITY OF THE PROPOSED DEVELOPMENT

London Plan Policy 3.4 seeks to maximise the potential of sites, compatible with local context and design principles in Policy 7.1 (Design principles for a compact city) and with public transport capacity. Boroughs are encouraged to adopt the residential density ranges set out in the Density matrix (habitable rooms and dwellings per hectare) and which are compatible with sustainable residential quality.

The proposed scheme would have a density of 111.5 units per hectare or 297.9 habitable rooms per hectare. This is just outside the upper end of the London Plan density range (50-95 units per hectare or 150 - 250 habitable rooms per hectare) based on the site's Public Transport Accessibility Level (PTAL) score of 3. It is considered however that this is an appropriate density in this Town Centre location which has good Public Transport Accessibility Levels. Accordingly, no objection is raised to the proposed density in this instance.

7.3 IMPACT ON ARCHAEOLOGY/CONSERVATION AREAS/LISTED BUILDINGS

The application site is not located within or in proximity to any Archaeological Priority Area, Conservation Areas, Listed Buildings or Areas of Special Local Character.

7.4 AIRPORT SAFEGUARDING

There are no airport safeguarding objections to the proposal. The former Master Brewer site lies within both the height and technical safeguarding zones surrounding RAF Northolt, being located in close proximity to the flight approach path for runway 7. However, the Ministry of Defence (MOD) Defence Infrastructure Organisation have written to confirm that it has no safeguarding objections to the full and outline planning applications.

Given the proximity to Northolt Airport, it is important to ensure the site does not attract birds, and therefore conditions are recommended to ensure that the extraction is done in a way

which would not create large pools of water (attractive to birds), or that restoration landscaping involves berry bearing species (which may also attract birds).

7.5 IMPACT ON THE GREEN BELT

Policy BE36 states that areas sensitive to high buildings or structures will only be permitted if they will not mar the skyline, intrude unacceptably into important local views or interfere with aviation or navigation. The site is adjacent to areas to the east, west and north which are considered sensitive to high buildings. Policy OL5 states that development adjacent or conspicuous from the Green Belt will only be permitted if it would not injure the visual amenities of the Green Belt, by reason of siting, materials, design, traffic or activities generated. This is reflected in the NPPF, which advises that the visual amenities of the Green Belt should not be injured by development conspicuous from it of a kind that might be visually detrimental by reason of siting, materials or design.

Land to the east and west of the Site is Green Belt. Green Belt is predominantly open land around built-up areas which has the strategic role of defining the edge of London, limiting urban sprawl, preventing neighbouring towns from merging into one another, safeguarding open countryside from development, assisting in urban regeneration and providing areas for open recreational activity. Within the Green Belt there is a presumption against development.

The landform of the Site is predominantly flat with landform rising on the southern side of the site to form the embankment to Freezeland Way. The flat nature of the Site surrounded on all sides by busy roads, the density of built development to the north and south of the Site and its location within a wider low-lying landscape/townscape means that views to the site are predominantly from close proximity including from roads surrounding the Site and residential properties to the north and south of the site.

The open, undeveloped floodplain landscapes to the east and west of the Site (beyond Long Lane and Freezeland Way/ Western Avenue) allows more distant views to the Site.

Built Heritage assets in proximity to the site include Ickenham conservation area and statutorily and locally listed buildings (Ickenham Manor and Hillingdon Underground Station) and scheduled monuments (Manor Farm Moat and Pynchester Moat).

The Landscape/Townscape Visual Impact Assessment (LVIA) concludes that there will be a number of significant adverse short term effects during construction as a result of the presence of construction activity and equipment. This will affect, for a temporary period, the character and quality of the northern edge of the Inter War Suburbs-North Hillingdon townscape (to the south of the site).

The site lies between 90m and 210m from the Green Belt boundaries to the east and is separated from them by the A40 flyover and the application site for the Spenhill proposal. Having regard to the separation and intervening structures it is not considered that the proposed development would have any significant impact on the openness of the Green Belt located to the east.

To the west the Green Belt lies approximately 60m from the built form proposed as part of the application, however there is a significant separation between the built form and the Green Belt by way of the Underground Line, Hillingdon Station and the car park. Having regard to the separation, including the distance and intervening structures, it is not considered that the proposed development would have any significant adverse impact on the openness of the Green Belt.

It should also be noted that there is an extant planning permission for an office block permission ref: 3049/APP/2001/526. This application, for a 5 storey office block, was approved on 15/7/2002 and the developer commenced work within the requisite 5 year period by installing the roundabout on Freezeland Way. In doing so, the development remains extant and could be implemented at any time with no further time limits. While there are differences in the design and layout of the proposal and the office block, officers are of the view that the bulk, scale and massing of the proposed development and the office block are not so different that the proposal would have a greater impact on the openness of the green belt than the extant consent.

Overall, it is considered that the scheme adequately protects the environment in terms of the landscape and Green Belt. As a result of the use of sustainable materials and innovative design concepts, these measures are considered to create their own foiling sufficient to mitigate any potential harm to the Green Belt. The proposal therefore complies with Policies BE26, BE38, PR23 and OL5 of the Local Plan.

7.6 IMPACT ON THE CHARACTER AND APPEARANCE OF THE AREA

Policies BE13 and BE19 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to ensure that new development makes a positive contribution to the character and amenity of the area in which it is proposed. Policy BE13 states that, in terms of the built environment, the design of new buildings should complement or improve the character and appearance of the surrounding area and should incorporate design elements which stimulate and sustain visual interest. Policy BE38 requires new development proposals to incorporate appropriate landscaping proposals. Policy BE26 states that within town centres the design, layout and landscaping of new buildings will be expected to reflect the role, overall scale and character of the town centres as a focus of shopping and employment activity.

In terms of urban design, site specific policy PR23 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) requires development to be of a form of architecture and design which maintains a satisfactory relationship with nearby residential properties, Hillingdon Circus, the Green Belt and surroundings from which it is prominent. Policy BE35 requires major development adjacent and visible from the A40 to be of a high standard of design.

Several design related policies have been saved within the UDP. Policy BE13 seeks for the layout and appearance of the development to harmonise with the existing street scene and features of an area. The design should take account of the need to ensure that windows overlook pedestrian spaces to enhance pedestrian safety (Policy BE18). In addition, Saved Policy OE1 prohibits proposals that are to the detriment of the character and appearance of the surrounding properties or area.

Policy BE19 seeks to ensure that proposals compliment or improve the amenity and character of the area. Policy BE20 furthers that residential layout should facilitate adequate daylight and sunlight penetration into and between them. Should any buildings result in a significant loss of residential amenity by means of their siting, bulk and proximity, planning permission will be refused under Policy BE21.

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

In assessing the impact of the development on character and appearance it should also be noted that there is an extant planning permission for an office block permission ref: 3049/APP/2001/526. This application, for a 5 storey office block, was approved on 15/7/2002 and the developer commenced work within the requisite 5 year period by installing the roundabout on Freezeland Way. In doing so, the development remains extant and could be implemented at any time with no further time limits. While there are differences in the design and layout of the proposal and the office block, it is not considered that the impact of the proposed development would alter the character of the area to any greater extent than were the extant permission to be completed.

In relation to the design of the development itself, this has been designed having regard to the constraints of the site. The five storey hotel seeks to provide a focal point and activity around the main station entrance, with a landscaped pedestrian realm leading to the main store entrance, which would provide an active frontage at the key area of the site immediately adjacent to Hillingdon Circus. The bulk and massing of the scheme is largely a result of the need to address the constraints of the site and address these key relationships with the public realm (which the extant office consent fails to do).

The buildings have been designed to be of a mixed scale, varying between two and four storeys for the store and residential accommodation and five stories for the hotel development. The massing of the four storey elements has been reduced through having individual fingers of residential accommodation above the store serving to reduce the massing of the built form when reviewed from the surrounding areas. The scheme has also been revised following discussions with the Council's Design Officer. The retail and residential component does have an extensive footprint which limits the amount of landscaping which can occur and softening of the development. Overall, although officers still have some reservations regarding the bulk and footprint, the scheme is no worse in design terms than the previous office consent.

It is noted that in making this assessment officers have reviewed other the design and final appearance of other stores of a similar design which have been built, including at Harrow.

It is also noted that design can be a subjective issue and that individual persons may have differing views on this matter, however the National Planning Policy Framework makes clear at paragraph 60 that:

'Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles....'

The site, as is clearly identified by the existing site specific policy in the Local Plan Part 2, and the draft Site Allocation Development Plan Document, also provides a key opportunity for regeneration of the area and in order to achieve a decent level of regeneration and contribute towards the Council's housing targets any redevelopment of the site will necessarily be of a scale which is somewhat greater than existing buildings at Hillingdon Circus.

It is also acknowledged that the present open and degraded site, together with the vacant adjoining Hillingdon Circus site to the west are major detractors in North Hillingdon's function as a local shopping centre. This is made worse by the presence of highway infrastructure and the domination by road traffic. The site is clearly in need of an appropriate scheme of redevelopment, bringing regeneration, vibrancy and improvements to the townscape of North Hillingdon. However these need to be integrated in a way that brings improvements to the whole environment of the Circus and not merely the site itself.

Overall, having regard to all of the above factors it is considered that the development has been designed in a way which appropriately addressed its surroundings. While the individual design of the scheme may not be to everyone's taste it is not considered that the scheme would overall be harmful with regard to the character and appearance of the area, particular when considered in comparison to the extant permission for the office block.

7.7 IMPACT ON NEIGHBOURS

Policies BE20 and BE21 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to prevent developments which would be detrimental to the amenity of nearby occupiers by way of their siting, bulk, proximity or loss of light.

There are no residential properties that directly abut the site. The nearest residential properties are in Freezland Way opposite. The development would be separated from residential properties by roads on all sides. This separation is adequate to ensure the development does not have adverse impacts on the amenity of residential occupiers in respect of dominance or loss of light.

Policy BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seeks to ensure that new developments do not have adverse impacts on the amenity of existing residential properties due to loss of privacy.

The buildings would be over 21m from the nearest residential property in Freezland Way and would be separated by the road itself. This is sufficient to ensure no harm to the residential occupiers by loss of privacy. Accordingly, the proposal would comply with policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

Accordingly, the proposal would comply with policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

Issues relating to air quality and noise are dealt with elsewhere in this report.

7.7.1 LIVING CONDITIONS FOR FUTURE OCCUPIERS

Policy BE23 of the UDP requires the provision of external amenity space, sufficient to protect the amenity of the occupants of the proposed and surrounding buildings and which is usable in terms of its shape and siting. The Council's SPD Residential Layouts specifies amenity space standards for flats.

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

- 1 bedroom flat - 20m² per flat
- 2 bedroom flat - 25m² per flat
- 3+ bedroom flat - 30m² per flat

Based on the current accommodation schedule the required amenity space provision for 208 dwellings would be as follows:

49 x 20 = 980sq m
44 x 25 = 1100sq m
14 x 30 = 420sq m
total = 2500sq m

The current development proposal provides 3,451m² of amenity space in the form of shared amenity space at ground and roof level together with private balconies and roof terraces. Childrens play space is also provided.

Shared amenity space = 1,560msq
Balconies = 982.3msq
Terraces = 908.7msq
Total = 3,451msq

The amenity space provided is considered acceptable, in compliance with the Hillingdon Design and Accessibility Statement (HDAS) Residential Layouts and Saved Policy BE23 of the Local Plan.

Overall, it is considered that the scheme would provide for sufficient amenity space of a satisfactory quality. As such the provision of amenity space is considered to accord with Policy BE23 (which requires sufficient provision of amenity space for future occupiers in the interest of residential amenity).

The London Plan (July 2011) sets out minimum rooms sizes for various sized residential units. The proposal is for 49 x 1 bedroom flats, 44 x 2 bedroom and 14 x 3 bedroom flats. The applicant submitted amended plans with all unit sizes meeting the minimum floor space standards as set out above. The scheme now accords with the London Plan (July 2011) minimum standard and is as such considered acceptable.

Policies BE20, BE23 and BE24 seek to protect the amenity of new residents by requiring adequate daylight, access, external amenity space and the protection of resident's privacy.

The applicant has submitted a daylight/sunlight assessment which indicates that the proposed development would receive appropriate levels of sunlight. Further officers have considered the layout of the development in detail and consider that all of the proposed residential accommodation would receive appropriate levels of light.

The Council's HDAS provides further guidance in respect of privacy, in particular, that the distance between habitable room windows should not be less than 21m. In this regard, the proposed unit windows are separated from other dwelling windows by more than 21 metres, which is consistent with the Council's Supplementary Planning Guidance. The placement of balconies on the northern elevation with a depth of 1m would not compromise compliance in this regard.

Whilst the scheme has been designed to ensure separation distances of at least 21m to existing neighbouring properties, there were initial concerns about separation distances between units within the proposed scheme.

Separation distances between habitable room windows of units within the scheme are 17.7m between Core B and Core C; 18m between Core A and Core B and 20.6m between Core E and Core G. There are also instances where the distance between a balcony and habitable room of a neighbouring flat is 12m, at the northern end of the site close to the Bentinck Road exit. However, following negotiations with the applicant amended plans have been submitted and each unit has been designed in such a way, using measures such as fins and screens, to prevent interlocking between and overlooking of the affected units. In this regard, Officers are satisfied that there would be no detrimental overlooking as to justify a refusal within the proposal.

As such the development is considered to provide an acceptable level of accommodation in accordance with Polices BE20, BE23 and BE24 of the Local Plan Part 2.

7.8 TRAFFIC IMPACT, CAR/CYCLE PARKING, PEDESTRIAN SAFETY

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

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

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

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

TfL is the highway authority for A40 Western Avenue, while LB Hillingdon is responsible for the rest of the road network in this area. TfL buses operate on Long Lane.

Members will note that local residents and residents associations have raised concerns regarding increased traffic generation and congestion at Hillingdon Circus junction. Both the Ickenham Residents Association and Oak Farm Residents Associations have provided detailed responses to the consultations, and these have been reproduced in full in the External Consultees section of this report.

The Council has appointed an external transport consultancy Parsons Brinckerhoff (PB) to undertake the review of the Transport Assessment and associated documents by the developer's transport consultants.

Objections had initially been raised to the scheme (on an individual basis) on highways grounds. The objection related to hotel cycle parking, the proposed shared cycle/pedestrian footpath north of the service yard entrance and the proposed two lane west bound approach to the entrance roundabout.

The applicant subsequently submitted additional information to address concerns. This information was referred to the relevant specialists and consultants who now advise that most of the concerns have been resolved, but that there remains an objection in terms of impacts along Hercies Road, namely severe queuing.

Overall, while a considerable amount of work has been done by the applicant in an attempt to remove the objection, it is still considered that the application fails to demonstrate that the proposed development would not cause unacceptable highway impacts, and objection is made to the scheme in this regard. Consequently it is considered that the scheme would have a severe detrimental impact on highway safety and the free flow of traffic contrary to Policies 6.11 and 6.12 of the London Plan (July 2011) and policies AM7 of the Hillingdon Local Plan Part 2 (November 2012).

7.9 URBAN DESIGN, ACCESS AND SECURITY

Issues of design and accessibility are addressed elsewhere within the body of the report.

In respect of security, the submitted design and access statement details various areas where security has been taken into account in the design of the proposals including:

- (i) Natural Surveillance;
- (ii) Appropriate Levels of Lighting;
- (iii) Provision of internal and external CCTV;
- (iv) Design of the car park to comply with Park Mark standards; and
- (v) Provision of appropriate boundary treatments.

It is considered that the submitted documentation demonstrates that security and safety considerations have formed a fundamental part of the design process and have been appropriately integrated into the scheme. The Metropolitan Police Crime Prevention Officer raises no objections to the proposed security measures. The implementation of specific measures such as lighting, boundary treatments and CCTV could be secured by way of appropriate conditions in the event the application was approved.

7.10 ACCESS FOR PEOPLE WITH A DISABILITY

The Equality Act 2010 seeks to protect people accessing goods, facilities and services from direct discrimination on the basis of a protected characteristic, which includes those with a disability. As part of the Act, service providers are obliged to improve access to and within the structure of their building, particularly in situations where reasonable adjustment can be incorporated with relative ease.

Policies 7.2 and 3.8 of the London Plan provide that developments should seek to provide the highest standards of inclusive design and this advice is supported by the Council's Supplementary Planning Document - Accessible Hillingdon.

The application is supported by a design and access statement and incorporates a number of measures to incorporate the requirements of inclusive design including appropriate gradients and flush kerbs within car parking areas for the retail store and hotel and full compliance with Part M of the Building Regulations and the Disability Discrimination Act, including but not limited to the provision of flush thresholds, wheelchair accessible lifts, disabled toilets and baby change facilities. However the Design and Access Statement does not explain in detail how the principles of access and inclusion have been applied.

In view of the above, the Council's Access Officer has made a number of observations which are summarised elsewhere in the report. These relate to the location and access to disabled parking, glass doors, cash point machines, signage, accessible toilets, baby changing facilities, details of refuge areas and/or emergency evacuation procedures, and details of a fire in emergency plan. specific observations have been made with regard to the proposed hotel regarding the minimum provision of accessible bedrooms as a percentage of the total number of bedrooms and internal access arrangements, lighting levels toilets, directional signage, lifts and fire evacuation procedures.

The Access Officer has assessed disabled parking provision and has advised that he raises no objection, in that the level of provision proposed would exceed the requirements set out within the Council's Supplementary Planning Document - Accessible Hillingdon. However, the store car park would also be served by 6 parent and children spaces which would also to a size which could be used by disabled users and located an appropriate distance from the store entrance. Given that the proposal would comply with the Council's Local Guidance and that the parent and children spaces provide additional flexibility with regard to parking no objection with respect to the provision of inclusive parking for the retail store.

The hotel would be served by 9 spaces marked out to an appropriate standard for use by blue badge holders, which fully complies with both the Council's Local Guidance and the London Plan.

It is considered that should the application be approved, detailed matters could be dealt with by way of suitably worded conditions and an informative. Subject to a condition to ensure the provision of facilities designed for people with disabilities are provided prior to commencement of use, the scheme is considered to comply with Policy R16 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), London Plan policies 7.1 and 7.2 and the Council's Supplementary Planning Document 'Accessible Hillingdon'

7.11 HOUSING MIX, AFFORDABLE HOUSING AND SPECIAL NEEDS HOUSING

The London Plan sets the policy framework for affordable housing delivery in London. Policies 3.10 -3.13 requires that boroughs should seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mix-use schemes, having regard to their affordable housing targets.

The application exceeds the threshold of 10 units and above, therefore affordable housing provision by way of a S106 Legal Agreement is required. The requirement is for 35% of units to be affordable. The applicant advises that the schemes finances are finely balanced and that only 15% could be provided. A Financial Viability Assessment (FVA) was provided by the applicant, which has been reviewed by an appropriately qualified, third party, financial consultant. The advice is that the FVA is accurate.

The NPPF states that planning obligations should not be so onerous as to make schemes unviable, and that where appropriate the development economics of proposals should be taken into account. In this case there would be substantial benefits arising from the scheme which would outweigh the limited provision of affordable housing.

Paragraph 5.22 states that the Council will seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mixed use schemes. The policy acknowledges a balance between the need for affordable housing that the economic viability of private housing developments. Where less than 35% affordable housing is proposed, a justification for the departure from the London Plan will be required, together with a financial viability appraisal to demonstrate that the maximum affordable housing provision is being delivered on site.

The application exceeds the threshold of 10 units and above, therefore affordable housing provision by way of a S106 Legal Agreement is required.

The developer has advised that in this case the development would not be viable or required to deliver 35% of the units as affordable housing. A Financial Viability Assessment (FVA) has been provided, and this has been checked by an independent and appropriately qualified 3rd party financial consultant. The advice from the financial consultant is that the assumed sale prices are reasonable (based on evidence of actual sales achieved in the area).

The Financial Consultant did however identify anomalies in the cost plan, the contingency to build costs, which tend to overestimate costs. This was used to renegotiate the amount of planning obligations being sought.

In this case there are a variety of mitigation measures necessary, and the money has been allocated between to these, which were considered to be of importance, and officers consider than being all directed towards affordable housing provision. The obligations including off site highways works. Extensive works are necessary, and arguably as important as achieving affordable housing. In addition obligations are sought for public transport contributions to the tune of £250,000 for the extension of the U10 bus service to Hillingdon Station. Travel plans, employment and hospitality training, construction training (equivalent to £145,432), public realm improvements to the value £252,310, an contribution of £288,950 towards schools, a health contribution in the sum of £41,596, library contribution, air quality and community facilities and monitoring and management.

Officers consider that the correct balance has been struck in terms of how funds available have been distributed, although this has resulted in less than 35% affordable housing being sought.

The current economic climate is not bright, however in future years things may improve. Higher revenues (sales prices) may be achieved, and the scheme finances could improve. To this end a review mechanism would be incorporated into any legal agreement (were the scheme considered acceptable), requiring the financial position to be reviewed when the scheme is built to see if more affordable housing can be delivered at that time.

7.12 TREES, LANDSCAPING AND ECOLOGY

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

The application is supported by a tree survey, arboricultural implications report and by landscaping plans covering the retail stores, hotel and associated residential developments.

The Council's Trees and Landscape Officer has reviewed the proposals and considers that; subject to conditions to secure the protection of retained trees, the implementation of updated landscaping proposals and their maintenance; the proposal would provide an appropriate landscape environment in terms of Policy BE38.

7.13 SUSTAINABLE WASTE MANAGEMENT

With regard to collections, the Highway Engineer advises that the proposed access and road layout is suitable for the Council's refuse vehicles to enter the site in a forward gear, manoeuvre within the site and exit in a forward gear. Refuse collection points are provided for the flats, the refuse collection vehicle can manoeuvre up to/close to the various collection points.

The residential element of the scheme would result in 15,680 litres of refuse per week. This would require at least 15 x 1100 litre euro bins to be provided for refuse storage within the site. The proposal makes provision for 16 x 1100 litre bins, which is considered adequate in terms of the quantum of refuse storage provided. Refuse is provided in 8 refuse stores at podium level in each of the cores of the proposed residential buildings.

Waste facilities re also provided for the proposed Morrisons Supermarket in the service yard and for the proposed Hotel at ground floor level.

The level of waste and recycling provision is acceptable and vehicle tracking diagrams have been submitted demonstrating that the development can be adequately service by refuse vehicles.

7.14 RENEWABLE ENERGY/SUSTAINABILITY

Policies within Chapter 5 of the London Plan require developments to provide for reductions in carbon emissions, including a reduction of 25% in carbon emissions, in line with Code for Sustainable Homes Level 4.

The application is accompanied by both an Energy Strategy and Sustainability Statement. These confirm that the residential development will be built to Code for Sustainable Homes Level 4, achieving a 21% reduction in annual CO₂ emissions and increasing the pass rate over Building Regulations CO₂ emission targets to over 25%. Both these technical documents demonstrate that the development will be built to comply with local and regional energy and sustainability planning policies. Subject to an appropriate condition to secure this implementation within the final design the scheme will comply with adopted policy.

The Council's Energy Officer has reviewed the submission and raised no objections, subject to the provision of conditions to ensure further details are submitted and the details contained within these being secured. As such the application is considered acceptable in this regard.

7.15 FLOODING ISSUES

Policies OE7 and OE8 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012) seek to ensure that new development incorporates appropriate measures to mitigate against any potential risk of flooding. The application is not located within a zone at risk of flooding, however due to the size of the development, it is necessary for it to demonstrate that it would incorporate sustainable drainage techniques and reduce the risk of flooding, in accordance with the requirements of Policies 5.11, 5.12 and 5.13 of the London Plan and the NPPF.

A Flood Risk Assessment (FRA) has been submitted as part of the application. Retail and hotel led development requires large areas of car parking and utilising permeable paving provides filtration at source as well as attenuation. Therefore both rainwater harvesting and SUDS are to be incorporated within the scheme.

The Environment Agency have reviewed the proposal and raise no objection, subject to the imposition of conditions. As such, subject to those conditions it is not considered that the development would increase the risk of flooding or have an adverse impact on water quality. Accordingly, the proposal would comply with Policy OE8 of the Local Plan part 2.

7.16 NOISE AND AIR QUALITY

Noise

The Government's National Planning Policy Framework (NPPF) which replaces PPG24 (Planning and Noise) gives the Government's guidance on noise issues. NPPF paragraph 123 states that planning decisions should (i) avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development, and (ii) mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from new development, including through the use of conditions. According to the Government's Noise Policy Statement for England (NPSE) of March 2010, these aims should be achieved within the context of Government policy on sustainable development.

Saved Policies OE1 and OE3 of the Local Plan seek to protect the environment from the adverse effects of pollutants and to ensure sufficient measures are taken to mitigate the environmental impact of the development and ensure that it remains acceptable. Saved

Policy OE3 seeks to ensure that uses which have the potential to cause noise be permitted only where the impact is appropriately mitigated.

A noise report has been submitted in support of the application. The report considers the development covered by this application. The report concludes that with appropriate mitigation measures, the development could proceed without the likelihood of harming the amenity of existing or proposed residential dwellings. The Council's Environmental Protection Unit (EPU) has reviewed the Noise Report, taking into account both applications. In summary, the EPU accept that the policy requirements of the NPPF and NPSE can be met for the various noise issues, by the imposition of appropriate planning conditions controlling noise impacts, subject to a condition being imposed requiring noise insulation and ventilation, to provide satisfactory internal noise levels in the proposed new residential blocks.

Air Quality

The London Plan, Policy 7.14, supports the need for development to be at least air quality neutral and not lead to further deterioration of existing poor air quality.

The proposed development is within the declared AQMA and in an area which currently appears to be close to the European Union limit value for annual mean nitrogen dioxide, and may be exceeding the EU limit value adjacent to the A40. It is likely the air quality will continue to be poor in the area due to existing traffic issues without development, and it will likely worsen due to increase in traffic as a consequence of the development.

The Council considers that the impacts on air quality will be negative. However, this should not automatically result in a refusal. Subject to clear measures to reduce the impacts of the development (including green travel plans and contributions to public transport), when considered on an individual basis, objection would not be made to the proposal.

As the development is in and will cause increases in an area already suffering poor air quality, the Council's Environmental Protection Unit has also requested a contribution of up to £25,000 to the air quality monitoring network in the area to be secured by way of a Section 106 Agreement in the event the scheme is approved.

Subject to conditions and planning obligations, it is considered that the impact of the development on the air quality of the area can be mitigated, to the extent that refusal of the application on these grounds would not be justified.

7.16 COMMENTS ON PUBLIC CONSULTATION

Submissions in Support

At the time of writing the report, in total 18 letters and a petition in support with 216 signatories have been received supporting the proposals and are summarised below:

1. This is a far better proposal than the one submitted by Tesco's. It appears to be more suitable to the area and would have less impact on existing businesses.
2. We have waited many years for a decent project for this corner of Hillingdon Circus. The Tesco plans are not suitable and they have taken little trouble to see how it would affect the area whereas Morrison's have really done their homework. Their scheme will enrich the area and bring the circus back to life.
3. It would be great to have a local supermarket, saving the journey to Ruislip, Uxbridge or Hayes. This development would help to re-vitalise the area, creating jobs and homes on a brown field site.

4. Development will create jobs.
5. Morrisons offer a better food choice.

Planning Officer Comment:

The comments in support have been noted. Whilst the submissions has been made in support of Morrisons, it should be noted that planning permission, should it be granted, would relate solely to the use (i.e an A1 supermarket) and not to any particular supermarket company. Thus any A1 supermarket provider could utilise the site in the future.

Submissions in Objection

In addition, 69 letters or internet representations have been received objecting on the following grounds:

1. Impact on already heavily trafficked roads.

Planning Officer Comment:

This issue has been assessed by the Council's Highways Officer who has raised concerns regarding the potential impact on the free flow of traffic.

2. Long lane is already the major route north and south for the three main emergency services. Creating more traffic and more junctions will only slow these very important services down.

Planning Officer Comment:

These issues have been assessed by the Council's Highways Officer who has raised concerns regarding the potential impact on the free flow of traffic.

3. No need for another store let alone 2 (with the Master Brewer Tesco).

Planning Officer Comment:

'Need' is not a planning consideration.

4. Loss of trade for local stores.

Planning Officer Comment:

This has been assessed within the principle of development section.

5. Insufficient parking

Planning Officer Comment:

Car parking provision has been assessed by the Council's Highways Officer who has raised no objection in this regard.

6. Disruption during construction Nuisance to residence and increased noise and air pollution.

Planning Officer Comment:

The issue of noise and disturbance during construction is controlled by separate Environmental Protection legislation.

7. The hotel is out of keeping for the site but a lower height is more acceptable.

Planning Officer Comment:

The hotel has been assessed by Design Officers and is deemed acceptable in both scale and design.

8. Overdevelopment of the site

Planning Officer Comment:

The scheme has been assessed and is deemed to not represent an overdevelopment of the site.

9. Against the principle of the hotel

Planning Officer Comment:

The principle of the hotel has been assessed and is deemed acceptable.

10. Design unattractive

Planning Officer Comment:

The design of the development has been assessed by the Council's Design Officer. Following concerns with the initial design the scheme was amended to the satisfaction of officers. The scheme is considered to be in keeping with and add positively to the character of the area.

11. Eye sore on the landscape

Planning Officer Comment:

Please see point 10 above.

12. Development should be coordinated with the Tesco Master Brewer site

Planning Officer Comment:

The Commutative Assessment, carried out by officers, has demonstrated that both developments cannot be carried out together.

13. More housing will add to the traffic congestion.

Planning Officer Comment:

This has been assessed by the Council's Highways Officer and is addressed in the traffic section.

14. More parked cars and vehicles within this vicinity.

Planning Officer Comment:

The car provision for the development has been assessed by the Highways Officer and is deemed acceptable. As such it is not considered that the development will result in indiscriminate parking in the area.

15. The residential element of the development will have a severe impact on already over stretched local services.

Planning Officer Comment:

The Council's S106 has negotiated Heads of Terms for a S106 agreement should permission be granted. These Planning Obligations would offset the increased demand for services.

16. Noise from deliveries and will bring crime to the local area.

Planning Officer Comment:

Should planning permission be granted conditions would be added to the decision restricting deliveries to times of the day which are not noise sensitive. In terms of crime, a Secure by Design condition would be added, which would require the scheme to incorporate crime prevention measures.

Ickenham Residents Association Comments

The Ickenham Residents Association submitted three sets of comment to the Council. These were assessed by Officers and a meeting was held with the Highways Officer to discuss their concerns. The issues raised were taken into account and changes made to the proposals and clarification sought on issues where it was deemed necessary.

Since the application was deferred further concerns have been received in relation to the Committee Report and specifically catchment expenditure, trade diversion from C-Op in

North Hillingdon, trade generated at Tesco Extra in Hayes. Where appropriate corrections to the report have been made. In part, the confusion arose because the applicant's retail assessment provided inconsistent information (e.g. the addendum at Appendix A reports a turnover at Tesco Extra on Glencoe Road at £61.45m. At Appendix B of the same document the trading turnover is reported at £27.29m at the same store. Confusion does not improve confidence in the analysis.

7.17 PLANNING OBLIGATIONS

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

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

Overall, it is considered that the level of planning benefits sought would be adequate and commensurate with the scale and nature of the proposed development. However, whilst the applicant has agreed to the Heads of Terms, the S106 has not been signed and as such the proposal fails to accord with Policy R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

7.18 OTHER

The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. A positive planning system is essential because, without growth, a sustainable future cannot be achieved.

In this case the Local Planning Authorities has worked proactively with the applicants to try and secure a development that improves the economic, social and environmental conditions of the area. At the heart of the National Planning Policy Framework (NPPF) is a presumption in favour of sustainable development, which should be seen as a golden thread running through decision-taking.

The NPPF notes that Planning Authorities should approve development proposals that accord with the development plan. That is granting unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

In assessing and determining the development proposal, the local planning authority has applied the presumption in favour of sustainable development. However regard needs to be had to the fact that the governments definition of sustainable development is that which complies with an up to date development plan. In this case there are significant adverse impacts that would arise. Accordingly, it is not considered that there are any overriding factors or that the proposed development would better meet the requirements of the up to date development plan in force.

8. OBSERVATIONS OF 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. CONCLUSION

The retail component of the development accords with the sequential approach set out in the NPPF and on its own (on balance) it is not considered that refusal of the scheme is justified

in terms of retail impacts. Comments from the Mayor indicate that the location of the proposed store will not have an adverse impact on the North Hillingdon or other centres in the catchment area.

While there are concerns in terms of air quality, the Council's Specialist officer considers that subject to conditions and planning obligations, on balance refusal of the scheme in relation to air quality impacts is not warranted.

The application is complaint in terms of residential amenity for future occupiers and would not cause harm to the amenity of existing residents due to overlooking or loss of light.

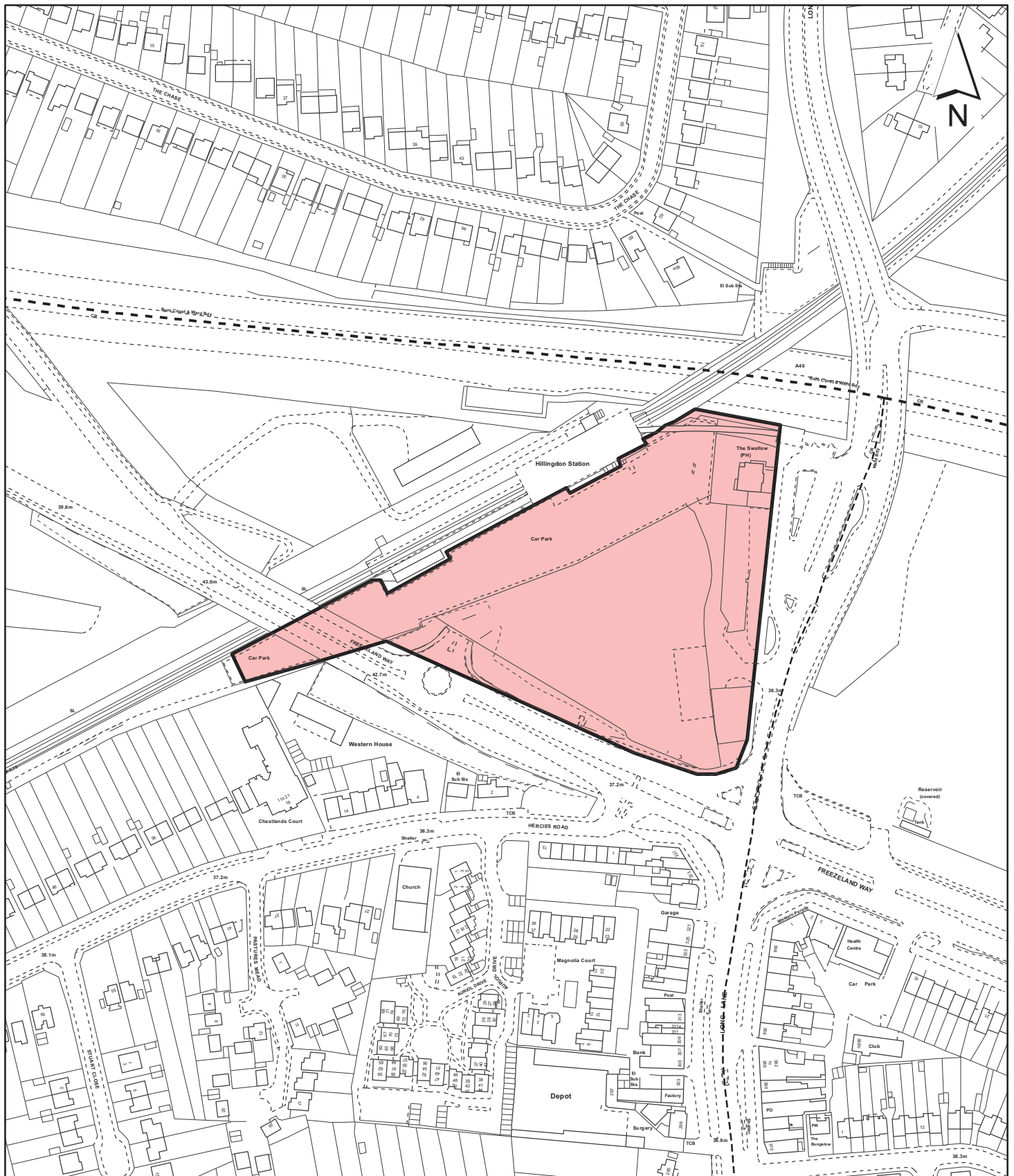
However, concerns are raised in terms of traffic and highways matters, it is not clear that solutions could be found to resolve these issues. The potential for the proposal to cause unacceptable harm in highways terms is significant, and there is simply not certainty that that the impacts will not occur. In this regard refusal is recommended.

10. REFERENCE DOCUMENTS:

The Hillingdon Local Plan: Part 1- Strategic Policies (8th November 21012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan 2011
National Planning Policy Framework (NPPF)
The Greater London Authority Sustainable Design and Construction (2006)
Council's Supplementary Planning Guidance - Community Safety by Design
Council's Supplementary Planning Document - Air Quality
Hillingdon Supplementary Planning Document: Accessible Hillingdon January 2010)

Contact Officer:

Matt Kolaszewski



Notes

 Site boundary

For identification purposes only.

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Site Address

**Land adjacent to Hillingdon Station
and Swallow Inn, Long Lane
Hillingdon**

Planning Application Ref:

3049/APP/2012/1352

Planning Committee

Major Applications

Scale

1:2,500

Date

**September
2013**

**LONDON BOROUGH
OF HILLINGDON**

Residents Services

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



HILLINGDON
LONDON

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APPENDIX B

Report of the Head of Planning, Green Spaces and Culture

CUMULATIVE ASSESSMENT

- Address 1:** FORMER MASTER BREWER SITE, FREEZELAND WAY
- Development:** Mixed use redevelopment comprising the erection of a 3,543 sq.m foodstore (GIA) (Use Class A1), (inclusive of delivery areas) with 181 car parking spaces and 32 cycle spaces; 3 additional retail units, totalling 1,037 sq.m (GFA) (Use Class A1 to A5); a 100 sq.m safer neighbourhoods unit (Use Class D1); a 7 storey (plus plant level) 84 bedroom hotel (Use Class C1), with 18 car parking spaces and 16 cycle spaces; together with associated highways alterations and landscaping.
- LBH Ref Nos:** 4266/APP/2012/1544
- Drawing Nos:** SEE INDIVIDUAL REPORT
- Date Application Received:** 08-06-12
- Date Application Valid:** 12-06-12
- Address:** FORMER MASTER BREWER SITE, FREEZELAND WAY
- Development:** Erection of 5 part 4, part 5 storey blocks to provide 125 residential units (Use Class C3) with 99 car parking spaces and 150 cycle parking spaces and associated highways alterations, together with associated landscaping (outline application).
- LBH Ref Nos:** 4266/APP/2012/1545
- Drawing Nos:** SEE INDIVIDUAL REPORT
- Address 2:** LAND ADJACENT TO HILLINGDON STATION & SWALLOW INN LONG LANE
- Development:** Demolition of the existing public house and timber yard, and the erection of a mixed use redevelopment comprising a foodstore (7829m2 GEA) (Use Class A1); a 6 storey 82 bed hotel (Use Class C1); a 720m2 restaurant/public house facility (Use Class A3/A4); and 107 residential units (Use Class C3), together with reconfiguration of the existing commuter car park, and associated landscaping, car/cycle parking and ancillary works.
- LBH Ref Nos:** 3049/APP/2012/1352

1. SUMMARY

The Council has before it two schemes, the Spenhill scheme, comprising a full and outline application at the former Master Brewer site and the Bride Hall scheme at the Hillingdon Circus site, both for mixed use development in North Hillingdon. Both schemes propose a comprehensive mixed-use retail-led development incorporating residential, hotel, and in the case of the Spenhill scheme, a community facility and café/ bar. Because of the need to consider the cumulative impacts of the schemes, the applications are being considered together at the same committee meeting.

There are objections to the Bride Hall scheme on its own on traffic grounds. However, to provide for a scenario where the Committee consider that objection not to warrant refusal, it is appropriate to consider if the cumulative impacts of allowing both proposals would be acceptable. This will also assist the applicant in formulating alternative proposals in the future.

Cumulatively, the impact of both schemes together, in terms of retail, air quality and highway considerations is judged to unacceptable.

2. PROCEDURAL MATTERS

Consideration needs to be given as to whether the grant of two planning permissions in this case would be acceptable in planning terms. Of relevance here will be the Development Plan Policies. The existence of other planning applications and planning permissions is a material consideration and as such it is necessary to take account of whether the cumulative impact of these applications would accord with the development plan when making a judgement on the proposals.

Other material considerations should also be taken into account, including the NPPF and PPS4 technical guidance. This deals with matters such as retailscale, the sequential approach to site selection and impact on existing centres and accessibility.

However, if there is evidence that the cumulative impact of both permissions being implemented would be unacceptable in planning terms, then that evidence should be taken into account in dealing with the two applications. In this case, Retail Impact Assessments and Environmental Impact Assessments have been undertaken for both the Bride Hall's and Spenhill's applications. These assessments suggest that the cumulative impact of the two supermarkets together would be likely to have an unacceptable impact on town centres within the relevant catchment areas and this is common ground between the Council and both applicants. However, Officers also consider that the two proposals would result in unacceptable cumulative impacts on highways and air quality as described later in this report.

If it is judged that the two proposals' cumulative impact is unacceptable to the extent that only one permission can therefore be granted, then the approach to be taken is a full comparative assessment of each site against the other, in order to decide which scheme is preferred in planning terms. Any comparative assessment would need to be conducted in accordance with any relevant criteria in the Development Plan and/or against the material facts of the sites proposed. The comparative assessment must be fair and objective, such an assessment has been undertaken and is provided elsewhere on this agenda.

3. RELEVANT PLANNING HISTORY

Since the first submission of applications by Spenhill on the Master Brewer site in July 2011, a planning application has also been submitted in relation to a retail-led development on nearby land to the west (Hillingdon Circus). A request for a Screening Opinion in relation to this proposal was submitted to the Council on 14 October 2011, with an opinion subsequently issued on 1st November 2011. In isolation, it was concluded that the Hillingdon Circus proposals were unlikely to have significant effects in the context of EIA. On balance, however, the Council concluded that the prior submission of the Spenhill applications (submitted in July 2011) required Environmental Impact Assessment of the potential cumulative impacts arising from development on both sites.

The agents for the Spenhill scheme requested a Screening Direction from the Secretary of State (SoS) in order to confirm the situation with regard to the need for EIA in relation to the 2012 applications, in the light of the Hillingdon Circus proposals. The Secretary of State's Direction, dated 3 December 2012 confirmed that the proposals constitute EIA development. Whilst the SoS did not consider there to be any significant environmental effects regarding use of natural resources; production of waste; risk of accidents; or landscapes of historical, cultural or archaeological significance, he did consider that the environment was sensitive in terms of traffic and air quality. In addition, the SoS makes specific reference to the proposed Hillingdon Circus development, and the potentially cumulative impacts from both developments on traffic and air quality. On balance, he therefore concluded that EIA should be carried out in relation to these proposals. A full Environmental Statement has been submitted in support of the Spenhill applications which includes consideration of the cumulative impacts of both developments.

Similarly, agents for the Hillingdon Circus (Bride Hall's) Development submitted a request for a Screening Opinion to the Council on 14th October 2011. An opinion was subsequently issued on 1st November 2011. The Council's opinion acknowledged uncertainty as to the difficulty of interpreting statutory requirements to consider impacts which may be cumulative with other proposals. In isolation, it was concluded that the Bride Hall proposal was "...unlikely to have significant effects in the context of EIA". On balance, however, it concluded that the prior submission of the Development applications (submitted in July 2011) required Environmental Impact Assessment of the potential cumulative impacts arising from development on both sites. A full Environmental Statement has therefore been submitted in support of the Bride Hall application.

4. CONSIDERATIONS

The Secretary of State's (SoS) Direction, dated 3 December 2012 confirmed that the Spenhill proposals constitute EIA development. The SoS makes specific reference to the proposed Hillingdon Circus development, and the potentially cumulative impacts from both developments on traffic and air quality.

Assessing the likely effects of a development require the consideration of other proposed developments that could together produce cumulative effects on the environment. All matters have been considered in terms of cumulative impacts. From this work, it is apparent that the main areas of concern in terms of cumulative impact are considered to be:

- **Transport** – There are known congestion problems in the area including impacts on a regional transport network.
- **Air Quality** – The site is designated an air quality management area due to levels of NO₂ that exceed minimum EU standards.

- **Retail** – Two new supermarkets could have a significant harmful impact on the vitality and viability of other town centres.

This cumulative assessment focuses on these topics, although commentary is provided on other topics where necessary. It is also relevant to note that all three main topics are inherently linked.

4.1 TRANSPORT

The cumulative transport effects of the Hillingdon Circus Mixed Use Redevelopment scheme have been assessed, in addition to the Master Brewer proposed development. The conclusion of the latest cumulative traffic impact assessments i.e. Spenhill and Bride Hall combined, undertaken by SKM, Spenhill's transport consultants, and Vectos, Bride Hall's transport consultants, suggests that the cumulative traffic impact with mitigation will be significantly detrimental.

Considering that:

- The surrounding highway network carries very high volumes of traffic, especially during traffic peak periods, and experiences traffic congestion;
- The Spenhill and Bride Hall developments combined will generate high volumes of traffic, where the highway network is already well congested; and
- Cumulative impact results submitted by both the developers show a significant worsening of junction performance.

There are a number of unknowns in traffic modelling and when risk and impact are considered together, given the potential harm, there is too much uncertainty. It would be highly risky to conclude that the residual cumulative traffic impacts of these two major developments are unlikely to be significant or severe. Officers therefore object to both developments proceeding together based on the adverse impacts on traffic.

4.2 AIR QUALITY

Officers do not agree with the findings of the individual air quality assessments and believe the results are not presented entirely fairly. Officers consider that the baseline figures for both assessments are too low. In addition the conclusions of the assessments are also flawed because they underestimate the level of pollution at key times and at particular locations.

Notwithstanding these concerns, Officers consider that the air quality impact of each development in isolation is likely to be acceptable and can be adequately managed through mitigation (SS106 and conditions). When dealing with isolated impacts, officers are able to use their professional judgement to estimate the level of impact on air quality, notwithstanding the flaws in the studies. In this case, the judgement of Officers is that each scheme in isolation is unlikely to result in an air quality impact that is so adverse as to warrant a refusal. Any such isolated impacts could be managed by the conditions and S106 contributions.

However, given the complexity of the modelling involved in cumulative impact assessments, it would not be prudent for officers to estimate the likely impact of both developments coming forward in circumstances where there are flaws in the modelling and assumptions in both studies. The cumulative impact could give rise to a considerably greater detrimental impact on air quality and the increase in pollution is unlikely to be linear, indeed the increase could be exponential. Given that the cumulative impacts are unknown and cannot be estimated without a robust assessment, it is not possible to assess what, if any, mitigation measures

could ameliorate the cumulative impacts. This uncertainty is reflected by the fact that neither applicant has suggested mitigation measures that would address cumulative impacts.

The Council can broadly accept the findings of the individual applications (ignoring cumulative impact) albeit with some reservations over the methodology and with the exercise of professional judgement as to the likely impacts if the flaws were to be corrected. The relevant conditions would address the concerns. Individually, the flaws in the assessments are noted but the professional judgement of officers is that if the flaws were corrected, the resulting likely conclusions on air quality impact (ignoring cumulative impact) would not warrant refusal because the mitigation measures proposed and to be secured by condition would render the development acceptable.

However, when considering cumulative impacts, the scale and magnitude of both developments combined requires a much greater understanding of the air quality impacts before appropriate conditions and S106 contributions can be determined. The extent of the combined impacts is not sufficiently clearly set out in the cumulative assessments submitted by either applicant. The uncertainty of the impacts is greater in the cumulative situation and the information to support the suitability of both developments proceeding at the same time is insufficient on the part of both applications.

Officers therefore consider that there is no robust evidence that cumulatively the proposals will not cause significant adverse impacts on air quality.

4.3 RETAIL

Cumulative Impact Assessment

Proposals for two supermarkets are currently being considered, and as such it is important to understand the cumulative retail impacts which may arise if both schemes were to be approved and implemented.

Due to the concerns over the reliability of the impact assessment submitted in support of the 'Bride Hall' proposal, officers have placed greater weight on the retail impact assessment submitted as part of the supermarket proposal on the former Master Brewer site as a starting point. To understand cumulative retail impacts on centres and planning investment, officers have simply added together the impacts that could be expected to arise from each store if implemented in isolation.

The dynamics of having two stores in such close proximity to one another would, in reality be much more complex, and may for example result in efficiencies (such as linked trips between the stores). Equally, the cumulative scenario (i.e. both stores are built and operate with the turnovers expected) could also amplify impacts (the appeal of two supermarkets in one location may become a destination for a very much wider catchment than has been envisaged for any individual store). Given the above, officers have taken a pragmatic approach to understanding the cumulative impacts.

Cumulative Impacts on Planned Investment

In respect of the planned investment, it is noted that the extension to the Sainsbury's store in Uxbridge has been planned for some time. Representations submitted on behalf of Sainsbury's confirm that the retailer is 'reviewing the viability of implementing the extension'. choice and range of products at that store.

Assuming that two stores come forward, the impact on the Sainsbury's store in Uxbridge would be in the vicinity of a 37% reduction in trade. That is to say the store would be trading at only 63% of what could be expected.

In assessing the risk to planned investment, it is important to consider whether the Sainsbury's extension is included as a key provision of the development plan. In this regard Local Plan Policy E4, is relevant. The Council's objectives for Uxbridge in order to strengthen its status as a Metropolitan Centre include promoting it as a suitable location for retail development. Whilst Uxbridge performs a significant comparison and service function as a major town centre (turnover in the impact year of £451m), the presence of a major foodstore in the centre is a clear strength of the centre. Prejudicing planned investment in that store would clearly undermine Development Plan policy.

While there is no set requirement to establish 'need' for a retail store, it is important to have an understanding of existing and predicted 'need' order to assess the impact on planned investment (.e.g. will there be sufficient 'need' to ensure the planned investment goes ahead were the current proposals also permitted). In this case given the cannibalisation of sales which would be necessary to support the new stores at Hillingdon Circus, it is not clear that sufficient need exists.

It is also important to recognise that the stores are competing for the same market opportunity and that there is evidence that Sainsbury's in Uxbridge (who have lodged an objection about this very topic) are concerned about the loss of trade which would result if the proposals at Hillingdon Circus come forwards.

The cumulative impact arising from the two current applications at North Hillingdon would together, as a consequence of limited need, result in substantial diversion from the Sainsbury's store, and represent a 'significant adverse' impact.

Cumulative Impacts on Centres (convenience impact only)

The Table below shows the estimated cumulative impact on centres as estimated by officers using the methodology discussed above:

Cumulative Trade Draw %	
Uxbridge	43%
Ruislip	18%
North Hillingdon	19%
Ickenham	5%
South Ruislip	6%

The cumulative impact shown above relates to trade loss in convenience goods sales. Whilst Uxbridge performs a significant comparison and service function as a major town centre the loss of 43% of its convenience goods trade is considered to significantly degrade the vitality and viability of the centre, and is not considered acceptable. There is clear evidence of significant adverse impact on Uxbridge as the focus of retail development in the Borough if two stores were to come forward at North Hillingdon.

The Retail Impact Assessment submitted by both Bride Hall and Spennhill make it clear that cumulative impacts would be unacceptable.

Cumulatively these two store proposals taken together, and if implemented, would radically shift the role and function of the North Hillingdon local centre. There is real concern that approving two stores in North Hillingdon would prejudice retail investment in Uxbridge; a centre which Development Plan policy is seeking to strengthen by promoting retail investment.

The NPPF is clear in stating that applications should be refused where there would be a 'significant adverse' impact upon existing centres.

The benefits of the schemes must be taken into account, including regeneration of derelict sites, the one time economic impacts from construction as well as the ongoing benefits of housing and employment etc, which would accrue if both proposals were built.

However, in this case the harm which would result to the Borough's main centre is significant, and on balance, the various benefits of the two schemes do not outweigh the harm in retail impact terms, and objection is raised to the cumulative impacts. Therefore it is considered that to allow permission for both schemes would have a significant and unacceptable impact.

4.4 NOISE

Noise contour maps are provided in the Spenhill Environmental Statement (ES) appendices shows the changes in noise levels due to cumulative effect. It shows the daytime and night time cumulative effect on proposed residential development blocks A-E (the Spenhill residential proposal). Comparing this with the contour maps in the acoustic report dated 22nd May 2012, this shows the overall cumulative noise effect will only be slight. The façade noise levels on each of the blocks will only change by few decibels. This is something which can be addressed by a noise condition for façade sound insulation.

The Master Brewer assessment also looked at changes in road traffic noise levels and found the cumulative impact to be negligible on existing residential properties in Freezeland Way (i.e. only a 1dB change). Car park noise will also be negligible and can be addressed by the previously recommended condition for a delivery management plan.

It is therefore not considered that the developments would have any unacceptable cumulative noise impacts and no objection is raised in this regard.

4.5 LANDSCAPE AND VISUAL CHARACTER

The two developments within the Hillingdon Circus area will result in an obvious change to the character of the area, with new retail and commercial buildings, residential blocks, 2 hotels and associated parking and landscape planting. The developments are predicted to have an indirect effect on some of the adjacent townscape character areas due to an increase in activity, arising from the additional retail, commercial and residential uses on the sites.

The predicted cumulative effect would be of high magnitude on a character area of low sensitivity, resulting in a moderate to minor beneficial impact on the Hillingdon Circus character area.

Overall, it is not considered that the developments would result in an adverse impact on the character of Hillingdon Circus which is already dominated by brown field sites, road and rail infrastructure at present.

4.6. OTHER ISSUES

Officers having carried out a detailed analysis, including a series of workshops, agree with the Secretary of State's Direction that there are unlikely to be any significant cumulative environmental effects regarding use of natural resources; production of waste; risk of accidents; or landscapes of historical, cultural or archaeological significance. It is not considered that there would be any cumulative impacts with respect to the following: Day lighting, sun lighting, overshadowing and solar glare, ecology and nature conservation, ground conditions and contamination, refuse/recycling, surface water drainage and flooding.

5. CONCLUSION

It is considered that the cumulative impact for both proposals coming forward in terms of traffic generation, retail impact and air quality are unacceptable to the extent that only one permission can therefore be granted. A further comparative assessment will be undertaken to weigh the benefits and harm of the individual schemes.

6. OBSERVATIONS OF 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.

Contact Officers: KARL DAFE AND MATT KOLASZEWSKI

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APPENDIX C

Report of the Head of Planning, Green Spaces and Culture

COMPARATIVE ASSESSMENT

- Address 1:** FORMER MASTER BREWER SITE, FREEZELAND WAY
- Development:** Mixed use redevelopment comprising the erection of a 3,543 sq.m foodstore (GIA) (Use Class A1), (inclusive of delivery areas) with 181 car parking spaces and 32 cycle spaces; 3 additional retail units, totalling 1,037 sq.m (GFA) (Use Class A1 to A5); a 100 sq.m safer neighbourhoods unit (Use Class D1); a 7 storey (plus plant level) 84 bedroom hotel (Use Class C1), with 18 car parking spaces and 16 cycle spaces; together with associated highways alterations and landscaping.
- LBH Ref Nos:** 4266/APP/2012/1544
- Drawing Nos:** SEE INDIVIDUAL REPORT
- Date Application Received:** 08-06-12
- Date Application Valid:** 12-06-12
- Address:** FORMER MASTER BREWER SITE, FREEZELAND WAY
- Development:** Erection of 5 part 4, part 5 storey blocks to provide 125 residential units (Use Class C3) with 99 car parking spaces and 150 cycle parking spaces and associated highways alterations, together with associated landscaping (outline application).
- LBH Ref Nos:** 4266/APP/2012/1545
- Drawing Nos:** SEE INDIVIDUAL REPORT
- Address 2:** LAND ADJACENT TO HILLINGDON STATION & SWALLOW INN LONG LANE
- Development:** Demolition of the existing public house and timber yard, and the erection of a mixed use redevelopment comprising a foodstore (7829m2 GEA) (Use Class A1); a 6 storey 82 bed hotel (Use Class C1); a 720m2 restaurant/public house facility (Use Class A3/A4); and 107 residential units (Use Class C3), together with reconfiguration of the existing commuter car park, and

associated landscaping, car/cycle parking and ancillary works.

LBH Ref Nos: 3049/APP/2012/1352

Drawing Nos: SEE INDIVIDUAL REPORT

1. SUMMARY

The Council has before it two schemes (the Spenhill scheme, comprising a full commercial and an outline residential application at the former Master Brewer site and the Bride Hall Developments Ltd scheme, at the Hillingdon Circus site). Both proposals are for mixed use development in North Hillingdon. Both schemes propose a comprehensive mixed-use retail-led development, incorporating residential, hotel, and in the case of Spenhill scheme, a community use and café. Because of the need to consider the cumulative impacts of two competing applications and the requirement to conduct a comparative assessment of both schemes, the applications are being considered together at the same committee meeting.

Both schemes have been assessed individually. Whilst the Spenhill application is judged to be acceptable in planning terms, the Bride Hall Development is recommended for refusal on highway grounds. However, to provide for a scenario where Members, the GLA or the Planning Inspectorate consider that on balance the merits of the Bride Hall scheme are such that it could be approved in isolation a cumulative impact assessment has been carried out. The conclusions of that cumulative assessment are that only one of the proposed schemes should be granted planning consent due to the unacceptable cumulative impacts of allowing both schemes to proceed. This has been done by weighing cumulative benefits with cumulative harm (to the extent that it is known

In light of the above mentioned considerations, this comparative assessment of each site against the other has been undertaken, in order to decide which scheme is preferred in planning terms. This comparative assessment has been conducted in accordance with relevant criteria in the Development Plan and against the material considerations.

It is judged that the Spenhill scheme is preferable in planning terms and should be approved, whilst the Bride Hall Developments Ltd scheme should be refused.

CONSIDERATIONS

2. THE PRINCIPLE OF MIXED USE

Both applications propose a comprehensive mixed-use retail-led development incorporating residential, hotel, and in the case of Spenhill's, community and café bar.

The application sites have each been identified as being individually appropriate for a retail-led mixed use scheme. Proposals for hotel use are acknowledged as being appropriate in principle within Town Centre locations. Both proposals comply with site specific policy objectives of seeking to ensure that the redevelopment of the site provides for a mix of uses that take advantage of its location, subject to highway and environmental considerations and not adversely impacting upon the vitality and viability of North Hillingdon Local Centre, or other centres in the catchment area.

The schemes are broadly comparable and there are no in principle reasons why one site should be preferred. As such, neither scheme is materially preferable in terms of the principle of the development.

3. RETAIL

Scale

It is worth mentioning that the Bride Hall proposal (i.e. the Bride Hall Developments store) at North Hillingdon would, if the extension at Sainsbury's in Uxbridge was not implemented, be larger than the existing Sainsbury's store at Uxbridge.

At present, North Hillingdon performs the role of a small local centre, little more than a local shopping parade. The previous planning history at the Master Brewer site has meant that there has been the prospect of a resubmission for retail facilities in this location. The Spenhill proposal is for a smaller store, which is more in keeping with the scale of the centre, serving a more local catchment and complementing North Hillingdon as a local centre, subservient to Uxbridge, Ruislip, Yiewsley and Hayes. The Spenhill scheme includes small shops which are in keeping with the character of the North Hillingdon centre. This is reflected in the significantly smaller catchment area put forward in the retail analysis prepared by Spenhill's retail consultants (for the proposed Spenhill store).

London Plan Policy 4.7 directs that in considering proposals for retail development, 'the scale of retail development should be related to the size, role and function of the town centre and its catchment'. The retail hierarchy, adopted in 2012 as part of the Development Plan and therefore up-to-date in the context of the NPPF, establishes the relationship of each respective centre with its neighbouring centres.

The larger supermarket proposal (i.e. the Bride Hall Developments store) could result in the creation of a 'destination' foodstore which would to some degree disrupt the existing hierarchy of centres including Uxbridge, Ruislip, Yiewsley and Hayes and as a consequence could create unsustainable shopping patterns. Alternatively, if the influence of the larger Bride Hall supermarket (i.e. the Bride Hall Developments store) was much more localised, then the level of impact on Uxbridge town centre would be significantly increased.

Comparatively, the smaller proposal by Spenhill (i.e. the Spenhill store) is more in keeping with the scale of the centre than the larger Supermarket proposed by Bride Hall (i.e. the Bride Hall Developments store) and is preferable in this regard.

Impact on centres and planning investment

Comparatively, the proposal by Bride Hall will have significantly higher impacts on both planned investment and centres than the smaller proposal by Spenhill. Simply put, the smaller store is preferable as it is less likely to prevent planned investment (and its associated benefits) from going ahead. The impact on centres overall is also reduced when compared to the larger proposal by Bride Hall, and as such, comparatively, the Spenhill proposal is preferable in this regard.

4. TRANSPORT

Parking

Both the Bride Hall and Spenhill schemes provide adequate levels of parking for their respective uses. The schemes are broadly comparable and there are no identified material benefits or adverse impacts of one scheme against the other in this regard.

Traffic Generation and Congestion at Hillingdon Circus

The Bride Hall scheme is recommended for refusal as the application fails to demonstrate that the proposed development would not result in detrimental traffic impacts. The development is therefore considered unacceptable in terms of highway impacts. Even if members decided that the Bridehall Scheme has sufficient benefits to outweigh the shortcomings in highway terms, it should be noted that the Spenhill Scheme would still represent a better outcome in highway terms.

By contrast, the Spenhill scheme has been assessed and is considered acceptable in highways and transport terms. Comparatively, the Spenhill proposal is therefore preferable in this regard.

The Spenhill scheme is smaller and would generate fewer trips in an area where traffic impacts are a key concern. The smaller Spenhill scheme is preferable in this regard.

5. AIR QUALITY

It is likely the air quality will continue to be poor in the area due to existing traffic issues without development, and it will likely worsen due to increase in traffic as a consequence of which ever development comes forward. However, subject to the conditions and planning obligations, it is considered that the impact of either development on the air quality of the area could be adequately managed; to the extent that refusal of either application (ignoring cumulative impact) on these grounds would not be justified.

As noted in the reports on the individual schemes, there are some issues with the methodology of the air quality assessments submitted to accompany both schemes, which makes it difficult to undertake a detailed comparison on this matter. However, given the similarities between the schemes in terms of uses, quantum and location, it is not considered that either scheme would be materially preferable in terms of air quality.

6. HOUSING SUPPLY AND UNIT MIX

Both proposals include a residential component, 125 residential units in the case of the Master Brewer Development and 107 units in the case of the Hillingdon Circus proposals.

In terms of unit mix, the Spenhill development is in outline form only. However an indicative mix has been submitted comprising 1 bed – 32% ,2/3 beds – 38%; and 4 beds – 30%. This element of the application will be subject to future reserved matters applications and so the final mix proposed will be agreed in due course.

In the case of the Bride Hall development, the full application is for 107 flats. The unit mix is 49 x 1 bed (46%), 44 x 2 bed (41%) and 14 x 3 bed units (13%).

While the schemes are broadly comparable, in terms of overall unit numbers the Spenhill development would make a slightly greater contribution (circa 18 units)

towards the boroughs housing stock and would also provide for a greater number of larger units. Accordingly, it is considered that the Spenhill development would provide a greater benefit in terms of housing supply.

7. DENSITY

The density of the Spenhill scheme is 225 hrph or 78 dph, which conforms with the suggested range in the London Plan for a Suburban Area with a PTAL rating of 3.

The proposed Bride Hall scheme would have a density of 111.5 units per hectare or 297.9 habitable rooms per hectare. This is within the upper end of the London Plan density range (70-170 units per hectare or 200 - 400 habitable rooms per hectare) based on the site's Public Transport Accessibility Level (PTAL) score of 3.

Both schemes provide an acceptable density and density considerations are fundamentally linked to other matters. However, the density is indicative that the Bride Hall scheme would make slightly more efficient use of a previously developed site. While this weighs slightly in favour of the Bride Hall scheme, it is considered that greater weight should be placed on considerations which have more direct impacts on the locality in undertaking a comparison.

8. AFFORDABLE HOUSING

15% affordable housing is proposed as part of both the Spenhill residential element and Bride Hall Developments Ltd scheme.

The schemes are broadly comparable and there are no identified material benefits or adverse impacts of one scheme against the other. As such, neither scheme is materially preferable in terms of impacts on the amenity of affordable housing provision.

9. LIFETIME HOMES STANDARDS

In both schemes all units will be designed to Lifetime Homes Standards and provision made for 10% wheelchair accessible units. The schemes are therefore broadly comparable and there are no identified benefits or adverse impacts of one scheme against the other, as such neither scheme is materially preferable in terms of impacts on the amenity of existing residential occupiers.

10. IMPACT ON SURROUNDING RESIDENTIAL AMENITY

The schemes are broadly comparable and there are no identified material benefits or adverse impacts of one scheme against the other, as such neither scheme is materially preferable in terms of impacts on the amenity of existing residential occupiers.

11. RESIDENTIAL AMENITY STANDARDS

The schemes are broadly comparable and there are no identified material benefits or adverse impacts of one scheme against the other, as such neither scheme is materially preferable in terms of residential amenity for future occupiers.

12. URBAN DESIGN

Design & Architecture, Layout Scale, Massing and Appearance Impact on the Street Scene

The two proposed schemes are quite different in character. Whilst the sites are in close proximity, they have different constraints and development of either site will have to address these through a bespoke design approach.

The Bride Hall scheme would form one large block of development with almost total site coverage and continuously developed boundaries at ground and first floors. It would also have part basement parking for residents and shoppers parking at ground floor in an undercroft below the supermarket. On the roof of the shop unit, at podium level, there would be three, 4 storey housing blocks orientated north south, with roof level shared amenity spaces between them. The main entrance to the residential blocks would be on Long Lane with the affordable units accessed from the rear. The servicing for the supermarket would be from Long Lane and whilst screened with planting, this would be noticeable from the road, the station entrance and also from the frontage of the proposed hotel.

Whereas the tallest building (at 7 storeys) is located on the Master Brewer site, with regard to whether either scheme appears overly bulky or out of scale, it is the Bride Hall scheme which would appear more bulky, due to the relatively cramped layout.

The rear of the Bride Hall development would also be highly visible from the station, the station car park and to a lesser degree from the approach road as this is at a higher level. Whilst attempts have been made to make this more interesting with metal detailing, it would never be the less be the back of a large building. The hotel as proposed would be positioned adjacent to the station and would be of a simple block like structure of fairly standard design, comprising 5 storeys clad with metal panels.

It needs to be born in mind that there is an extant permission for a large office development on the Bride Hall site. Whilst there are differences in design and layout, it is not considered that the Bride Hall scheme would be materially worse than this extant consent, in design terms.

The Spenhill scheme is more traditional in its design approach, with a large supermarket to be positioned towards the north west of the site and extensive ground level parking. The existing wooded embankment along Long Lane would screen the service area. There would be five, 5 storey housing blocks on the south and east site boundaries, set back from Freezeland Way and with a buffer area of planting adjacent to the open land to the east. In addition, the scheme includes commercial units and a 7 storey hotel located at the entrance to the site. One of the main issues with the scheme is the proximity of the large car park to the housing, although the amenity space, which is at ground floor, is positioned between the blocks and away from the parking area. Whilst the design approach is generally low key, the hotel because of its height, would form a land mark feature.

In general, the design quality of both schemes is comparable, the Bride Hall Developments scheme would, however, have a more dense and urban appearance, while the Spenhill scheme includes separate blocks and open areas at ground level. As such, the layout of the latter would more comfortably reflect the established suburban character of the townscape context to the sites.

The design of the hotels are not fully satisfactory in either application and the height of the hotel on the Spenhill site is a weakness of the Spenhill design, given the modest scale of the surrounding buildings. However, whilst this building would be the

taller, given the change in level between the sites, the overall impact of both hotel buildings in terms of views from the Green Belt, would be broadly similar. In the case of the Spenhill's scheme, landscaping has been incorporated within the adjacent open space to mitigate the impact of the hotel on longer views towards the site.

Notwithstanding the fact that the Bride Hall scheme would have a more dense and urban appearance than the Spenhill development, it is not considered that there is sufficient justification to refuse the Bride Hall scheme on these grounds, given the previous approval of an office block on the site.

In conclusion, the design approach to the schemes is very different. What is quite apparent is that the Bride Hall scheme has a far more bulky appearance and is less in keeping with the centre than the Spenhill scheme. Consequently on balance, the Spenhill Scheme is preferable in its design and appearance.

13. IMPACT ON THE GREEN BELT

Both schemes would be visible from longer views from Hillingdon House Farm to the west, although their impact is not considered to be significant, given the distances involved. The Spenhill proposal would however have a greater impact on the Green Belt than the Bride Hall scheme, as the residential element of the former directly abuts Green Belt land to the east and is therefore more visible from the Green Belt.

Nevertheless, the Spenhill scheme has been designed to allow visual permeability from the Green Belt, creating green gaps with amenity areas and with a green buffer/tree planting associated with the commercial elements. In addition off-site planting is in the form of a 15m wide belt of woodland near/parallel to the eastern boundary of the site is proposed. This off-site planting would, together with the tree planting on the site, create a new landscape setting for the development, improve the landscape of the Green Belt, and mitigate the landscape/ecological impact caused by the loss of the majority of the trees on the site.

Given that the Spenhill development has provided for adequate and appropriate mitigation in accordance with Policy PR23 of The Local Plan: Part Two Saved Policies UDP, it is considered that neither scheme is materially preferable in terms of impacts on the Green Belt.

14. LANDSCAPING

The Spenhill applications will require felling of approximately 200 trees, but will incorporate a comprehensive planting scheme within the site to help assist with the overall softening of the appearance of the proposed built form and to define/zone the proposed uses. It is proposed to plant over 190 trees within the site, including significant tree planting within the car park. A well-defined row of trees is proposed along the eastern boundary of the car park to help mark the transition between residential and commercial uses.

The belt of existing tree and shrub planting along the site's western boundary will be retained and extended south towards Hillingdon Circus Junction. The existing hedgerow along the northern boundary will be retained and enhanced. The site's eastern boundary provides an effective screen to much of the proposed residential development and it is proposed that work is undertaken to this boundary planting to further improve its form and screening effectiveness.

Off-site works are proposed which include the fields and woodland between the residential blocks and Freezeland Covert, with the installation of a new footpath link, proposed indigenous woodland blocks and pond enhancements. The application also includes the provision of a woodland buffer and structure planting to be planted on the adjacent Green Belt land, to further supplement the existing eastern boundary planting, which will be secured by way of a Section 106 Agreement.

By contrast there is little opportunity for landscape enhancements at ground level for the Hillingdon Circus scheme, as there is virtually 100% site coverage by built form. There will be some new planting along the southern and eastern boundaries, small podium level planting to the west of the building and two large communal roof gardens for the benefit of residents.

In assessing this issue, officers are mindful that the off-site works provided in relation to the Spenshill development have been provided in terms of mitigating the impacts of the development and securing compliance with Policy PR23 of The Local Plan: Part Two Saved Policies UDP. In comparing the sites on landscape grounds these off-site works should be considered in this light (e.g. as necessary mitigating works rather than as additional benefits).

While there is a difference in the landscape approach between the two schemes, this is appropriate, having regard to the context of the development sites and their relationship with neighbouring land uses.

Overall, it is considered that the landscape approach of each development is appropriate and that in landscape terms neither scheme is materially preferable.

15. INCLUSIVE DESIGN

Both of the schemes have been designed having regard to the planning policies and guidance in respect of inclusive design. The schemes are therefore broadly comparable and there are no identified material benefits or adverse impacts of one scheme against the other. As such, neither scheme is materially preferable.

16. BIODIVERSITY / ECOLOGY

In terms of biodiversity and ecology it is considered that both of the schemes would mitigate any impacts to an acceptable degree and provide for a slight enhancement to biodiversity and ecology appropriate to their contexts.

The schemes are therefore broadly comparable and there are no identified material benefits or adverse impacts of one scheme against the other. As such, neither scheme is materially preferable.

17. NOISE

With appropriate mitigation measures and appropriate conditions, both developments could proceed without harming the amenity of existing or proposed residents. The schemes are broadly comparable and there are no identified material benefits or adverse impacts of one scheme against the other. As such, neither scheme is considered to be materially preferable in respect of noise.

18. ACCESSIBILITY

The design approach of the commercial element of the Spenhill scheme is to create a commercial spine extending from North Hillingdon Centre into the site, which facilitates pedestrian movement between the proposed food store via the independent retail units and hotel towards North Hillingdon Centre.

The Bride Hall supermarket would be directly adjacent and integrated into Hillingdon Station and the Oxford Tube and would be integrated and well connected with the shops and services on Long Lane. As such the design is likely to encourage linked trips to other local shops and services and is therefore preferable in this regard.

However, given the changes in levels, cyclists would be at more of a disadvantage in the Bride Hall Development scheme than the Spenhill scheme.

Overall, it is considered that the Bride Hall development would have more material benefits in terms of accessibility and is therefore materially preferable in this regard.

19. JOBS

The Bride Hall scheme will provide approximately 300 jobs (excluding the hotel).

The Spenhill scheme will provide approximately 200 jobs (excluding the hotel).

Both applicants have indicated that they would be willing to enter into legal agreements to ensure the implementation of initiatives to secure local employment and training opportunities.

It is therefore considered that the Bride Hall scheme would be preferable to the Spenhill scheme in terms of job creation.

20. ENERGY/SUSTAINABILITY

With regard to energy, applications for both schemes were submitted before 1 October 2013 and the higher London Plan CO₂ reduction targets are therefore not applicable. Both applications are policy compliant. As such, neither scheme is considered to be materially preferable in respect of sustainability.

21. OTHER

Officers have carried out a series of workshops in order to assess the relative benefits of both schemes and it is considered that the following topics do not raise any fundamental issues with regard to the comparison between both schemes.

- Land contamination
- Flooding /Drainage
- Archaeology
- Daylight and sunlight

21. OBSERVATIONS OF 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.

22. CONCLUSION

A full comparative assessment been undertaken, in accordance with relevant criteria in the Development Plan and against the material facts of the sites proposed.

Officers have assessed the relative benefits of both schemes and it is considered that the following topics do not raise any fundamental issues with regard to the comparison between both schemes:

The principle of the mixed use development, design, land contamination, flooding/drainage, archaeology, air quality, inclusive design, impact on the Green Belt, landscape impact, residential amenity, biodiversity and noise.

The Bride Hall scheme would provide for a slightly more intensive use of a previously developed site and provides a greater degree of accessibility and integration with the local centre and public transport. It would therefore be materially preferable to the Spenhill scheme in these respects.

The Spenhill scheme would make a greater contribution to meeting the boroughs currently identified housing needs and this would weigh in favour of this development.

The Bride Hall scheme is recommended for refusal on traffic impact grounds. By contrast, the Spenhill scheme has been assessed as acceptable in highways and transport terms. Comparatively, the Spenhill proposal is therefore preferable in this regard.

In terms of retail impact, comparatively, the Bride Hall scheme will have significantly higher impacts on both planned investment and centres than the smaller proposal by Spenhill. In addition, the smaller proposal by Spenhill is more in keeping with the scale of the centre than the larger supermarket proposed by Bride Hall and is materially preferable in this regard.

In reaching a view on which scheme is materially preferable, it is apparent that with respect to the large number of considerations the schemes are similar with a number of individual aspects weighing in favour or against individual schemes.

However, in balancing these considerations, considerable weight needs to be given to the harm the Bride Hall scheme would have with respect to traffic implications and the additional retail impact should also be given a great weight.

On balance, it is considered that the Spenhill scheme would be materially preferable in planning terms and should be approved, whilst the Bride Hall Developments Ltd scheme should be refused.

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Plans for Major Applications Planning Committee 02 December 2013



HILLINGDON
LONDON



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Page 335

Report of the Head of Planning, Sport and Green Spaces

Address FORMER MASTER BREWER SITE FREEZELAND WAY HILLINGDON

Development: ADDITIONAL INFORMATION HAS BEEN RECEIVED:

The Council has received an Addendum to the Environmental Statement in relation to this proposal.

The Environmental Statement considers cumulative impacts arising from this scheme as well as other near by planning proposals.

In addition, an updated Retail Assessment and Transport Assessment has also been submitted.

Mixed use redevelopment comprising the erection of a 3,543 sq.m foodstore (GIA) (Use Class A1), (inclusive of delivery areas) with 181 car parking spaces and 32 cycle spaces; 3 additional retail units, totalling 1,037 sq.m (GFA) (Use Class A1 to A5); a 100 sq.m safer neighbourhoods unit (Use Class D1); a 7 storey (plus plant level) 84 bedroom hotel (Use Class C1), with 18 car parking spaces and 16 cycle spaces; together with associated highways alterations and landscaping.

LBH Ref Nos: 4266/APP/2012/1544

Date Plans Received: 08/06/2012

Date(s) of Amendment(s): 13/09/2013

Date Application Valid: 12/06/2012

02/04/2013

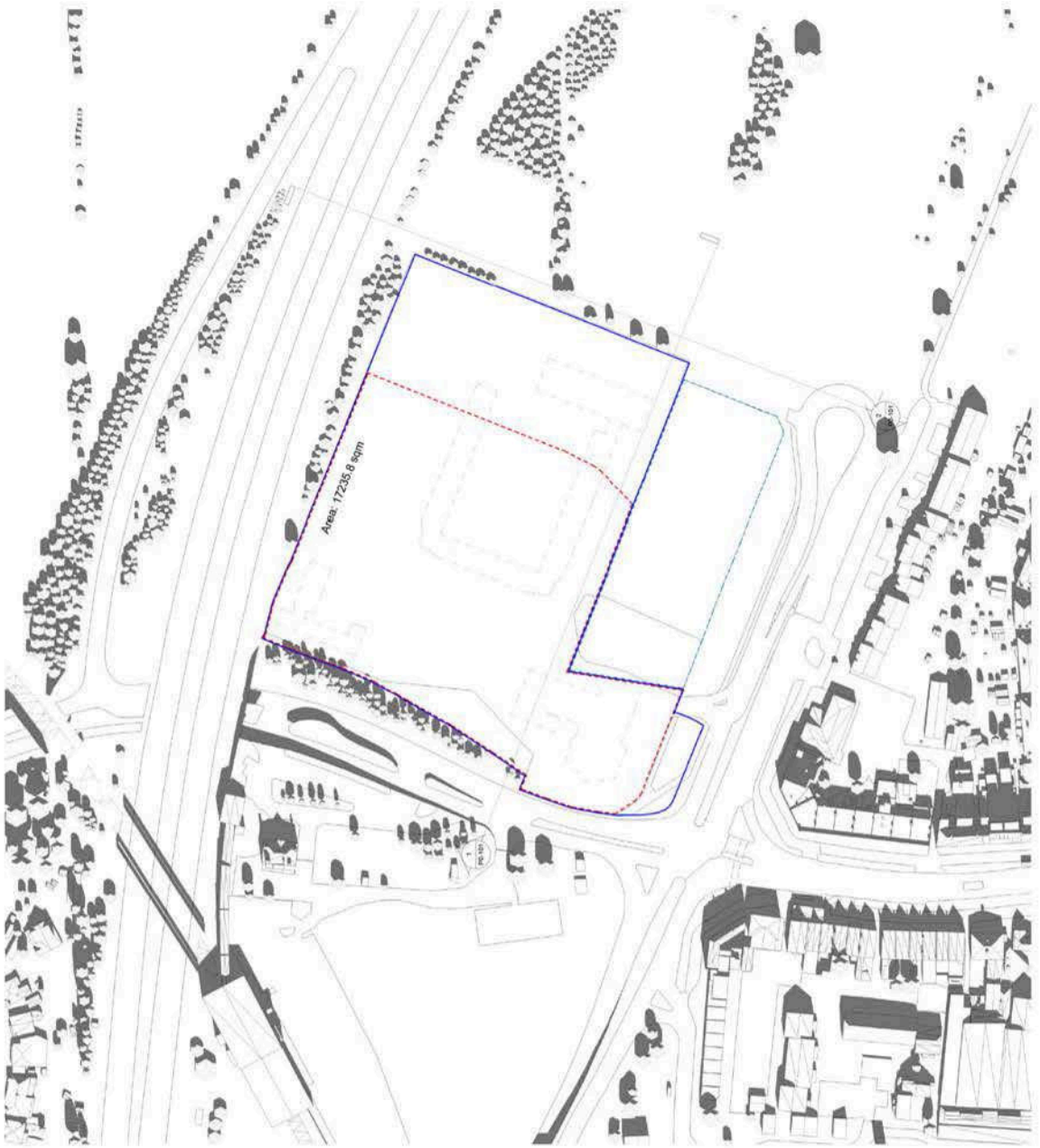
27/06/2012

07/05/2013

11/06/2013

13/08/2013

16/09/2013



1 Site plan_Existing
1:1000

NOTES
 Check all dimensions on site.
 Check all dimensions on site.
 Check all dimensions on site.
 Check all dimensions on site.

KEY

- Freehold site owned by Tesco Stores Limited
- Land subject to application
- Land owned by Hillingdon

Ref.	Issue	By	Date	Author	Client
A	Issued for approval	11/03/11	PM	PM	
B	Issued for review	08/08/11	PM	PM	
C	Issued for approval	20/08/11	PM	PM	
D	Approved boundary completed	22/08/11	PM	PM	
E	Approved boundary completed	22/08/11	PM	PM	
F	Approved boundary completed	22/08/11	PM	PM	
G	Approved boundary completed	22/08/11	PM	PM	
H	Approved boundary completed	22/08/11	PM	PM	
I	Approved boundary completed	22/08/11	PM	PM	
J	Approved boundary completed	22/08/11	PM	PM	
K	Approved boundary completed	22/08/11	PM	PM	
L	Approved boundary completed	22/08/11	PM	PM	
M	Approved boundary completed	22/08/11	PM	PM	
N	Approved boundary completed	22/08/11	PM	PM	
O	Approved boundary completed	22/08/11	PM	PM	
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Q	Approved boundary completed	22/08/11	PM	PM	
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U	Approved boundary completed	22/08/11	PM	PM	
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W	Approved boundary completed	22/08/11	PM	PM	
X	Approved boundary completed	22/08/11	PM	PM	
Y	Approved boundary completed	22/08/11	PM	PM	
Z	Approved boundary completed	22/08/11	PM	PM	

SPENHILL

Client: **SPENHILL**

Project No: 09032

Building / Use: PD-100

Project Name: Tesco Master Brewer, Freezeland Way, Hillingdon

The Detailed Planning Application Existing Plan/ Red-Blue line

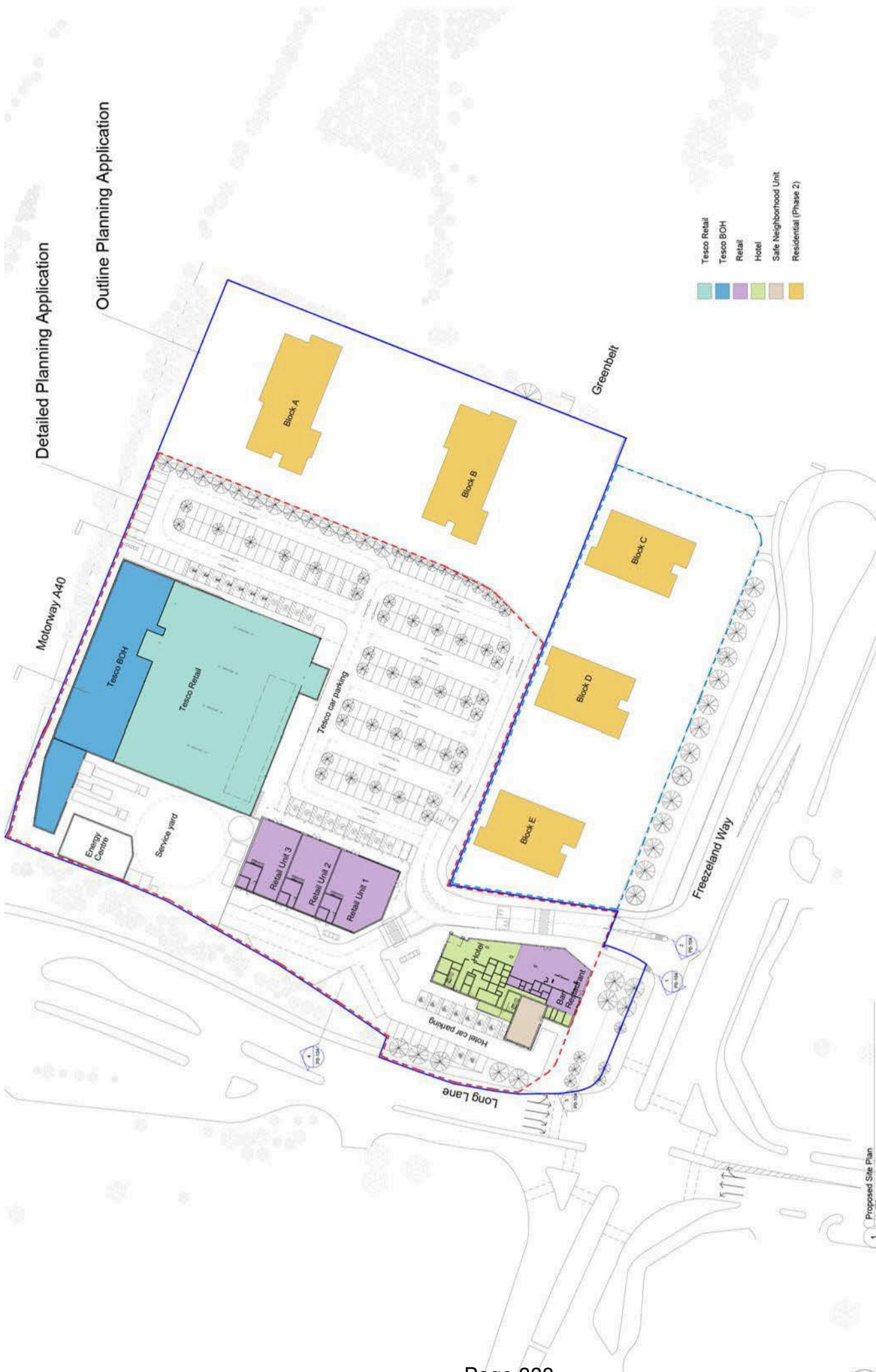
ColladoCollins Architects

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Drawn By: JAC
 Check By: JAC
 Date: 01/09/11
 Scale: 1:1000

Detailed Planning Application

Outline Planning Application



■ Tesco Retail
■ Tesco BOH
■ Retail
■ Hotel
■ Safe Neighborhood Unit
■ Residential (Phase 2)



1 Proposed Site Plan
1:50

- Freehold site owned by Tesco Stores Limited
- - - Land subject to application
- - - Land owned by Hillingdon

Note: Outline application area is shown here for illustrative purposes only.
Note: For trees provision please refer to Landscape Drawings

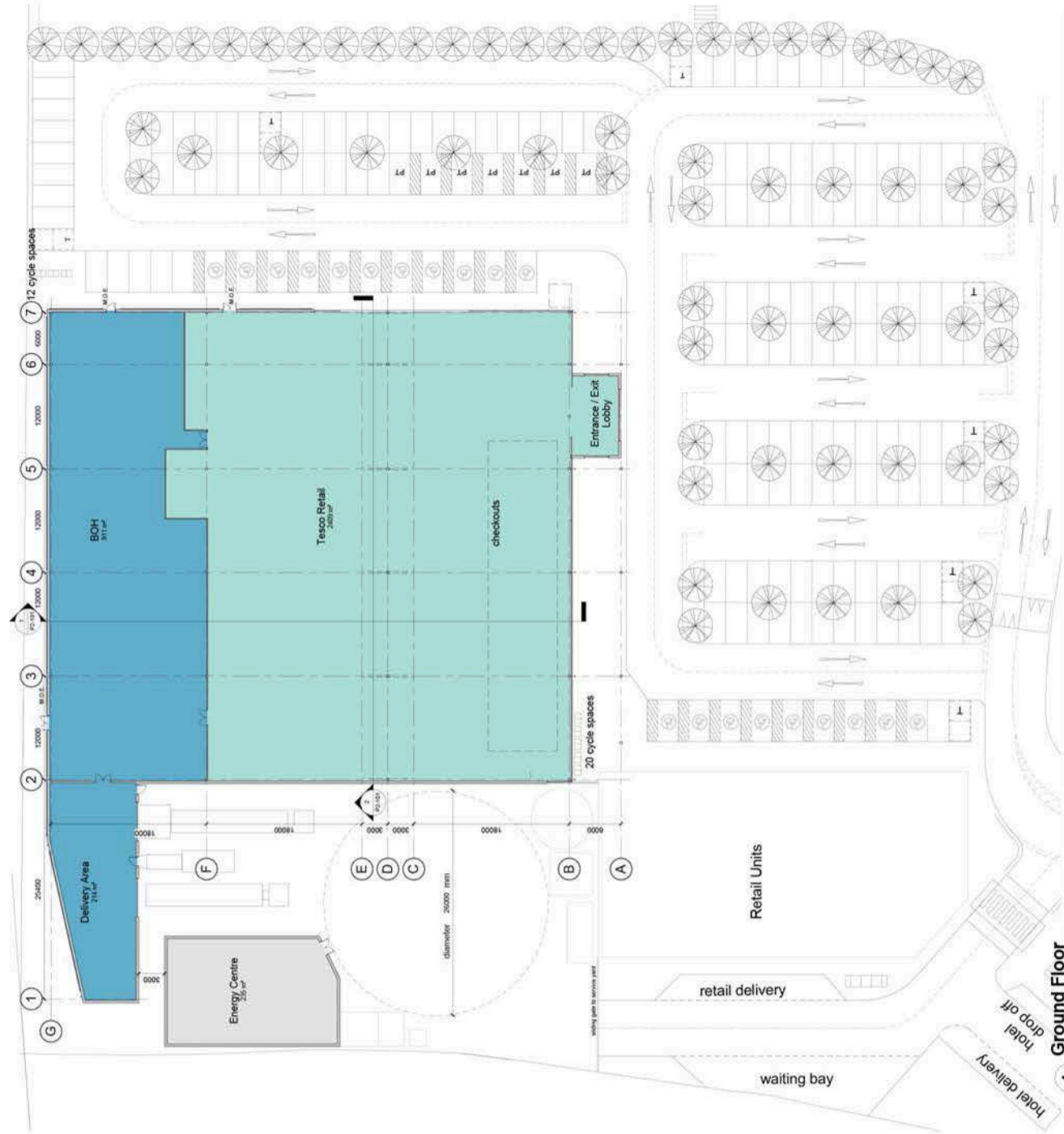
NOTES
Check all dimensions on site.
Site plan to be prepared in accordance with the provisions of the Planning Act 2008.

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Rev	Issue	By	Date	Revised By	Revised Date
1	Issue for planning	PM	22/08/11	PM	22/08/11
2	Change from existing	PM	22/08/11	PM	22/08/11
3	Final Planning Application	PM	22/08/11	PM	22/08/11
4	Revised Planning Application	PM	22/08/11	PM	22/08/11
5	Final Planning Application	PM	22/08/11	PM	22/08/11
6	Final Planning Application	PM	22/08/11	PM	22/08/11
7	Final Planning Application	PM	22/08/11	PM	22/08/11
8	Final Planning Application	PM	22/08/11	PM	22/08/11
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19	Final Planning Application	PM	22/08/11	PM	22/08/11
20	Final Planning Application	PM	22/08/11	PM	22/08/11



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 Project: Tesco Master Brewer
 Freezeland Way, Hillingdon
 The Detailed Planning Application
 Proposed Site Plan
 Project No: 09032
 Drawing No: PD-102
 Revision: N



NOTES
 Check all materials to be supplied
 Check all dimensions on site
 Refer to the approved drawings
 All dimensions are in millimeters unless otherwise stated

All materials to be dealt with by way of condition

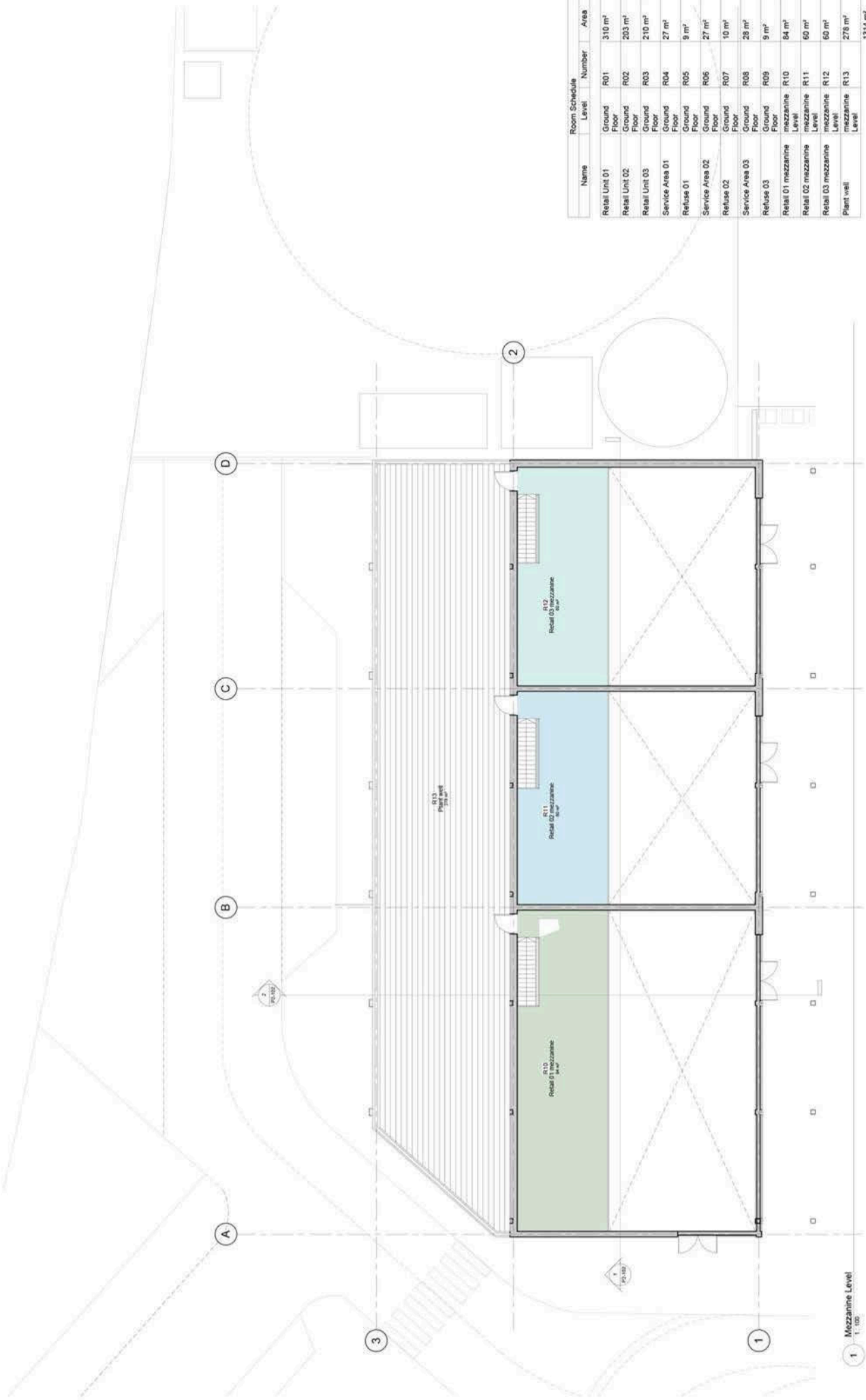
Ground Floor
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SPENHILL
 Main Contractor

Ref	Issue	By	Date	Revised
1	Issue for approval	PM	15/03/11	PM
2	Design Team Meeting	PM	24/03/11	PM
3	Issue for construction	PM	22/04/11	PM
4	Issue for construction	PM	22/04/11	PM
5	Issue for construction	PM	22/04/11	PM
6	Issue for construction	PM	22/04/11	PM
7	Issue for construction	PM	22/04/11	PM
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16	Issue for construction	PM	22/04/11	PM
17	Issue for construction	PM	22/04/11	PM
18	Issue for construction	PM	22/04/11	PM
19	Issue for construction	PM	22/04/11	PM
20	Issue for construction	PM	22/04/11	PM

ColladoCollins Architects
 Project: Tesco Master Brewer
 Freezeland Way, Hillingdon
 The Tesco Store
 Proposed Ground Floor
 Project No: 09032
 Drawing No: P1-110
 Revision: L

Format 25	KPI	Proposed
Gross External Area sq ft (sq m)	36291 (3372)	36130.9 (3635.4)
Gross Internal Area sq ft (sq m)	35029 (3210)	38136.5 (3545)
Net Sales sq ft (sq m)	24861 (2319)	25924.1 (2408)
Atrium Total GIA sq ft (sq m)	n/a	n/a
Cafe GIA sq ft (sq m)	n/a	n/a
Standard Parking Spaces	231	162
Parent & Child Spaces (6%)	10	7
Standard + PKC Parking Spaces	241	159
Parking Ratio (Spaces/sq m GEA)	1.14	1.22.8
Disabled Spaces (4% + 4)	14	20
Total Parking Spaces	255	179
5% parking spaces with electric charging point		9
10% parking spaces for passenger		27
Trolley Bays		7
Shore Land Take (Acres)	3.99	3.06
Variation from KPI	-9.91 (22.61%)	
PFS (no. of pumps)	n/a	n/a
PFS Land take	n/a	n/a
Variation from KPI	n/a	n/a
Hotel	n/a	84 beds
Parking Hotel	n/a	18
Private Residential		100
Affordable Residential		25
1 Bed 2 Person Units		38
2 Bed 3 Person Units		30
2 Bed 4 Person Units		48
3 Bed 5 Person Units		9
Total Resi Units		125
Resi Parking Spaces		99
Reason for variations from KPI's		



Name	Level	Number	Area
Retail Unit 01	Ground Floor	R01	310 m ²
Retail Unit 02	Ground Floor	R02	203 m ²
Retail Unit 03	Ground Floor	R03	210 m ²
Service Area 01	Ground Floor	R04	27 m ²
Refuse 01	Ground Floor	R05	9 m ²
Service Area 02	Ground Floor	R06	27 m ²
Refuse 02	Ground Floor	R07	10 m ²
Service Area 03	Ground Floor	R08	28 m ²
Refuse 03	Ground Floor	R09	9 m ²
Retail 01 mezzanine	mezzanine	R10	84 m ²
Retail 02 mezzanine	mezzanine	R11	60 m ²
Retail 03 mezzanine	mezzanine	R12	60 m ²
Plant well	mezzanine	R13	278 m ²
			1314 m ²

ColladoCollins Architects

Project: Tesco Master Brewer
Freezeiland Way, Hillingdon
The Retail Units - Proposed Mezzanine Level

Client: Tesco
1, 025 7965 2400
2, 025 7965 2410
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Drawn by: MAS
Check by: JMS
Date: 05/12/15

Scale: 1:100

Sheet No: P-1-122

Revision: E

NOTES

1. Check all dimensions on site.

2. All materials to be dealt with by way of condition.

3. All materials to be dealt with by way of condition.

4. All materials to be dealt with by way of condition.



Name	Level	Number	Area
Retail Unit 01	Ground Floor	R01	310 m²
Retail Unit 02	Ground Floor	R02	203 m²
Retail Unit 03	Ground Floor	R03	210 m²
Service Area 01	Ground Floor	R04	27 m²
Refuse 01	Ground Floor	R05	9 m²
Service Area 02	Ground Floor	R06	27 m²
Refuse 02	Ground Floor	R07	10 m²
Service Area 03	Ground Floor	R08	28 m²
Refuse 03	Ground Floor	R09	9 m²
Retail 01 mezzanine	mezzanine Level	R10	84 m²
Retail 02 mezzanine	mezzanine Level	R11	60 m²
Retail 03 mezzanine	mezzanine Level	R12	60 m²
Plant well	mezzanine Level	R13	275 m²
			1314 m²

ColladoCollins Architects

Project: Tesco Master Brewer
Freezealand Way, Hillingdon
The Retail Units - Proposed Ground Floor

Project No: 09032
Building Code: P-1-120
Revision: J

Client: Tesco
Date: 05/12/15
Scale: 1:100

Architect: ColladoCollins Architects
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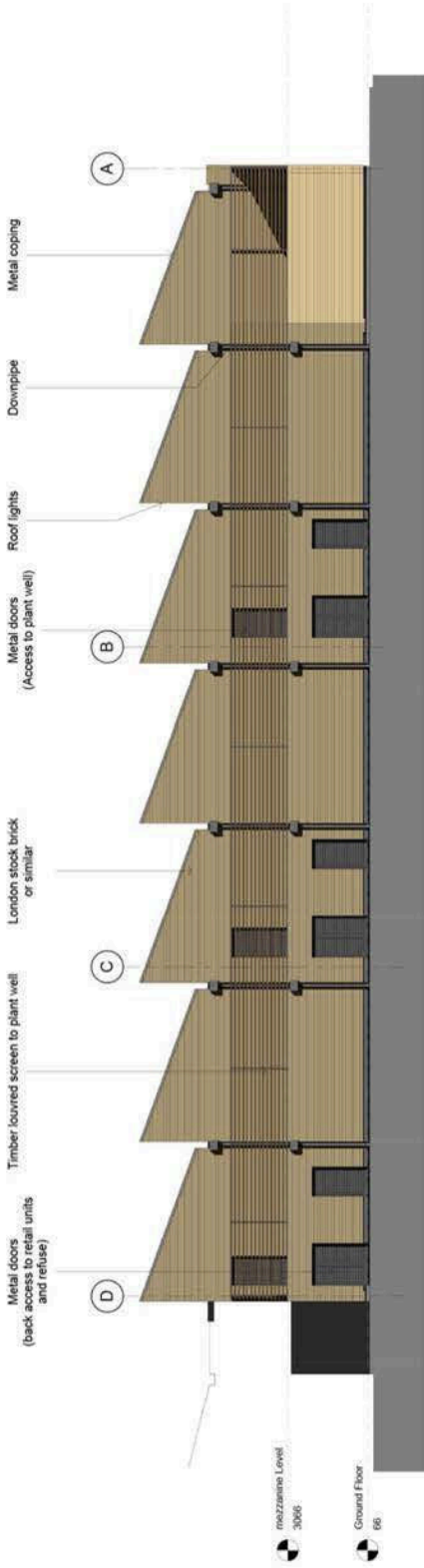
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2	Design team meeting	24/03/15	24/03/15	PM	PM
3	Check for construction	22/06/15	22/06/15	PM	PM
4	Check for construction	22/06/15	22/06/15	PM	PM
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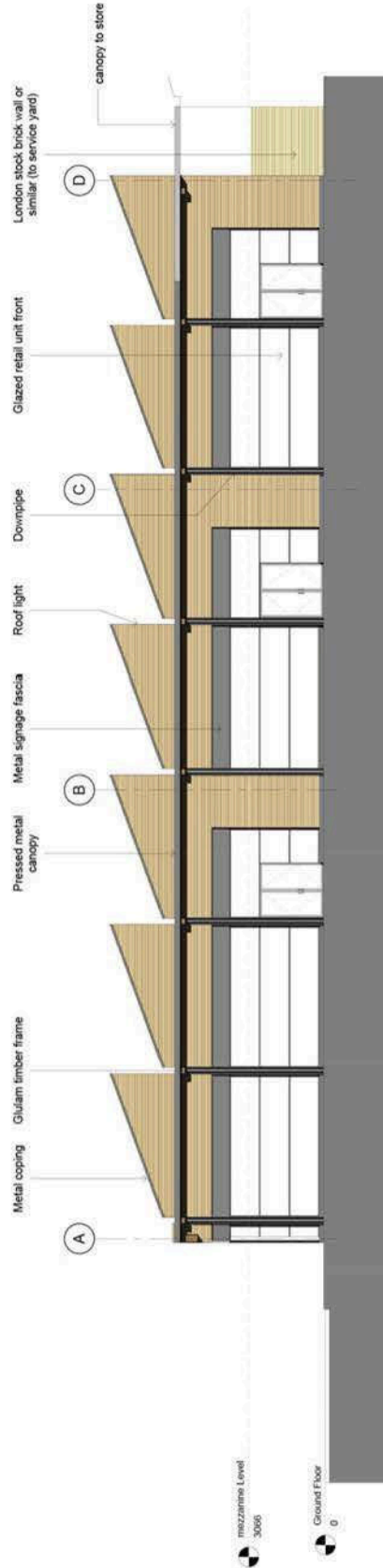
1. Ground Floor
1:100

All materials to be dealt with by way of condition

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2 West Elevation (back)
1 : 100



3 East Elevation (Front)
1 : 100

NOTES

Check that the building is in accordance with the Building Regulations. All materials to be dealt with by way of condition.

All materials to be dealt with by way of condition



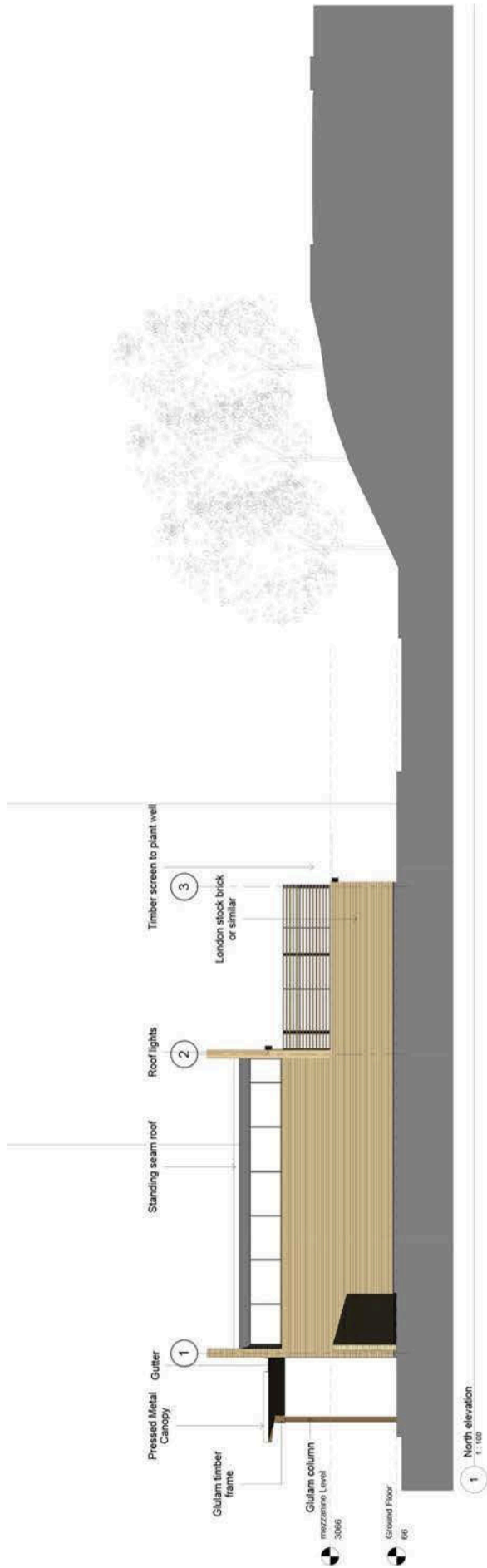
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Project: Tesco Master Brewer
Freezeland Way, Hillingdon
The Retail Units - Elevations

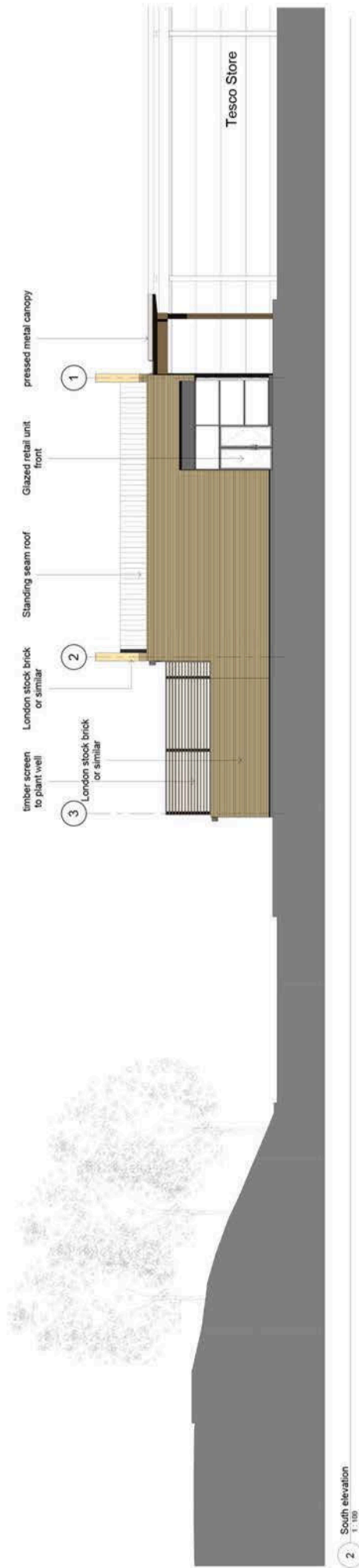
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Client: M&S
Date: 05/12/15
Scale: 1:100

Project No: 09032
Drawing No: P3-104
Revision: H



1 North elevation
1:100



2 South elevation
1:100

NOTES

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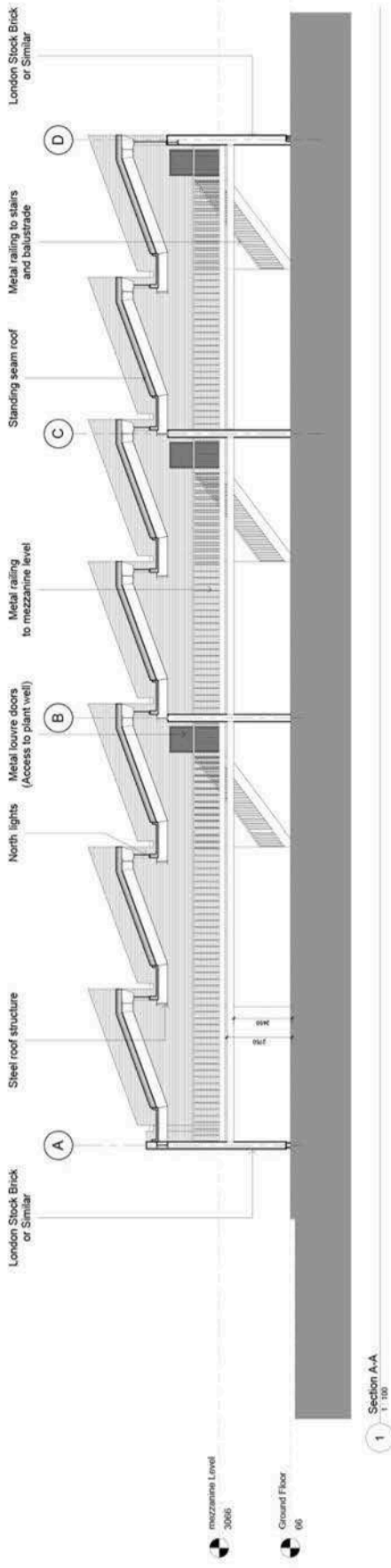
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Project: Tesco Master Brewer
Freeze Island Way, Hillingdon
The Retail Units - Elevations

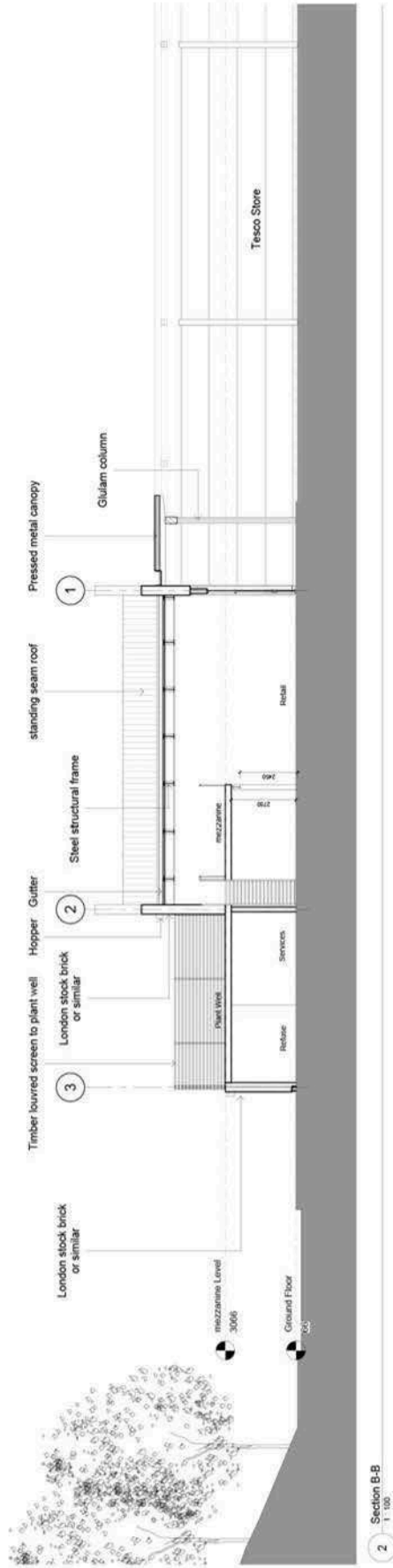
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Client: Tesco
Architect: ColladoCollins Architects
Date: 05/12/15
Scale: 1:100
Sheet No: P3-105
Drawing No: 09032

Revision: H



1 Section A-A
1:100



2 Section B-B
1:100

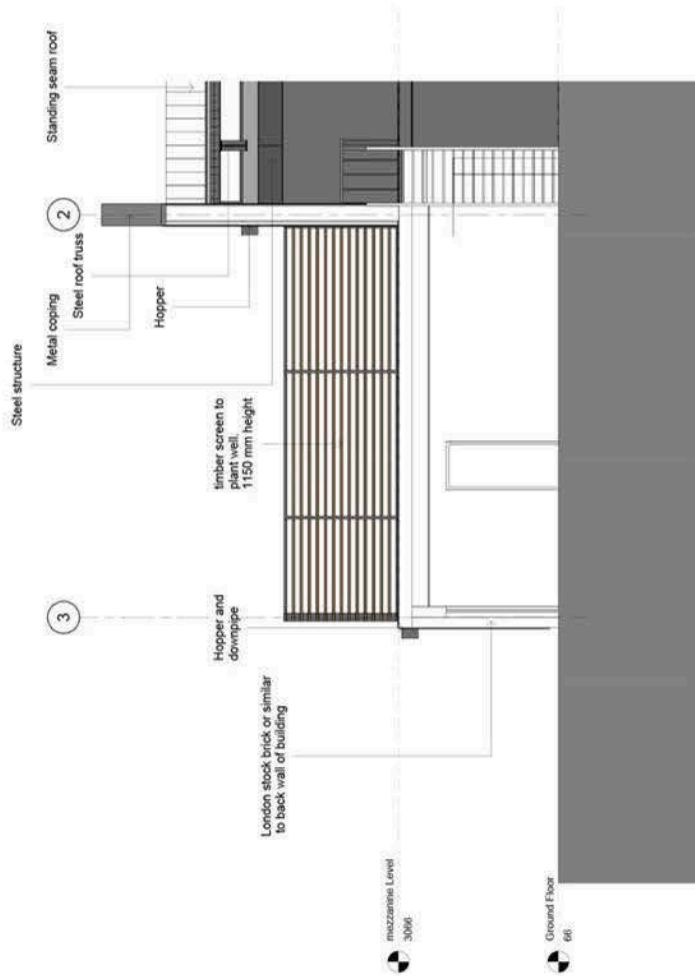
NOTES
 Check that the building
 complies with the relevant
 building regulations and
 standards for fire protection
 and structural stability.

All materials to be dealt with by way of condition

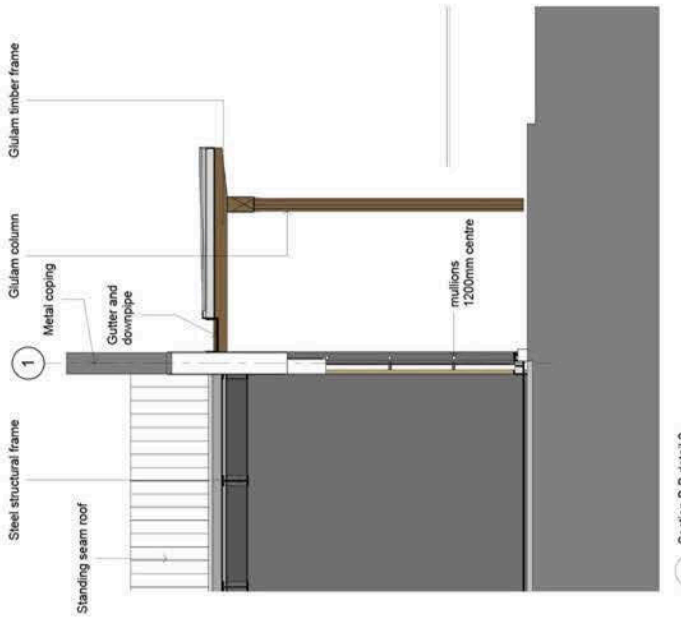


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 F: 020 7945 2471
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Date	05/12/15	Client	M&S	Drawn by	TRM	Checked by	P2-102	Revision	H
Time	04:11	Project No.	09032	Scale	1:100	Sheet No.			



1 Section B-B detail 1
1:50



2 Section B-B detail 2
1:50



3 View from south east corner
1:1

NOTES

Check all materials for availability
Check all dimensions for accuracy
Refer to the Project Manual for details
Dimensions are in millimetres unless otherwise stated

All materials to be dealt with by way of condition

ColladoCollins Architects

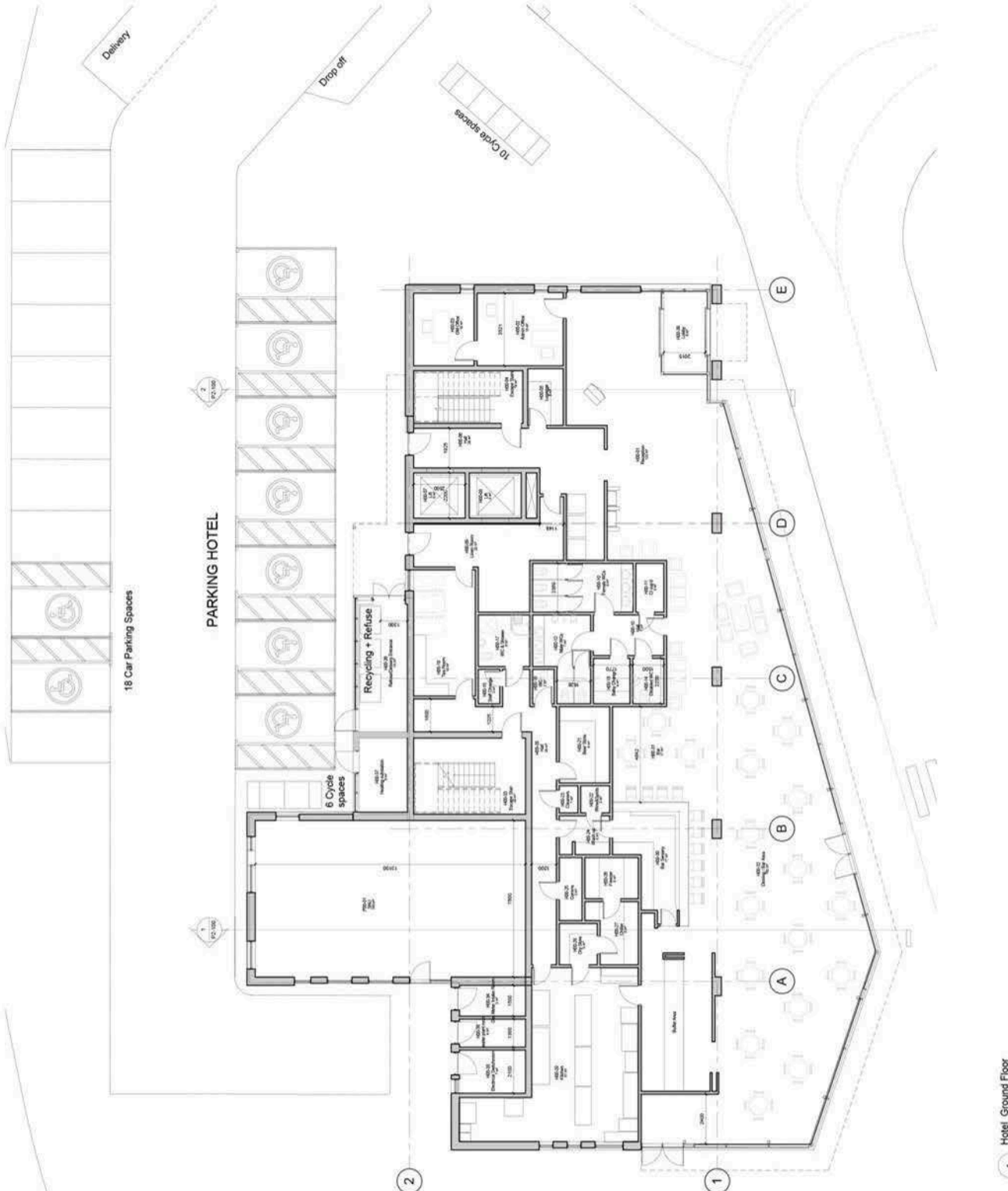
Project: Tesco Master Brewer
Freeze Island Way, Hillingdon
The Retail Units - Details and Images

ColladoCollins Architects
London W5 7DS
T: 020 7945 2400
F: 020 7945 2474
www.colladocollins.com

Client: Tesco
Drawn By: MAS
Check By: MAS
Date: 05/12/15
Project No: 09032

SPENHILL

Master Contractor



Level	Type of Use	Room Number	Room Area
level 00	Reception	H00-01	122 m ²
level 00	Admin Office	H00-02	15 m ²
level 00	GM Office	H00-03	10 m ²
level 00	Escape Stairs	H00-04	14 m ²
level 00	Luggage	H00-05	5 m ²
level 00	Lift	H00-06	28 m ²
level 00	Lift	H00-07	5 m ²
level 00	Lift	H00-08	6 m ²
level 00	Linin Room	H00-09	22 m ²
level 00	Female WCs	H00-10	8 m ²
level 00	Cup'd	H00-11	3 m ²
level 00	Male WCs	H00-12	7 m ²
level 00	Baby Change	H00-13	4 m ²
level 00	Disabled WC	H00-14	3 m ²
level 00	Hall	H00-15	7 m ²
level 00	WC	H00-16	2 m ²
level 00	WC & Shower	H00-17	6 m ²
level 00	Self Change	H00-18	2 m ²
level 00	Tea Room	H00-19	18 m ²
level 00	Hall	H00-20	26 m ²
level 00	Beer Store	H00-21	9 m ²
level 00	Wine&Spirits	H00-22	2 m ²
level 00	Cleaners	H00-23	1 m ²
level 00	Wash up	H00-24	5 m ²
level 00	Comms	H00-25	3 m ²
level 00	Freezer	H00-26	5 m ²
level 00	Chiller	H00-27	6 m ²
level 00	Dry Store	H00-28	4 m ²
level 00	Kitchen	H00-29	51 m ²
level 00	Bar	H00-30	17 m ²
level 00	Bar	H00-31	17 m ²
level 00	Dinning / Bar Area	H00-32	162 m ²
level 00	Escape Stair	H00-33	20 m ²
level 00	Gas Meter Intake	H00-34	5 m ²
level 00	Room	H00-35	7 m ²
level 00	Electrical Switchroom	H00-36	14 m ²
level 00	Refuse/Deelivery Entrance	H00-37	8 m ²
level 00	Heating substation	H00-38	4 m ²
level 00	water plant room	H00-39	9 m ²
level 00	Lobby	P00-01	100 m ²
level 00-40	SNU		781 m ²
level 00-40			781 m ²
Grand total:			40

1 Hotel_Ground Floor
1:100



NOTES

- Check all dimensions on site
- Check all dimensions on site
- Check all dimensions on site
- Check all dimensions on site

Rev	Date	By	Auth	Revised
1	11/03/11	PM	PM	
2	24/03/11	PM	PM	
3	22/04/11	PM	PM	
4	22/04/11	PM	PM	
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7	11/05/11	PM	PM	
8	24/01/12	PM	PM	
9	24/01/12	PM	PM	
10	24/01/12	PM	PM	

SPENHILL
Main Contractor

ColladoCollins Architects

Project: Master Brewer
Freezealand way, Hillington
The Hotel_Ground Floor Plan
Project No: 09032
Drawing No: P1-100
Revision: K



Level	Type of Use	Room Number	Room Area
level 01	Lift	H01-01	5 m ²
level 01	Lift	H01-02	5 m ²
level 01	Lobby	H01-03	13 m ²
level 01	Escape stairs	H01-04	14 m ²
level 01	Guest Room	H01-05	23 m ²
level 01	Guest Room	H01-06	22 m ²
level 01	Guest Room	H01-07	22 m ²
level 01	Guest Room	H01-08	23 m ²
level 01	Guest Room	H01-09	22 m ²
level 01	Guest Room	H01-10	22 m ²
level 01	Guest Room	H01-11	22 m ²
level 01	Guest Room	H01-12	22 m ²
level 01	Guest Room	H01-13	22 m ²
level 01	Guest Room	H01-14	25 m ²
level 01	Guest Room	H01-15	28 m ²
level 01	Guest Room	H01-16	22 m ²
level 01	Escape Stair	H01-17	19 m ²
level 01	Guest Room	H01-18	22 m ²
level 01	Guest Room	H01-19	22 m ²
level 01	Linen room	H01-20	21 m ²
level 01	risers	H01-21	2 m ²
level 01	storage	H01-22	2 m ²
level 01	corridor	H01-23	57 m ²
level 01: 23			453 m ²
Grand total:			23 m ²
			453 m ²



NOTES

Check all dimensions on site.
 Check all dimensions on site.
 Check all dimensions on site.
 Check all dimensions on site.

Per: **Notes**
 A: Approved by the architect
 B: Approved by the engineer
 C: Approved by the contractor

Per	Date	By	For
Per	20/11/12	Per	Per
Per	20/11/12	Per	Per



ColladoCollins Architects

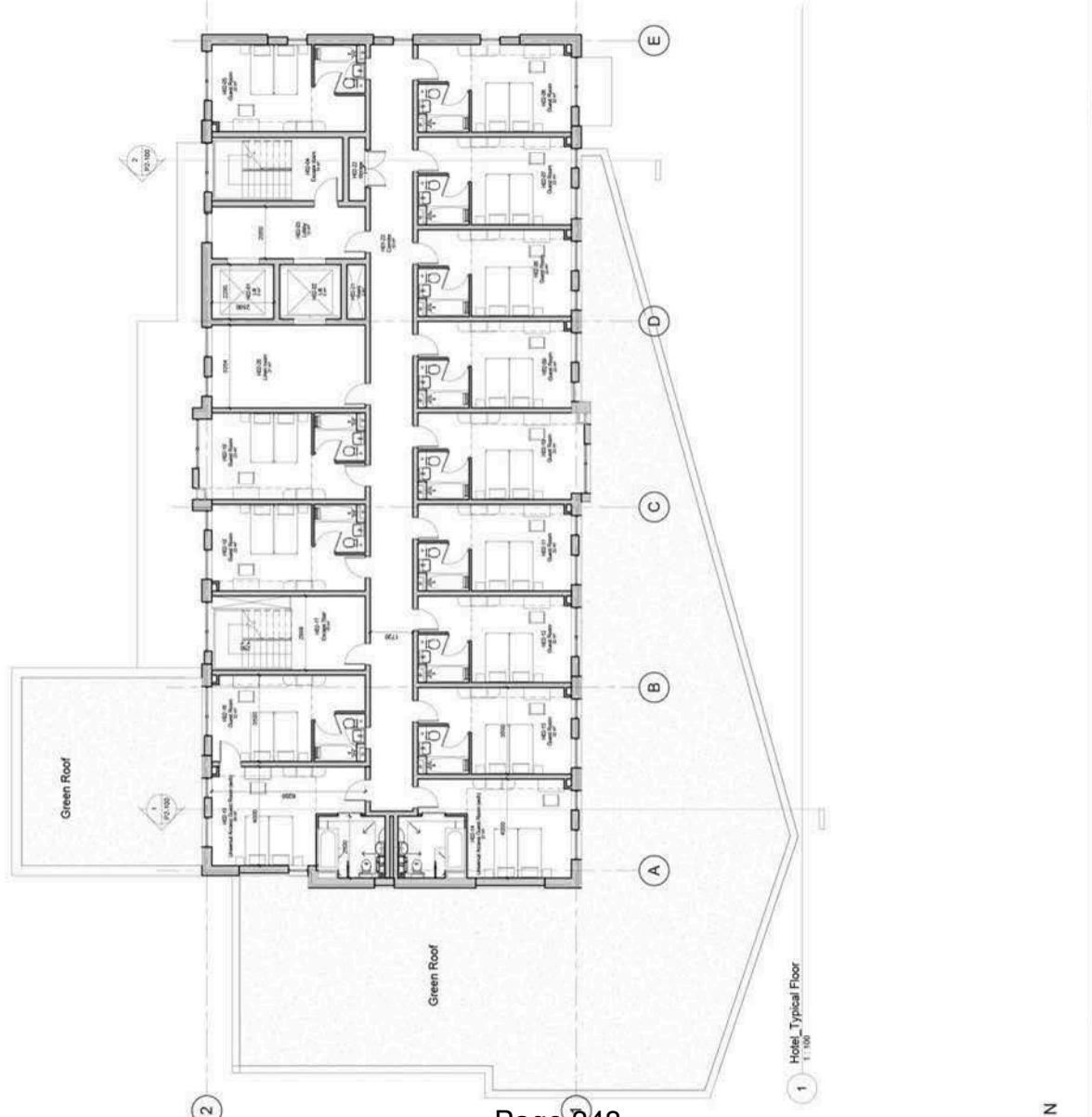
Project: **Master Brewer**
Freeze Island way, Hillingdon
 The **Hotel_ First Floor**

Issue No: 12/12/11
 Date: 12/12/11
 Scale: 1:100

Project No: **09032**
 Drawing No: **P1-103**
 Revision: **C**

Level	Type of Use	Room Number	Room Area
Level 01	Corridor	H01-23	53 m²
Level 02	Lift	H02-01	5 m²
Level 02	Lobby	H02-02	5 m²
Level 02	Escape stairs	H02-03	13 m²
Level 02	Guest Room	H02-04	14 m²
Level 02	Guest Room	H02-05	22 m²
Level 02	Guest Room	H02-06	22 m²
Level 02	Guest Room	H02-07	22 m²
Level 02	Guest Room	H02-08	22 m²
Level 02	Guest Room	H02-09	22 m²
Level 02	Guest Room	H02-10	23 m²
Level 02	Guest Room	H02-11	22 m²
Level 02	Guest Room	H02-12	22 m²
Level 02	Guest Room	H02-13	22 m²
Level 02	Guest Room	H02-14	27 m²
Level 02	Universal Access Guest Room (wth)	H02-15	28 m²
Level 02	Universal Access Guest Room	H02-16	22 m²
Level 02	Guest Room	H02-17	19 m²
Level 02	Escape Stair	H02-18	22 m²
Level 02	Guest Room	H02-19	23 m²
Level 02	Guest Room	H02-20	21 m²
Level 02	Guest Room	H02-21	2 m²
Level 02	Guest Room	H02-22	2 m²
Level 02	Guest Room	H02-23	451 m²
Level 03	Lift	H03-01	6 m²
Level 03	Lobby	H03-02	13 m²
Level 03	Escape stairs	H03-03	15 m²
Level 03	Guest Room	H03-04	15 m²
Level 03	Guest Room	H03-05	22 m²
Level 03	Guest Room	H03-06	22 m²
Level 03	Guest Room	H03-07	22 m²
Level 03	Guest Room	H03-08	22 m²
Level 03	Guest Room	H03-09	22 m²
Level 03	Guest Room	H03-10	22 m²
Level 03	Guest Room	H03-11	22 m²
Level 03	Guest Room	H03-12	22 m²
Level 03	Guest Room	H03-13	23 m²
Level 03	Guest Room	H03-14	27 m²
Level 03	Universal Accessible Guest Room	H03-15	28 m²
Level 03	Guest Room	H03-16	22 m²
Level 03	Escape Stair	H03-17	19 m²
Level 03	Guest Room	H03-18	22 m²
Level 03	Guest Room	H03-19	22 m²
Level 03	Guest Room	H03-20	21 m²
Level 03	Linen Room	H03-21	2 m²
Level 03	Storage	H03-22	2 m²
Level 03	Guest Room	H03-23	53 m²
Level 03	Guest Room	H03-24	452 m²
Level 04	Lift	H04-01	5 m²
Level 04	Lobby	H04-02	5 m²
Level 04	Escape stairs	H04-03	13 m²
Level 04	Guest Room	H04-04	14 m²
Level 04	Guest Room	H04-05	22 m²
Level 04	Guest Room	H04-06	22 m²
Level 04	Guest Room	H04-07	22 m²
Level 04	Guest Room	H04-08	22 m²
Level 04	Guest Room	H04-09	22 m²
Level 04	Guest Room	H04-10	22 m²
Level 04	Guest Room	H04-11	23 m²
Level 04	Guest Room	H04-12	22 m²
Level 04	Guest Room	H04-13	22 m²
Level 04	Guest Room	H04-14	27 m²
Level 04	Guest Room	H04-15	26 m²
Level 04	Guest Room	H04-16	22 m²
Level 04	Escape Stair	H04-17	15 m²
Level 04	Guest Room	H04-18	22 m²
Level 04	Guest Room	H04-19	22 m²
Level 04	Guest Room	H04-20	25 m²
Level 04	Linen Room	H04-21	53 m²
Level 04	Storage	H04-22	2 m²
Level 04	Storage	H04-23	451 m²
Grand total: 115			

Level	Type of Use	Room Number	Room Area
Level 05	Lift	H05-01	5 m²
Level 05	Lobby	H05-02	5 m²
Level 05	Escape stairs	H05-03	13 m²
Level 05	Guest Room	H05-04	14 m²
Level 05	Guest Room	H05-05	22 m²
Level 05	Guest Room	H05-06	23 m²
Level 05	Guest Room	H05-07	22 m²
Level 05	Guest Room	H05-08	22 m²
Level 05	Guest Room	H05-09	22 m²
Level 05	Guest Room	H05-10	22 m²
Level 05	Guest Room	H05-11	22 m²
Level 05	Guest Room	H05-12	22 m²
Level 05	Guest Room	H05-13	22 m²
Level 05	Universal accessible Guest Room (wth)	H05-14	27 m²
Level 05	Universal accessible Guest Room	H05-15	29 m²
Level 05	Guest Room	H05-16	22 m²
Level 05	Escape Stair	H05-17	19 m²
Level 05	Guest Room	H05-18	22 m²
Level 05	Guest Room	H05-19	22 m²
Level 05	Linen Room	H05-20	21 m²
Level 05	Guest Room	H05-21	2 m²
Level 05	Storage	H05-22	2 m²
Level 05	Storage	H05-23	53 m²
Level 05	Storage	H05-24	451 m²
Level 06	Lift	H06-01	5 m²
Level 06	Lobby	H06-02	5 m²
Level 06	Escape stairs	H06-03	13 m²
Level 06	Guest Room	H06-04	14 m²
Level 06	Guest Room	H06-05	22 m²
Level 06	Guest Room	H06-06	22 m²
Level 06	Guest Room	H06-07	22 m²
Level 06	Guest Room	H06-08	22 m²
Level 06	Guest Room	H06-09	22 m²
Level 06	Guest Room	H06-10	22 m²
Level 06	Guest Room	H06-11	22 m²
Level 06	Guest Room	H06-12	22 m²
Level 06	Guest Room	H06-13	22 m²
Level 06	Universal accessible Guest Room (wth)	H06-14	27 m²
Level 06	Guest Room	H06-15	26 m²
Level 06	Escape Stair	H06-16	22 m²
Level 06	Guest Room	H06-17	19 m²
Level 06	Guest Room	H06-18	22 m²
Level 06	Guest Room	H06-19	22 m²
Level 06	Linen Room	H06-20	21 m²
Level 06	Guest Room	H06-21	2 m²
Level 06	Storage	H06-22	2 m²
Level 06	Guest Room	H06-23	53 m²
Level 06	Guest Room	H06-24	450 m²
Grand total: 115			



ColladoCollins Architects

Project: Master Brewer Freezeland way, Hillingdon
The Hotel_Typical Floor

ColladoCollins Architects
1, 102-110, 2005-2010
2, 102-110, 2005-2010
3, 102-110, 2005-2010

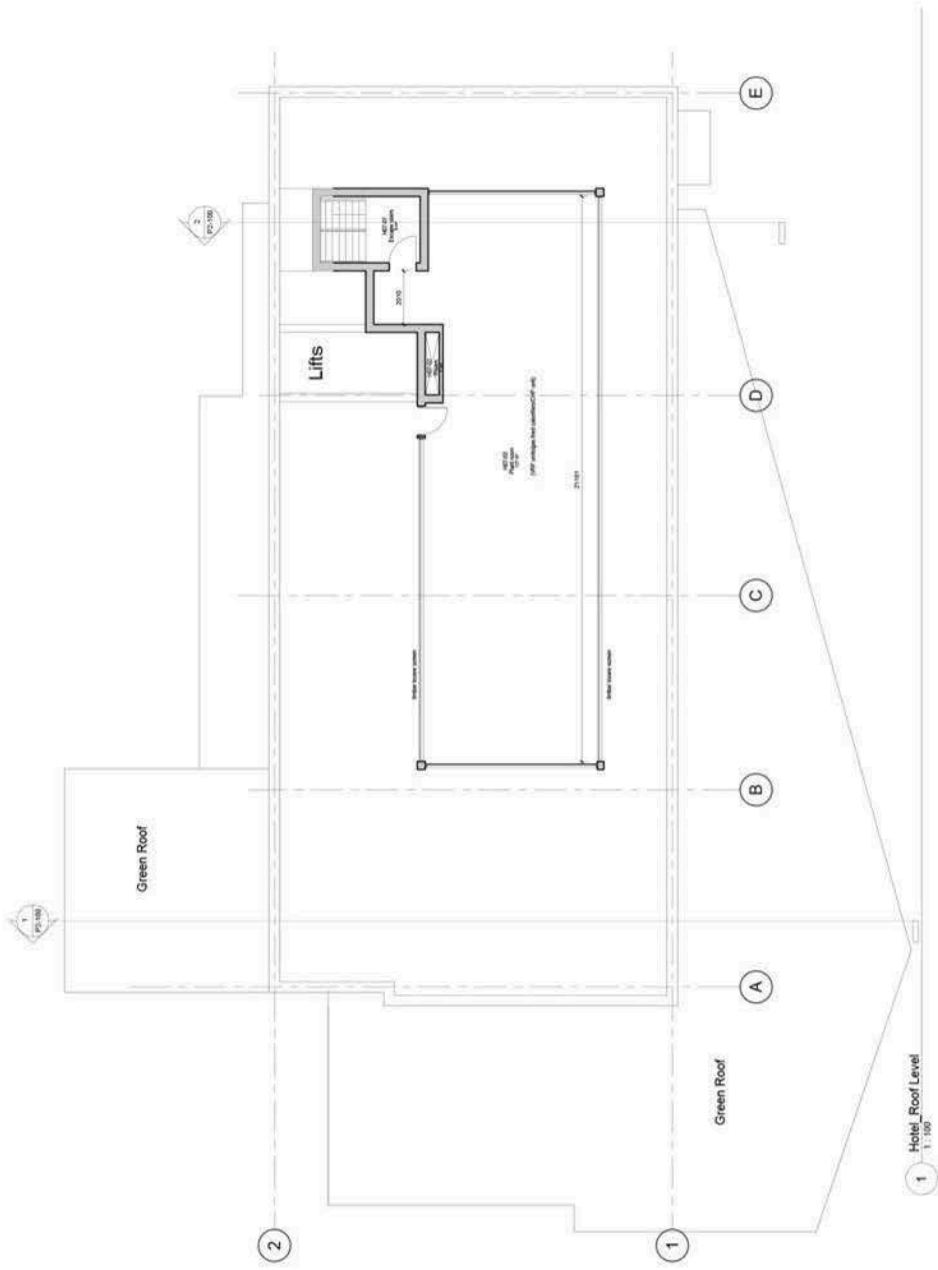
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Check by: [Name]
Date: 20/04/15

Scale: 1:100

SPENHILL

Notes:
1. Design based on requirements
2. Check all dimensions as per
3. Check all dimensions as per
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13. Check all dimensions as per
14. Check all dimensions as per
15. Check all dimensions as per

Project No: 09032
Drawing No: P1-101
Revision: J



Room Schedule Roof Level			
Level	Type of Use	Room Number	Room Area
level 07	Escape stairs	H07-01	8 m ²
level 07	Risers	H07-02	1 m ²
level 07	Plant room	H07-03	137 m ²
level 07: 3			146 m ²
Grand total: 3			146 m ²



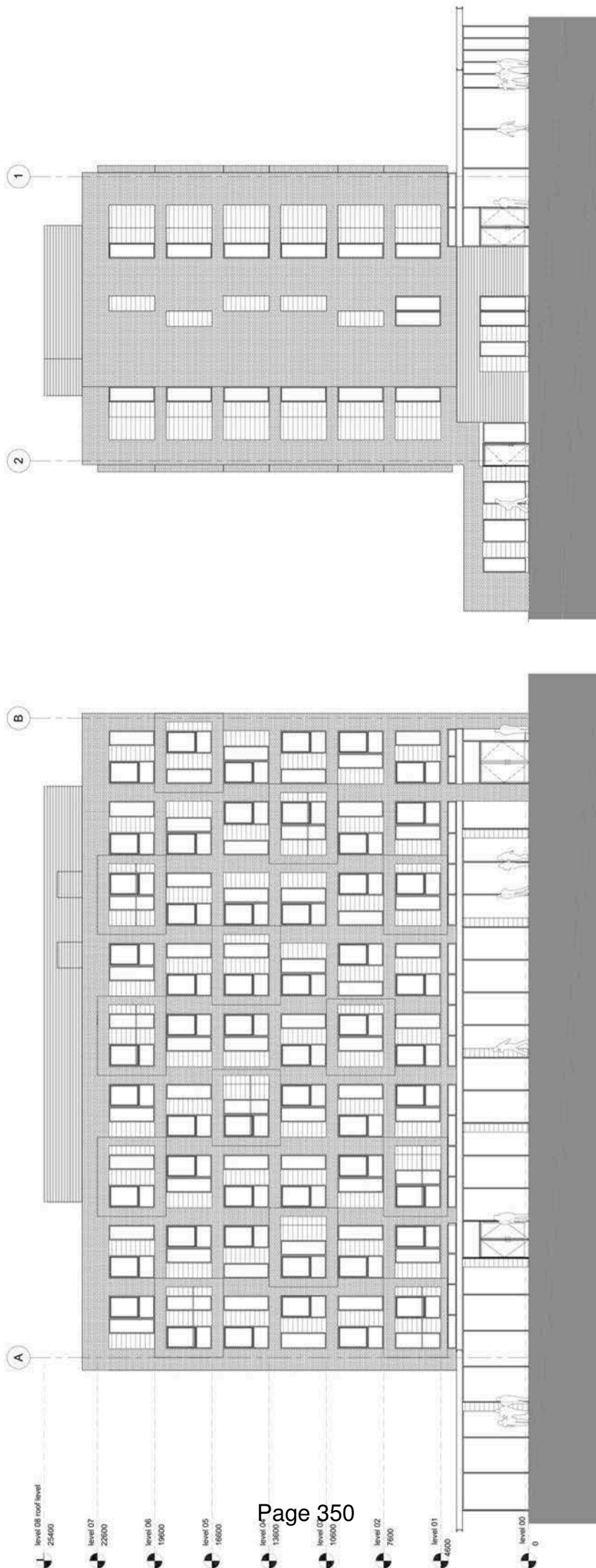
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Check all dimensions on site.
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 Check all dimensions on site.
 Check all dimensions on site.

Rev.	Issue	By	Date	Auth.	Client
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2	Design team meeting	SP	24/03/11	PM	Client
3	Issue for work	SP	22/04/11	PM	Client
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10	Issue for work	SP	22/04/11	PM	Client
11	Issue for work	SP	22/04/11	PM	Client
12	Issue for work	SP	22/04/11	PM	Client



ColladoCollins Architects
 Project: Master Brewer
 Freezeland way, Hillingdon
 The Hotel_Roof Level
 Issue: 11/03/11
 Scale: 1:100
 Drawing No: P-1-102
 Revision: J



- level 08 roof level 25400
- level 07 22000
- level 06 19000
- level 05 16000
- level 04 13000
- level 03 10000
- level 02 7000
- level 01 4000
- level 00

1 Front Elevation
1:100

2 Side elevation_South
1:100

NOTES
 1. All work shall be in accordance with the current edition of the Building Regulations and the Building Control Authority's requirements.

Note: All material to be dealt with by way of condition.

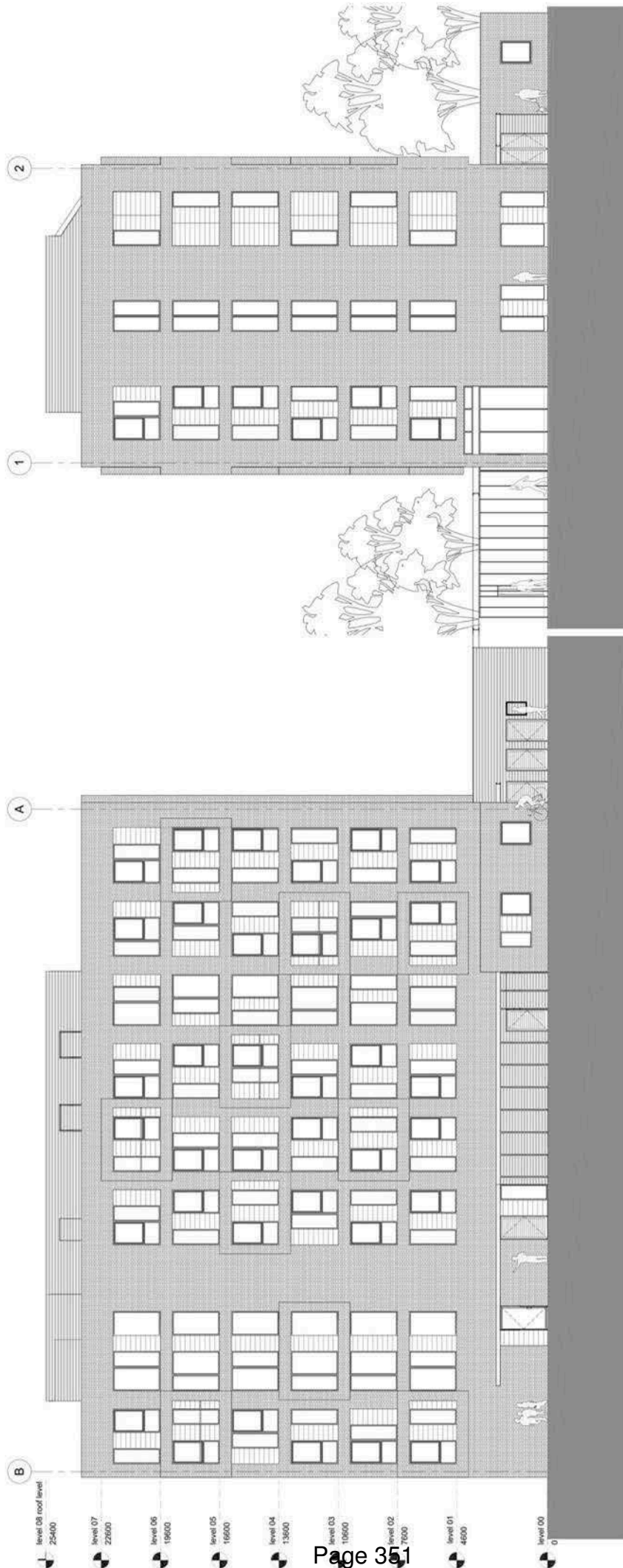
SPENHILL
 Main Contractor

ColladoCollins Architects

Project: Master Brewer
 Freezeiland way, Hillingdon
 The Hotel_Elevations 1 of 2

Issue: 03/03/11
 Scale: 1:100
 Drawing No: 09032
 Drawing Title: P3-100
 Revision: J

Author: J.C. [unreadable]
 Designer: J.C. [unreadable]
 Checker: J.C. [unreadable]
 Date: 09/03/11



2 Side elevation_North
1:100

1 Back Elevation
1:100

NOTES
 1. All work shall be in accordance with the relevant standards and specifications.
 2. All work shall be in accordance with the relevant standards and specifications.
 3. All work shall be in accordance with the relevant standards and specifications.

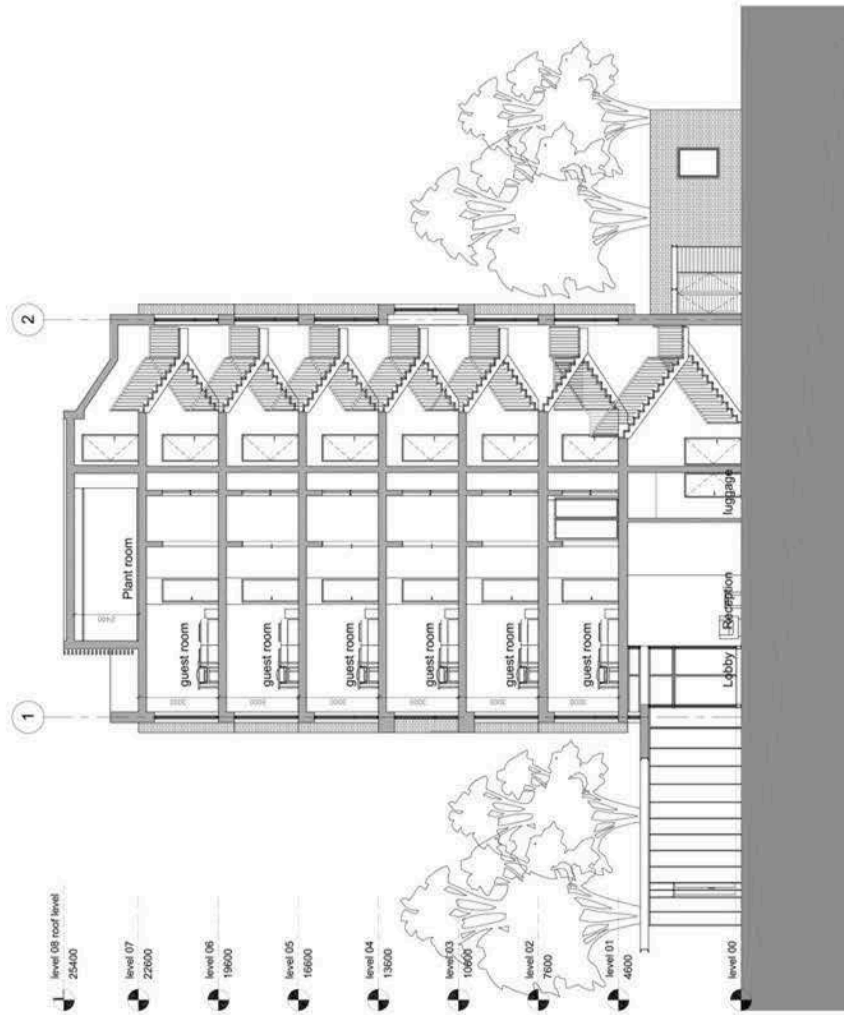
Note: All materials to be dealt with by way of condition



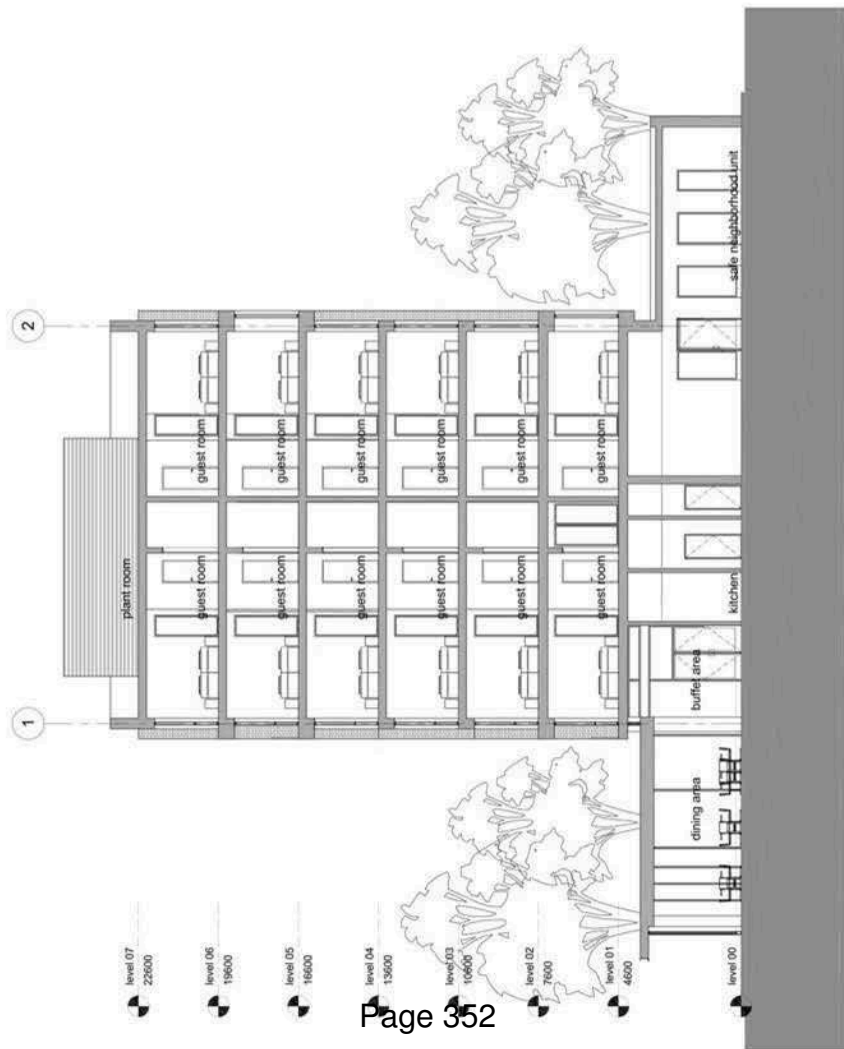
CollaocoCollins Architects
 Master Brewer
 Freezeiland way, Hillingdon
 The Hotel_Elevations 2 of 2

CollaocoCollins Architects
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Project No.	09032	Revision No.	P3-101	Revision	J
Client	Master Brewer	Project Name	Freezeiland way, Hillingdon	Project No.	09032
Architect	CollaocoCollins Architects	Project No.	09032	Revision No.	P3-101
Scale	1:100	Revision	J	Project Name	Freezeiland way, Hillingdon



2 Hotel Section B-B
1:100



1 Section A-A
1:100

NOTES

1. All work to be done in accordance with the relevant standards and specifications. 2. All work to be done in accordance with the relevant standards and specifications. 3. All work to be done in accordance with the relevant standards and specifications.



Master Consultant

Client

Project No. 09032

Project Name: Master Brewer Freezeland way, Hillingdon

Project Location: The Hotel Sections

Project No. 09032

Project Name: Master Brewer Freezeland way, Hillingdon

Project Location: The Hotel Sections

Project No. 09032

Project Name: Master Brewer Freezeland way, Hillingdon

Project Location: The Hotel Sections

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Project Location: The Hotel Sections

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Project Name: Master Brewer Freezeland way, Hillingdon

Project Location: The Hotel Sections

Project No. 09032

Project Name: Master Brewer Freezeland way, Hillingdon

Project Location: The Hotel Sections

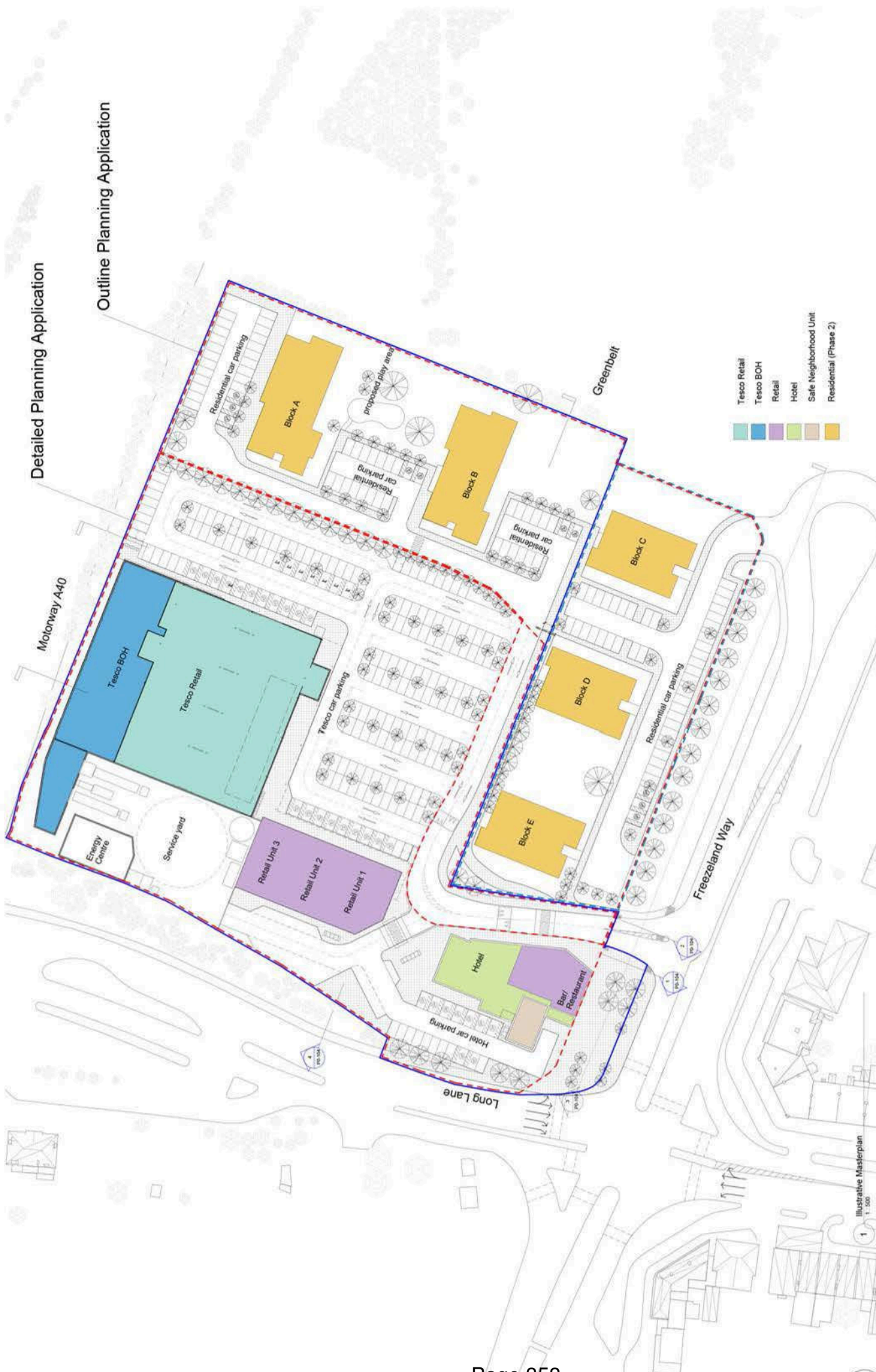
Project No. 09032

Project Name: Master Brewer Freezeland way, Hillingdon

Project Location: The Hotel Sections

Detailed Planning Application

Outline Planning Application



Legend:

- Tesco Retail
- Tesco BOH
- Retail
- Hotel
- Safe Neighborhood Unit
- Residential (Phase 2)

ColladoCollins Architects

Project: Tesco Master Brewer
Freezeland Way, Hillingdon
The Illustrative Masterplan

ColladoCollins Architects
1057-1060 20th
London W20 7JN
T: 020 7546 2400
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www.colladocollins.com

Client: Tesco
Date: 01/09/11
Scale: 1:500
Drawing No: PD-106
Revision: G

SPENHILL

Client: Tesco
Masterplan

Rev	Date	By	Check	Scale	Notes
1	23.07.11	PM	PM	1:500	Final Masterplan
2	23.08.11	PM	PM	1:500	Final Masterplan
3	23.08.11	PM	PM	1:500	Final Masterplan
4	23.08.11	PM	PM	1:500	Final Masterplan
5	23.08.11	PM	PM	1:500	Final Masterplan
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9	23.08.11	PM	PM	1:500	Final Masterplan
10	23.08.11	PM	PM	1:500	Final Masterplan

NOTES

- 1. Illustrative Masterplan 1:500
- Freehold site owned by Tesco Stores Limited
- Land subject to application
- Land owned by Hillingdon

Note: For trees provision please refer to Landscape Drawings

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Detailed Planning Application

Outline Planning Application



1 Roof plan 1:500

NOTES
 Check all dimensions on site.
 Refer to the project file for details only.
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Note: For trees provision please refer to Landscape Drawings

Rev	Date	By	Auth	Client
1	11/03/11	PM	PM	SPENHILL
2	24/03/11	PM	PM	
3	28/03/11	PM	PM	
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ColladoCollins Architects

Project: Tesco Master Brewer
 Freezeland Way, Hillingdon
 Illustrative masterplan
 Roof Level

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 105-106 The Quadrant
 London W2 2JH
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 www.colladocollins.com

Client: Tesco
 Date: 01/09/11
 Scale: 1:500
 Drawing No: PD-105
 Revision: L

SPENHILL

Master Contractor



1 Section A-A
1:500



2 Section B-B
1:500

NOTES

- Check all dimensions on site
- Check all dimensions on plan
- Submit to local Planning Authority
- Submit to local Planning Authority
- Submit to local Planning Authority

- Rev: 01
- Issue: 01
- Date: 11/03/11
- By: [Signature]
- For: [Signature]
- Check: 08/05/11
- By: [Signature]
- For: [Signature]
- Check: 20/05/12
- By: [Signature]
- For: [Signature]
- Check: 11/03/12
- By: [Signature]
- For: [Signature]

Client:

SPENHILL
Main Contractor

ColladoCollins Architects

Project: Tesco Master Brewer
Freezeiland Way, Hillingdon
Detailed planning application
Existing Site Sections
Project No: 09032
Building Code: PO-101
Revision: D

WOODLAND BELT - Proposed planting schedule for Sites 1 and 2 (Part of 10000000000000000000)

Type	Code	Quantity	Planting Date	Planting Method	Planting Location	Planting Details	Planting Notes
CLIMBER	1000	10	10/20/21	10/20/21	10/20/21	10/20/21	10/20/21
CLIMBER	1001	10	10/20/21	10/20/21	10/20/21	10/20/21	10/20/21
CLIMBER	1002	10	10/20/21	10/20/21	10/20/21	10/20/21	10/20/21
CLIMBER	1003	10	10/20/21	10/20/21	10/20/21	10/20/21	10/20/21
CLIMBER	1004	10	10/20/21	10/20/21	10/20/21	10/20/21	10/20/21
CLIMBER	1005	10	10/20/21	10/20/21	10/20/21	10/20/21	10/20/21
CLIMBER	1006	10	10/20/21	10/20/21	10/20/21	10/20/21	10/20/21
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CLIMBER	1009	10	10/20/21	10/20/21	10/20/21	10/20/21	10/20/21
CLIMBER	1010	10	10/20/21	10/20/21	10/20/21	10/20/21	10/20/21
CLIMBER	1011	10	10/20/21	10/20/21	10/20/21	10/20/21	10/20/21
CLIMBER	1012	10	10/20/21	10/20/21	10/20/21	10/20/21	10/20/21
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CLIMBER	1025	10	10/20/21	10/20/21	10/20/21	10/20/21	10/20/21
CLIMBER	1026	10	10/20/21	10/20/21	10/20/21	10/20/21	10/20/21
CLIMBER	1027	10	10/20/21	10/20/21	10/20/21	10/20/21	10/20/21
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CLIMBER	1037	10	10/20/21	10/20/21	10/20/21	10/20/21	10/20/21
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CLIMBER	1039	10	10/20/21	10/20/21	10/20/21	10/20/21	10/20/21
CLIMBER	1040	10	10/20/21	10/20/21	10/20/21	10/20/21	10/20/21

TYPICAL PLANTING MATRIX FOR WOODLAND BELT 50 x 20m

WOODLAND BELT MANAGEMENT GUIDELINES

MANAGEMENT OBJECTIVES

- 1. Create a native woodland of predominantly Oak and Ash.
- 2. Using a mix of tree sizes at the planting to ensure the woodland can quickly become self-sustaining and resilient.
- 3. Choose species of Oak, Ash and Hawthorn that are well adapted to the site conditions and can grow quickly.
- 4. Consider the mix and become self-sustaining and resilient.

WOODLAND BELT SPECIES

MANAGEMENT OBJECTIVES

- 1. Create a native woodland of predominantly Oak and Ash.
- 2. Using a mix of tree sizes at the planting to ensure the woodland can quickly become self-sustaining and resilient.
- 3. Choose species of Oak, Ash and Hawthorn that are well adapted to the site conditions and can grow quickly.
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WOODLAND BELT SPECIES

MANAGEMENT OBJECTIVES

- 1. Create a native woodland of predominantly Oak and Ash.
- 2. Using a mix of tree sizes at the planting to ensure the woodland can quickly become self-sustaining and resilient.
- 3. Choose species of Oak, Ash and Hawthorn that are well adapted to the site conditions and can grow quickly.
- 4. Consider the mix and become self-sustaining and resilient.



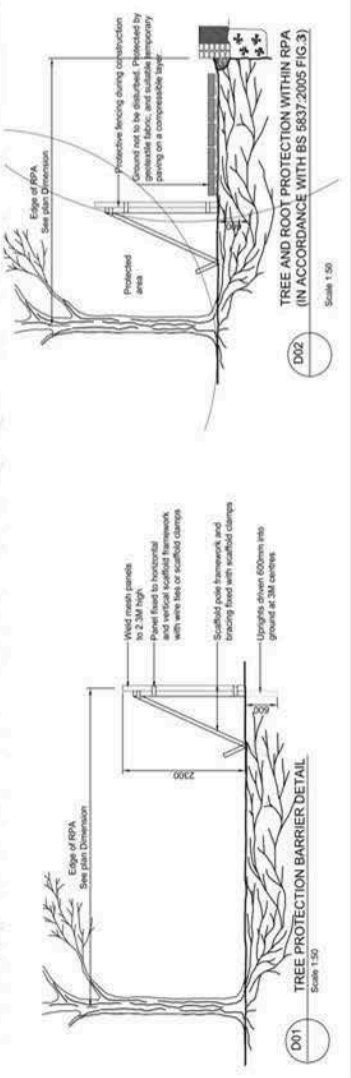
NOTES:

1. This drawing is to be read in conjunction with all relevant information from the design team.
2. The contractor is to check and verify all levels and dimensions before construction. Any discrepancies are to be brought to the attention of Grounding Ltd in writing before commencing on site.
3. All dimensions in mm, unless otherwise stated.
4. Do not scale from this drawing.
5. All sub-base and concrete design and specification to be confirmed with manufacturers written instructions.
6. Waterproofing of any element to be specified by others.
7. All proprietary products shall be installed in accordance with manufacturers written instructions.
8. Plant numbers are an indication only and plants should be ordered to suit site areas in accordance with appropriate plant schedules.
9. Any proposed plant substitution shall be agreed with the landscape architect prior to ordering.

Land owned by Special Regeneration Ltd
 Council owned land

Tree Removal Note:
 This drawing to be read in conjunction with Broad Oak Tree Consultants Ltd arboricultural report
 Tree Consultants Ltd arboricultural report
 Tree Categorisation summary:
 Category A:
 Those of high quality and value
 A1- Many arboricultural values
 A2- Many landscape values
 A3- Many cultural values, including conservation
 Category B:
 Those of moderate quality and value
 B1- Many arboricultural values
 B2- Many landscape values
 B3- Many cultural values, including conservation
 Category C:
 Those of low quality and value
 C1- Many arboricultural values
 C2- Many landscape values
 C3- Many cultural values, including conservation
 Category R:
 Trees in such poor condition (physiological and structural), which should, in the current contract, be removed for reasons of sound arboricultural management
TREE PROTECTION/REMOVAL NOTES:
 NOTES:
 1. This drawing is to be read in conjunction with all relevant contract documentation from the design team, with any conflicting information to be brought to the attention of Grontmij Ltd in writing before commencing on site.
 2. The contractor is to check and verify all levels and dimensions before construction. Any discrepancies are to be reported to the attention of Grontmij Ltd in writing before commencing on site.
 3. All dimensions in mm, unless otherwise stated.
 4. Do not scale from this drawing.
 5. A qualified tree surgeon is to carry out all work in accordance with BS 3998:1989 / Recommendations for Tree Work
 6. (i) All trees shown for retention will have protective measures installed in accordance with BS 5837:2005 (ii) Protection to consist of the erection of a braced scaffold, vertical and horizontal framework (as shown in figure 1), which shall extend beyond either the crown or the root system, whichever is the greater distance. Where this is not possible approval must be obtained from the Contract Administrator for the alignment of any protective measures.
 (ii) No work on site (including the pre-construction delivery of equipment or materials or the creation of the scaffold) shall be undertaken until in writing by the Contract Administrator and the protective barriers erected to their satisfaction. Once erected, the protective fencing to be erected in accordance with the prior agreement of the Contract Administrator on additional protective measures.
 (iii) The contractor shall be at least 200mm from the outermost part of the tree canopy and soil, subsoil, concrete and similar friable materials or substrata must not be soiled or prepared less than 100mm from the specified above, trees to be protected using solid panel Hera type fencing as indicated. Work within this area is to be carried out using hand tools to avoid damage to the protective bark covering outer roots.
 9. All tree works to be carried out during the period 10.00 hours from Mon to Sat, 09.00 hours on Sun and public holidays. All works are to be agreed with Hillingdon Authority in writing.
 11. All works within Root Protection Areas to be carried out by hand.

FOR PLANNING
 PROJECT TITLE: HILLINGDON RESIDENTIAL MIXED USE
 DRAWING STATUS: FOR PLANNING
 CLIENT: Spenhill Ltd
 33 Stavens Way, LONDON SE11 4AA
 T: +44 (0)20 627 6338
 E: landscape.architect@grontmij.co.uk
 DRAWING NUMBER: W105860L10
 DATE: 11/08/2021
 SCALE: 1:50
 SHEET: 1 OF 1
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 APPROVED BY: [Name]
 DATE: 11/08/2021
 PROJECT NUMBER: W105860L10
 DRAWING NUMBER: W105860L10
 SHEET: 1 OF 1



Tree Removal Note:
This drawing to be read in conjunction with Broad Oak Tree Consultants Ltd arboricultural report
Tree Consultants Ltd arboricultural report

Tree Categorisation Summary:
Category A:
A1- High quality and value
A2- Many arboricultural values
A3- Many landscape values
A4- Many cultural values, including conservation

Category B:
B1- Moderate quality and value
B2- Many arboricultural values
B3- Many landscape values
B4- Many cultural values, including conservation

Category C:
C1- Low quality and value
C2- Many arboricultural values
C3- Many landscape values
C4- Many cultural values, including conservation

Category R:
Trees in such poor condition (physiological and structural), that they are likely to be removed and which should, in the current context, be removed for reasons of sound arboricultural management

TREE PROTECTION/REMOVAL NOTES:

1. This drawing is to be read in conjunction with all relevant contract documentation from the design team, with any conflicting information to be brought to the attention of Grontmij Ltd in writing before commencing on site.
2. The contractor is to check and verify all levels and dimensions before construction. Any discrepancies are to be reported to the attention of Grontmij Ltd in writing before commencing on site.
3. All dimensions in mm, unless otherwise stated.
4. Do not scale from this drawing.
5. A qualified tree surgeon is to carry out all work in accordance with BS 3998:1989 / Recommendations for Tree Work
6. (i) All trees shown for retention will have protective measures in place in accordance with BS 5837:2005 (ii) Protection to consist of the erection of a braced scaffold, vertical and horizontal framework (as shown in figure 1), which shall extend beyond either the crown or the root system, whichever is the greater distance. Where this is not possible approval must be obtained from the Contract Administrator for the alignment of any protective measures.
7. No work on site (including the pre-construction delivery of equipment or materials or the creation of the scaffold) shall be undertaken until in writing by the Contract Administrator and the protective barriers erected to their satisfaction. Once erected, the protective fencing to be retained and subject to management to remain in place until the end of the project.
8. There shall be no raising or lowering of levels, no storage of soil, debris or building materials, and no excavation or other work undertaken under any circumstances, except with the written consent and advice of the Contract Administrator on additional protective measures.
9. All tree works to be carried out by a competent person, and shall be at least 200mm from the outermost part of the tree stem and oil, sludge, concrete and similar injurious materials or substances must not be stored or prepared less than 10metres from the tree.
10. Where it is not possible to erect scaffold fencing as specified above, trees to be protected using solid panel Hera type fencing as indicated. Work within this area shall be carried out by a competent person and shall be to the protective bark covering larger roots.
11. All tree works to be carried out by a competent person, and shall be at least 200mm from the outermost part of the tree stem and oil, sludge, concrete and similar injurious materials or substances must not be stored or prepared less than 10metres from the tree.
12. Where it is not possible to erect scaffold fencing as specified above, trees to be protected using solid panel Hera type fencing as indicated. Work within this area shall be carried out by a competent person and shall be to the protective bark covering larger roots.
13. All tree works to be carried out by a competent person, and shall be at least 200mm from the outermost part of the tree stem and oil, sludge, concrete and similar injurious materials or substances must not be stored or prepared less than 10metres from the tree.
14. Where it is not possible to erect scaffold fencing as specified above, trees to be protected using solid panel Hera type fencing as indicated. Work within this area shall be carried out by a competent person and shall be to the protective bark covering larger roots.
15. All tree works to be carried out by a competent person, and shall be at least 200mm from the outermost part of the tree stem and oil, sludge, concrete and similar injurious materials or substances must not be stored or prepared less than 10metres from the tree.
16. Where it is not possible to erect scaffold fencing as specified above, trees to be protected using solid panel Hera type fencing as indicated. Work within this area shall be carried out by a competent person and shall be to the protective bark covering larger roots.
17. All tree works to be carried out by a competent person, and shall be at least 200mm from the outermost part of the tree stem and oil, sludge, concrete and similar injurious materials or substances must not be stored or prepared less than 10metres from the tree.
18. Where it is not possible to erect scaffold fencing as specified above, trees to be protected using solid panel Hera type fencing as indicated. Work within this area shall be carried out by a competent person and shall be to the protective bark covering larger roots.
19. All tree works to be carried out by a competent person, and shall be at least 200mm from the outermost part of the tree stem and oil, sludge, concrete and similar injurious materials or substances must not be stored or prepared less than 10metres from the tree.
20. Where it is not possible to erect scaffold fencing as specified above, trees to be protected using solid panel Hera type fencing as indicated. Work within this area shall be carried out by a competent person and shall be to the protective bark covering larger roots.
21. All tree works to be carried out by a competent person, and shall be at least 200mm from the outermost part of the tree stem and oil, sludge, concrete and similar injurious materials or substances must not be stored or prepared less than 10metres from the tree.
22. Where it is not possible to erect scaffold fencing as specified above, trees to be protected using solid panel Hera type fencing as indicated. Work within this area shall be carried out by a competent person and shall be to the protective bark covering larger roots.

NOTES:
(i) No work on site (including the pre-construction delivery of equipment or materials or the creation of the scaffold) shall be undertaken until in writing by the Contract Administrator and the protective barriers erected to their satisfaction. Once erected, the protective fencing to be retained and subject to management to remain in place until the end of the project.

(ii) Protection to consist of the erection of a braced scaffold, vertical and horizontal framework (as shown in figure 1), which shall extend beyond either the crown or the root system, whichever is the greater distance. Where this is not possible approval must be obtained from the Contract Administrator for the alignment of any protective measures.

(iii) No work on site (including the pre-construction delivery of equipment or materials or the creation of the scaffold) shall be undertaken until in writing by the Contract Administrator and the protective barriers erected to their satisfaction. Once erected, the protective fencing to be retained and subject to management to remain in place until the end of the project.

(iv) There shall be no raising or lowering of levels, no storage of soil, debris or building materials, and no excavation or other work undertaken under any circumstances, except with the written consent and advice of the Contract Administrator on additional protective measures.

(v) All tree works to be carried out by a competent person, and shall be at least 200mm from the outermost part of the tree stem and oil, sludge, concrete and similar injurious materials or substances must not be stored or prepared less than 10metres from the tree.

(vi) Where it is not possible to erect scaffold fencing as specified above, trees to be protected using solid panel Hera type fencing as indicated. Work within this area shall be carried out by a competent person and shall be to the protective bark covering larger roots.

(vii) All tree works to be carried out by a competent person, and shall be at least 200mm from the outermost part of the tree stem and oil, sludge, concrete and similar injurious materials or substances must not be stored or prepared less than 10metres from the tree.

(viii) Where it is not possible to erect scaffold fencing as specified above, trees to be protected using solid panel Hera type fencing as indicated. Work within this area shall be carried out by a competent person and shall be to the protective bark covering larger roots.



FOR PLANNING

PROJECT TITLE: HILLINGDON RESIDENTIAL MIXED USE
TRESSES TO BE REMOVED AND RETAINED - DETAILED APPLICATION

CLIENT: Spenhall Ltd

33 Stavros Street, LONDON SE11 6AA
T: +44 (0)20 620 0300
E: landscape.architect@grontmij.co.uk

NO.	DATE	DESCRIPTION	BY	CHECKED
01	15/01/2024	Issue for Planning	AM	AM
02	22/01/2024	Revised for Planning	AM	AM
03	29/01/2024	Final for Planning	AM	AM

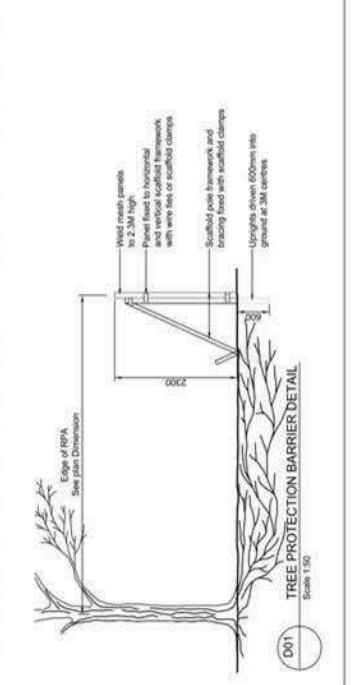
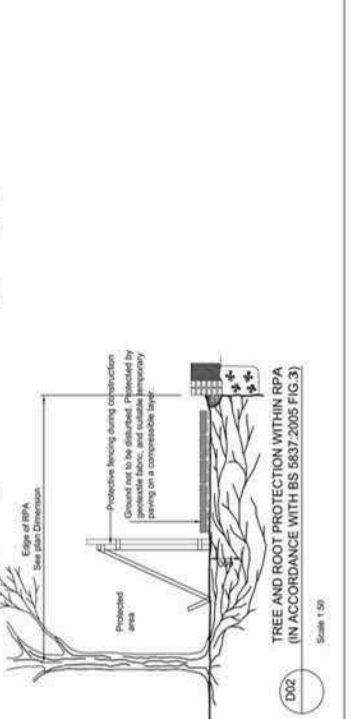
DRAWING STATUS: FOR PLANNING

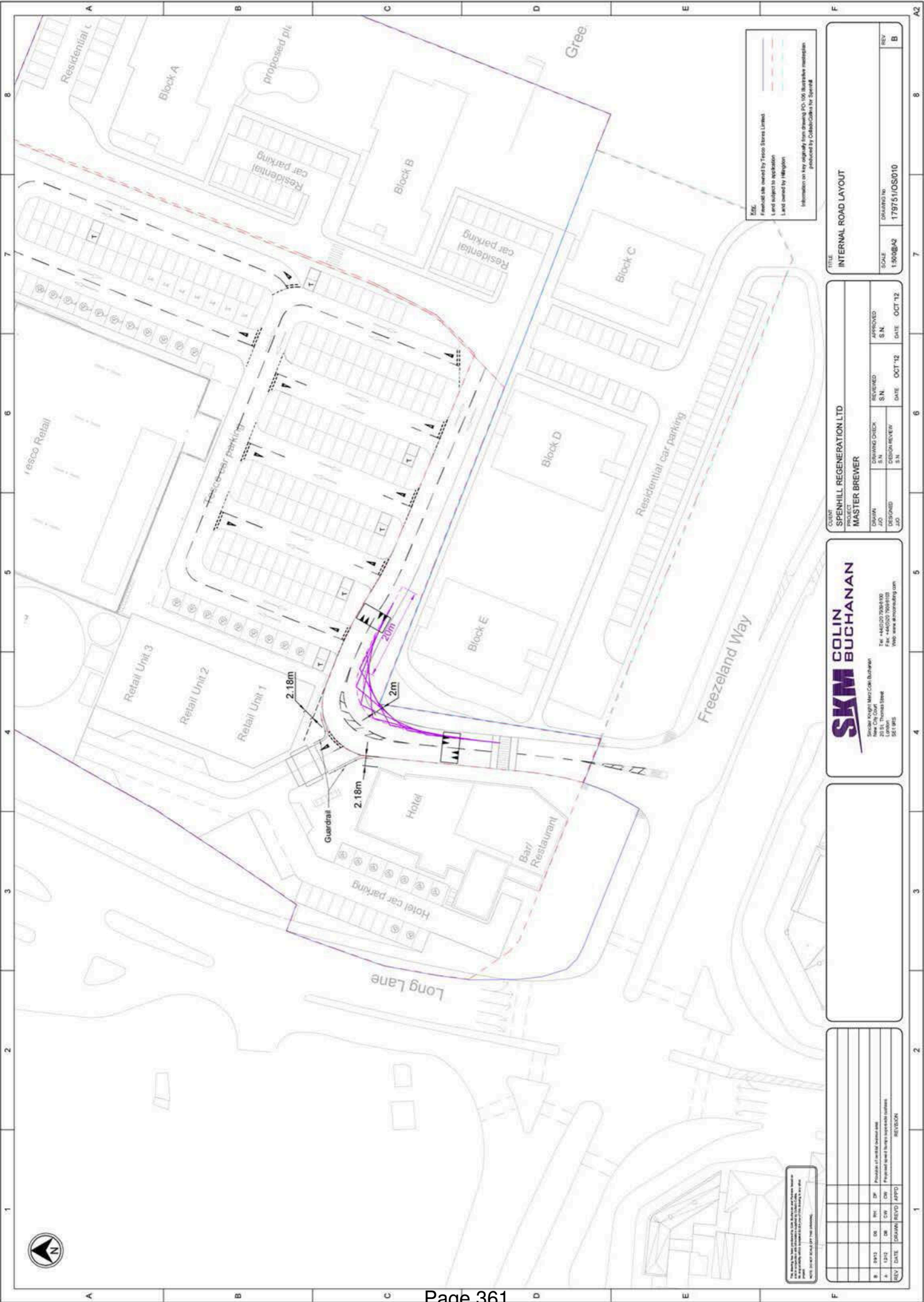
SCALE: 1:50

DATE: 22/01/2024

PROJECT NO: W105860 L04

REVISION: E





TITLE		INTERNAL ROAD LAYOUT
SCALE	DRAWING NO.	REV
1:500B/A2	1797510S010	B

CLIENT		SPENHILL REGENERATION LTD	
DESIGNER		MASTER BREWER	
DRAWN	REVIEWED	APPROVED	
JOB	S.N.	S.N.	
ISSUED	DATE	DATE	
REVISED	DATE	DATE	
DATE	OCT-12	DATE	OCT-12

SKM COLIN BUCHANAN
 Skanska Keller MacGregor Buchanan
 New City Court
 251, Thomas Street
 Brisbane QLD 4000
 Tel: +61 7 3250 7000
 Fax: +61 7 3250 7001
 Web: www.skmb.com.au

NO.	DATE	BY	CHKD	DESCRIPTION
1	13/12	SKM	CWB	Prepared initial master plan
2	13/12	SKM	CWB	Prepared master plan incorporating feedback
3				
4				

DATE		BY	CHKD	DESCRIPTION
13/12	13/12	SKM	CWB	Prepared initial master plan
13/12	13/12	SKM	CWB	Prepared master plan incorporating feedback



Outline Planning Application

1 Detailed Application, Movement and Access Plan
1:500



NOTES
 Check all dimensions on site.
 Dimensions are to be provided on all drawings.
 Dimensions are to be provided on all drawings.

KEY	Description
[Grey box]	Vehicular Access
[Light grey box]	Pedestrian Access
[Yellow box]	Parking-Commercial (Including 5% electrical charging points and 15% passive provision)
[Green box]	Parking-Hotel
[Red box]	Refuse

Ref	Issue	By	Date	Rev	Auth	Client
1	Issue for information	PM	11.03.11	1	PM	SPENHILL
2	Issue for information	PM	08.08.11	1	PM	SPENHILL
3	Application Authority published	PM	22.08.11	1	PM	SPENHILL
4	Application Authority published	PM	22.08.11	1	PM	SPENHILL
5	Approved for the application	PM	28.08.12	1	PM	SPENHILL
6	Approved for the application	PM	28.08.12	1	PM	SPENHILL
7	Approved for the application	PM	28.08.12	1	PM	SPENHILL
8	Approved for the application	PM	28.08.12	1	PM	SPENHILL
9	Approved for the application	PM	28.08.12	1	PM	SPENHILL
10	Approved for the application	PM	28.08.12	1	PM	SPENHILL

Freehold site owned by Tesco Stores Limited
 Land subject to application
 Land owned by Hillingdon
 Note: Tesco has its own vehicle that collects refuse and waste from the store
 Note: For trees provision please refer to Landscape Drawings
 Note: Outline application area is shown here for illustrative purposes only

ColladoCollins Architects

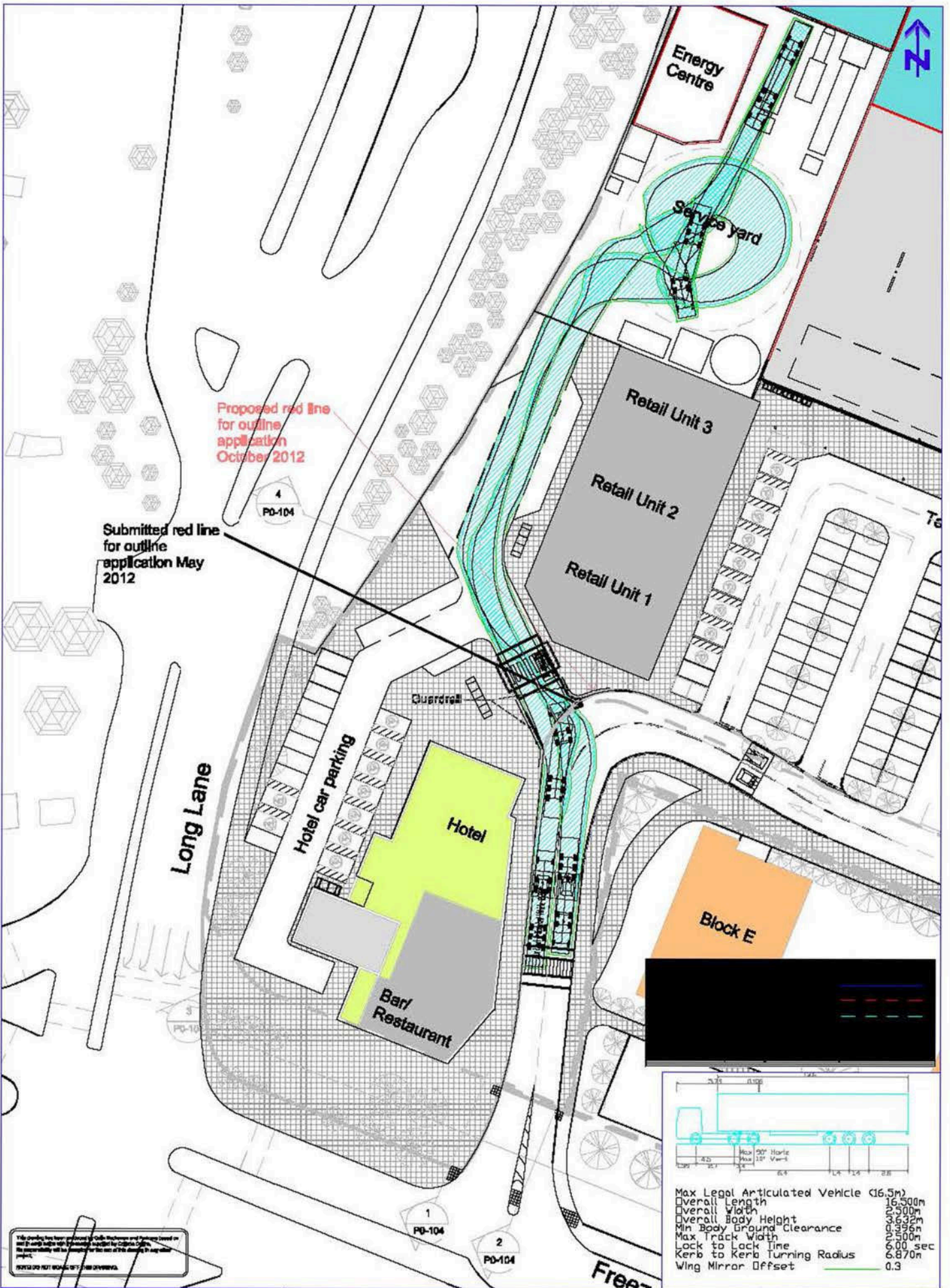
Project: Tesco Master Brewer
 Freezeland Way, Hillingdon
 Detailed Planning Application
 Movement and Access Plan

Client: SPENHILL

Drawn By: PM
 Check By: PM
 Date: 01/09/11

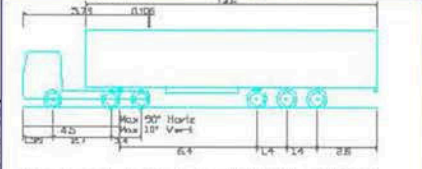
Scale: 1:500

Project No: 09032
 Drawing No: PD-103



Proposed red line for outline application October 2012

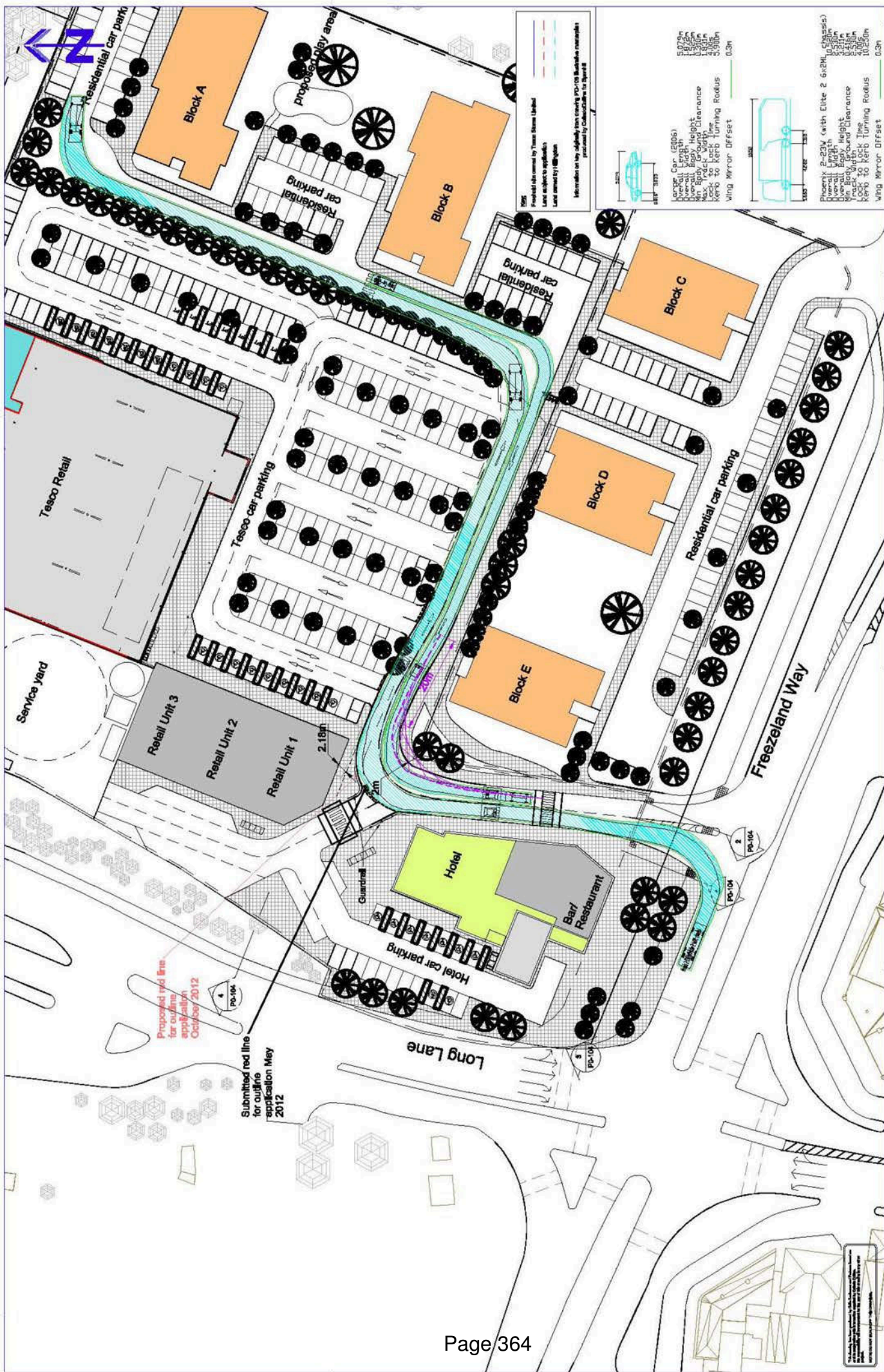
Submitted red line for outline application May 2012



Max Legal Articulated Vehicle	16.5m
Overall Length	16.500m
Overall Width	2.500m
Overall Body Height	3.632m
Min Body Ground Clearance	0.396m
Max Track Width	2.500m
Lock to Lock Time	6.00 sec
Kerb to Kerb Turning Radius	6.870m
Wing Mirror Offset	0.3

This drawing has been prepared in accordance with the standards and practices set out in the relevant codes of practice and standards for the industry. The user of this drawing shall be responsible for its use in any other project.

Drawing Title 16.5m ARTICULATED VEHICLE TRACKING	Client SPENHILL REGENERATION LTD	Scale: 1:500 @ A3 Designed by: S.J.M. Drawn by: S.J.M. Checked by: S.I./S.N. First issued: JULY '11 Job No: 17975-01-1	Date: 12/12 Rev: 01 Rev: 02 Rev: 03 Rev: 04 Rev: 05 Rev: 06 Rev: 07 Rev: 08 Rev: 09 Rev: 10	Rev: 01 Rev: 02 Rev: 03 Rev: 04 Rev: 05 Rev: 06 Rev: 07 Rev: 08 Rev: 09 Rev: 10
	Job Title MASTER BREWER		Proj. Date: 12/12 Assessment: Rev: 01 Rev: 02 Rev: 03 Rev: 04 Rev: 05 Rev: 06 Rev: 07 Rev: 08 Rev: 09 Rev: 10	Proj. No.: 179751-TR-002 Rev: G



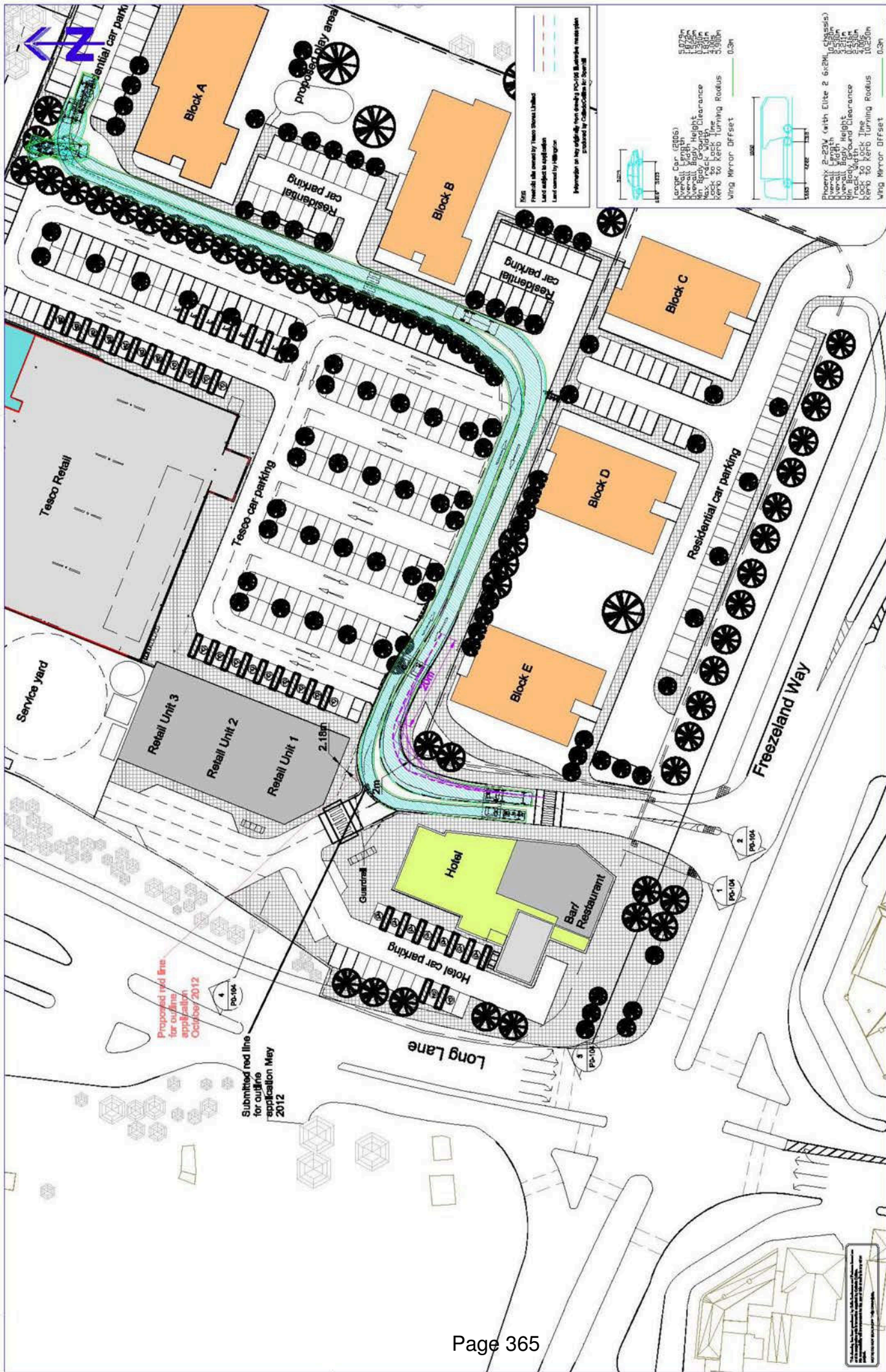
Scale:	1:5000/A2	H	12/12	Site layout update	S.N. J.L.
		G	10/12	Site layout update	S.N. J.O.
Designed by:	S.N.	F	07/12	Site layout update	S.N. D.B.
Drawn by:	D.J.	E	06/12	Site layout update	S.N. D.B.
Check/Agd:	S.N.	Rev	06/12		Doc. Dm.
File Name:	JAN '12	Doc No:			Rev
Job No:	17975-0-1				H

Client: SPENHILL REGENERATION LTD

Job Title: MASTER BREWER

10.5m REFUSE VEHICLE AND LARGE CAR TRACKING

17975/17R/008/01



Proposed red line for outline application October 2012

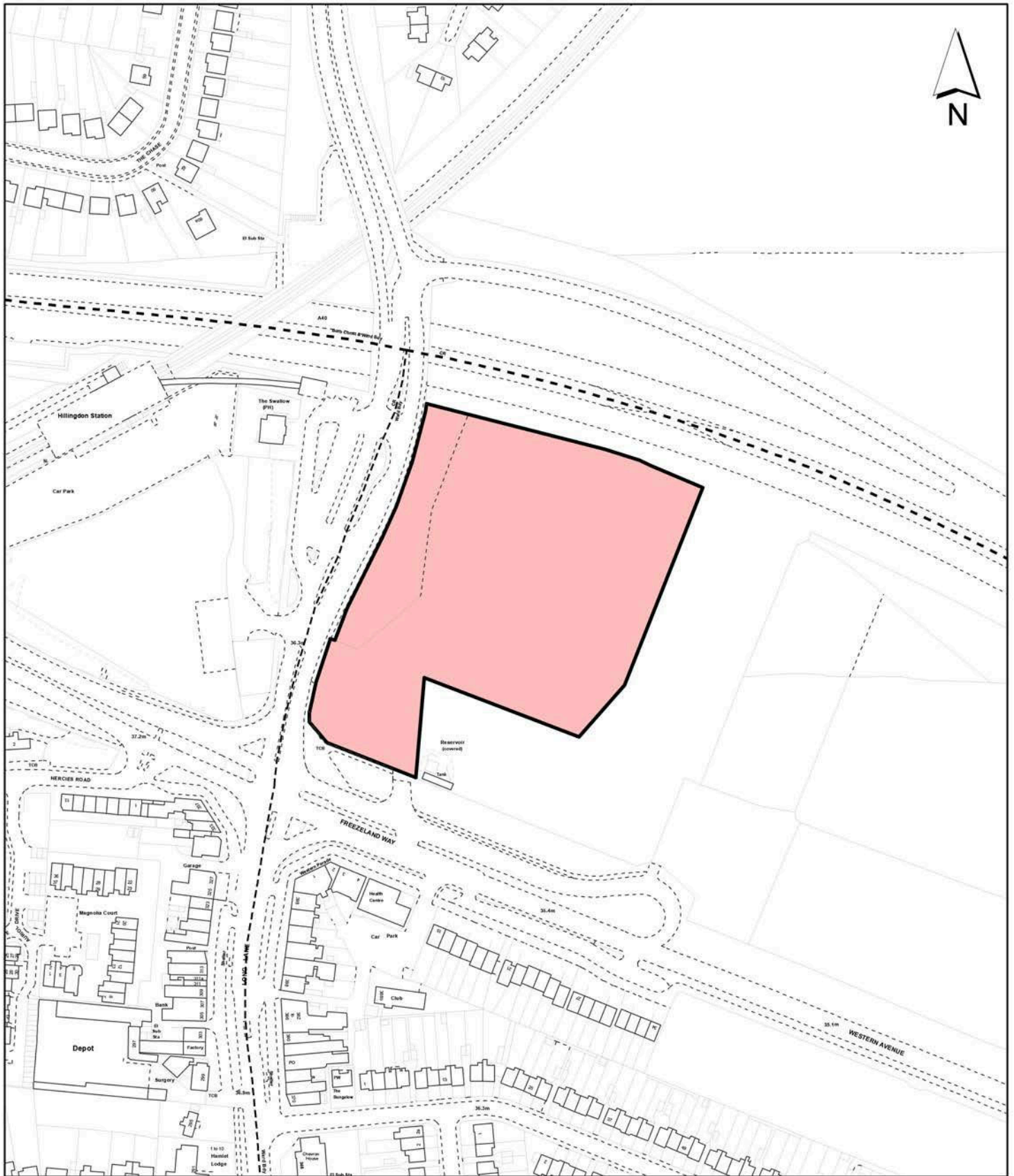
Submitted red line for outline application May 2012

Notes:
 Kerbside line owned by Highways Limited
 Lane subject to application
 Lane owned by Highways
 Information on the right side from existing 2008 BS2488 European specification produced by Cambridge City Council

Legend Car (2006)
 Overall Length 5.07m
 Overall Width 1.87m
 Overall Height 1.92m
 Max. Body Ground Clearance 0.30m
 Lock to Lock Time 4.50m
 Kerb to Kerb Turning Radius 5.900m
 Wing Mirror Offset 0.3m

Phoenix 2-23V (with Elite 2 6x2M chassis)
 Overall Length 5.07m
 Overall Width 1.87m
 Overall Height 1.92m
 Max. Body Ground Clearance 0.30m
 Lock to Lock Time 4.50m
 Kerb to Kerb Turning Radius 5.900m
 Wing Mirror Offset 0.3m

Client	SPENHILL REGENERATION LTD	
	New City Court 20 St Thomas Street S1 1 1PB	
Job Title	MASTER BREWER	
	179751/RR/008/02	
Drawing Title	10.5m REFUSE VEHICLE AND LARGE CAR TRACKING	
	179751/RR/008/02	
Scale	1:5000/A2	
	H 1212 Site layout update G 1012 Site layout update F 0712 Site layout update E 0612 Site layout update	
Designed by	S.N.	
	D.J.	
Drawn by	S.N.	
	R.W.	
Check/Agree	S.N.	
	JAN '12	
File Name	179751-01	
	Job No	
Date	179751-01	
	JAN '12	
Rev	H	
	179751/RR/008/02	



Notes

 Site boundary

For identification purposes only.

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Site Address

**Former Master Brewer Site
Freezeland Way
Hillingdon**

**LONDON BOROUGH
OF HILLINGDON
Residents Services**

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

Planning Application Ref:
4266/APP/2012/1544

Scale
1:2,500

Planning Committee
Major Applications

Date
December 2013



HILLINGDON
LONDON

Report of the Head of Planning, Sport and Green Spaces

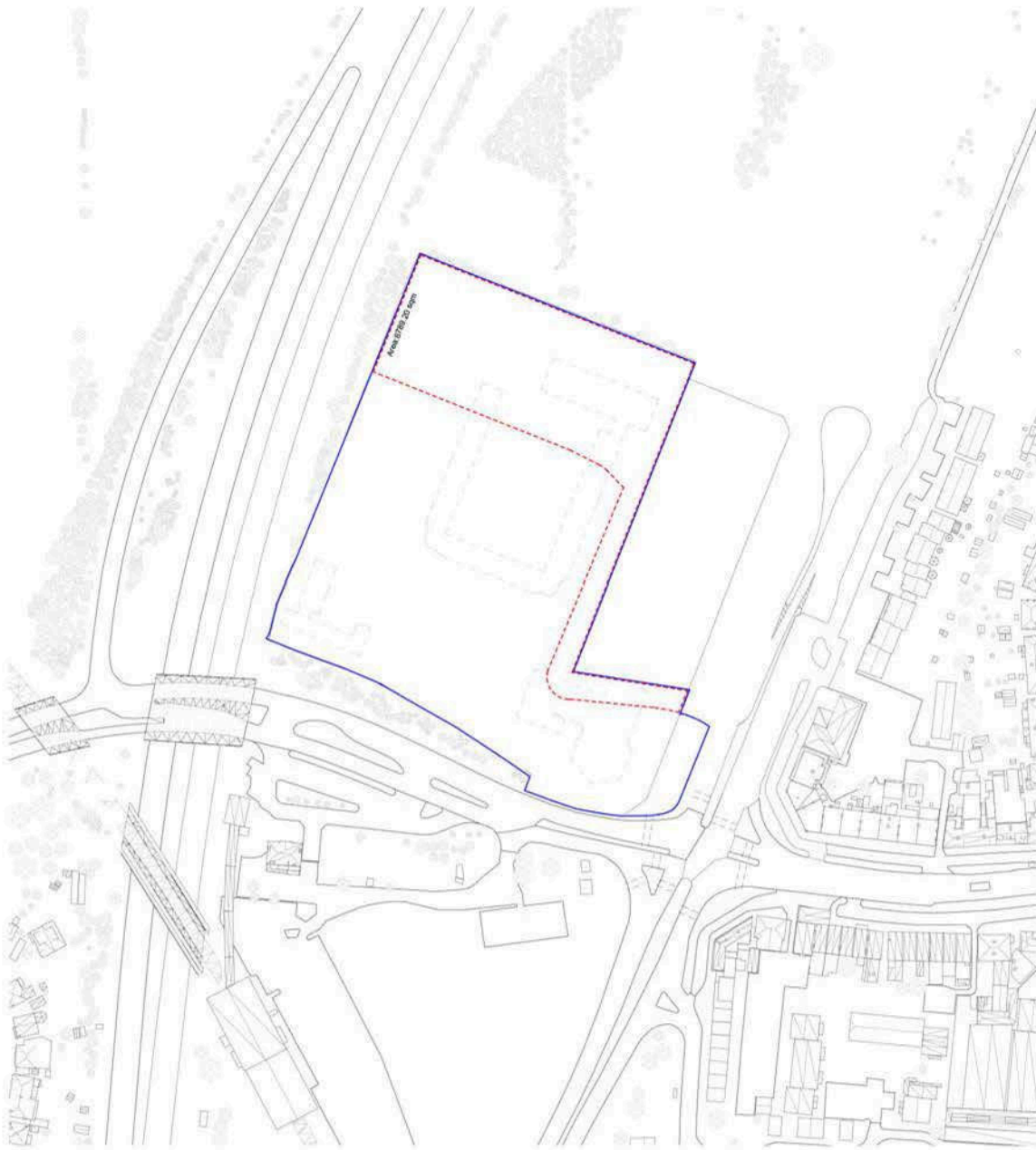
Address FORMER MASTER BREWER SITE FREEZELAND WAY HILLINGDON

Development: Erection of 5 part 4, part 5 storey blocks to provide 125 residential units (Use Class C3) with 99 car parking spaces and 150 cycle parking spaces and associated highways alterations, together with associated landscaping (outline application).

LBH Ref Nos: 4266/APP/2012/1545

Date Plans Received: 08/06/2012 **Date(s) of Amendment(s):** 20/08/2013

Date Application Valid: 12/06/2012 12/06/2012



1 Existing Site Plan
1:1000



NOTES
 Check all dimensions on site.
 Subject to site investigation only.
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KEY

- Freehold site owned by Tesco Stores Limited
- Land subject to application

Rev	Issue	By	Date	Auth	Client
1	Issue for approval	11/03/11	PM	PM	
2	Design team meeting	24/03/11	PM	PM	
3	Issue for approval	25/03/11	PM	PM	
4	Issue for approval	28/03/11	PM	PM	
5	Issue for approval	28/03/11	PM	PM	
6	Issue for approval	28/03/11	PM	PM	
7	Issue for approval	28/03/11	PM	PM	
8	Issue for approval	28/03/11	PM	PM	
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20	Issue for approval	28/03/11	PM	PM	
21	Issue for approval	28/03/11	PM	PM	
22	Issue for approval	28/03/11	PM	PM	
23	Issue for approval	28/03/11	PM	PM	
24	Issue for approval	28/03/11	PM	PM	
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43	Issue for approval	28/03/11	PM	PM	
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48	Issue for approval	28/03/11	PM	PM	
49	Issue for approval	28/03/11	PM	PM	
50	Issue for approval	28/03/11	PM	PM	



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Project: Tesco Master Brewer
 Freezeland Way, Hillingdon
 The Outline Planning Application
 Existing Site Plan/ Red-Blue Line

Project No: 09032
Building Code: PD-001
Revision: J

Detailed Planning Application



Outline Planning Application

Total of residential parking spaces: 99

Housing_Totals number and mix

	1BSP	1BSP WCH	2BSP	2BSP	2BSP WCH	3BSP	3BSP WCH	Total
Block A	4	-	13	5	2	1	25	
Block B	7	-	12	6	3	-	28	
Block C	8	1	6	7	-	2	24	
Block D	6	1	6	7	-	2	24	
Block E	6	1	6	7	-	2	24	
Total	35	3	50	43	8	1	125	

Note: Residential mix shown here is for illustrative purposes only



1 Outline application, Proposed Site Plan
1:100

KEY

- Residential_5 storeys
- Residential_4 storeys
- Area Subject to Detailed application
- Freehold site owned by Tesco Stores Limited
- Land subject to application
- Land owned by Hillingdon

NOTES

Check all dimensions on site.
Check all dimensions on site.
Check all dimensions on site.

Note: For trees provision please refer to Landscape Drawings

Ref.	Issue	By	Date
1	Issue for comments	PH	11/03/11
2	Design team response	PH	24/03/11
3	Issue for comments	PH	28/03/11
4	Design team response	PH	28/03/11
5	Issue for comments	PH	28/03/11
6	Design team response	PH	28/03/11
7	Issue for comments	PH	28/03/11
8	Design team response	PH	28/03/11
9	Issue for comments	PH	28/03/11
10	Design team response	PH	28/03/11
11	Issue for comments	PH	28/03/11
12	Design team response	PH	28/03/11
13	Issue for comments	PH	28/03/11
14	Design team response	PH	28/03/11
15	Issue for comments	PH	28/03/11
16	Design team response	PH	28/03/11
17	Issue for comments	PH	28/03/11
18	Design team response	PH	28/03/11
19	Issue for comments	PH	28/03/11
20	Design team response	PH	28/03/11



ColladoCollins Architects
 Project: Tesco Master Brewer
 Freesland Way, Hillingdon
 Outline Planning Application
 Proposed Site Plan

Project No.	Building / Date	Drawing No.	Revision
09032		PD-002	L



KEY FLAT TYPES
 2B3P
 2B4P W/21
 3B3P
 3B4P W/21

1 Blocks A & B_Ground Floor
 E. 200



NOTES
 Check all dimensions on site
 Subject to any amendments
 Not to be used for construction purposes only

Note:
 Residential mix is indicative and for illustrative purposes only

Rev.	Issue	By	Date	Revised By	Revised Date
A	For comments		11.03.11		
B	Design Team Meeting		24.03.11		
C	Check for amendments		28.03.11		
D	Check for amendments		28.03.11		
E	Final Approval		28.03.11		
F	Final Approval		28.03.11		
G	Final Approval		28.03.11		
H	Final Approval		28.03.11		

SPENHILL

ColladoCollins Architects
 Project: Master Brewer
 Freeszealand Way, Hillingdon
 The Blocks A & B_Ground floor
 Project No: 09032
 Building Code: P1-001
 Revision: H
 Date: 11/03/11
 Client: SPENHILL
 Architect: ColladoCollins Architects
 1057 1985 2400
 1057 1985 2471
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BLOCK A



1 Block A, Typical floor
1:200

BLOCK A



2 Block A, Top Floor
1:200



BLOCK B



3 Block B, Typical floor
1:200

BLOCK B



4 Block B, Top Floor
1:200



NOTES

Check all dimensions on site.
Check all dimensions on site.
Check all dimensions on site.
Check all dimensions on site.

Note:
Residential mix is indicative and for illustrative purposes only



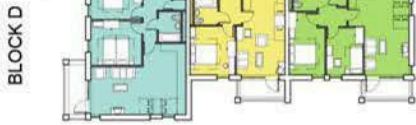
Master Contractor

Rev	Issue	By	Date	Auth	Client
1	For comments	11/03/11	PM		
2	Design Team Meeting	24/04/11	PM		
3	Check for administrative	25/04/11	PM		
4	Check for administrative	26/04/11	PM		
5	Check for administrative	28/07/11	PM		
6	Check for administrative	28/08/11	PM		
7	Check for administrative	28/08/11	PM		
8	Check for administrative	28/08/11	PM		
9	Check for administrative	28/08/11	PM		

ColladoCollins Architects

Project: Master Brewer
Freezezealand Way, Hillingdon
The Blocks A & B, Typical and Top Floors

Drawn By: PM	Checked By: PM	Building Code: P1-002	Revision: H
Scale: 1:200	Scale: 1:200	Project No: 09032	



BLOCK C

BLOCK D

BLOCK E

1 Blocks C, D & E, Typical Floor C D E
1 : 200

KEY FLAT TYPES

1B3P	1B2P WCH
2B3P	2B4P
3B3P	



BLOCK C

BLOCK D

BLOCK E

2 Level D4_Top Floor C D E
1 : 200



NOTES

- Check all dimensions on site.
- Check all dimensions on site.
- Check all dimensions on site.
- Check all dimensions on site.



ColladoCollins Architects

Project: Master Brewer
Freezeiland Way, Hillingdon
The Blocks C, D & E, Typical and top floors

Project No.	09032	Building Code	P1-004	Revision	F
Client	SPENHILL	Architect	ColladoCollins Architects	Drawn by	
Project No.	09032	Building Code	P1-004	Revision	F



1 Elevation from Freezeiland Way
1/200

NOTES

Check all dimensions on site.
 Check all materials on site.
 Submit to the Planning Commission only.
 Submit to the Planning Commission only.

Note:
 Blocks C, D and E are shown for illustrative purposes only. They are not part of this application



Main Contractor

ColladoCollins Architects

ColladoCollins Architects
 1037 19th Street
 San Diego, CA 92101
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 Website: www.colladocollins.com

Project:
 Master Brewer
 Freezeiland Way, Hillingdon
 The
 Residential Blocks _ Elevation from
 Freezeiland Way

Project No: 09032
Building Code: P-3-002
Revision: D

Rev	Issue	By	Date	Appr	Client
A	Issued for construction	PM	08.08.11	PM	
B	Issued for information	PM	28.08.11	PM	
C	Approved for the Application	PM	28.08.12	PM	
D	Approved for the Application	PM	11.08.12	PM	



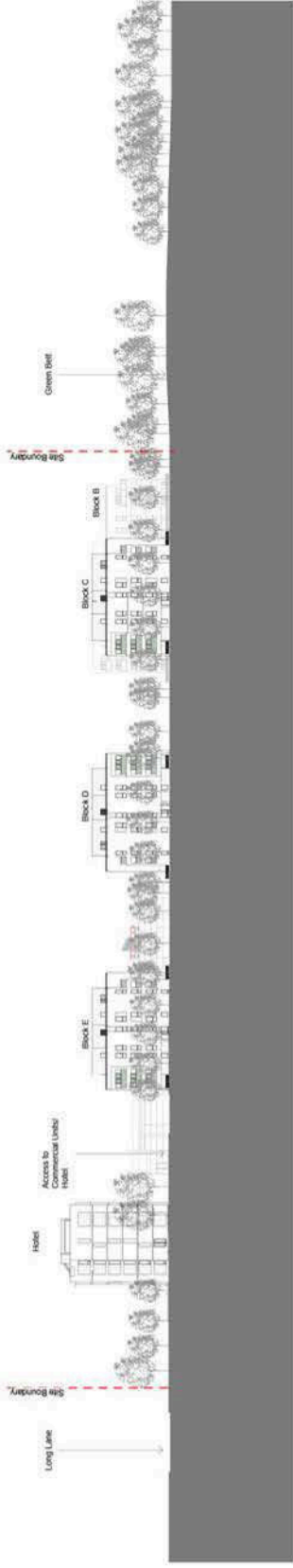
1 Elevation from Greenbelt
1 / 300

NOTES
 Check for any...
 Check all dimensions...
 Submit to the...
 Submit to the...
 Submit to the...

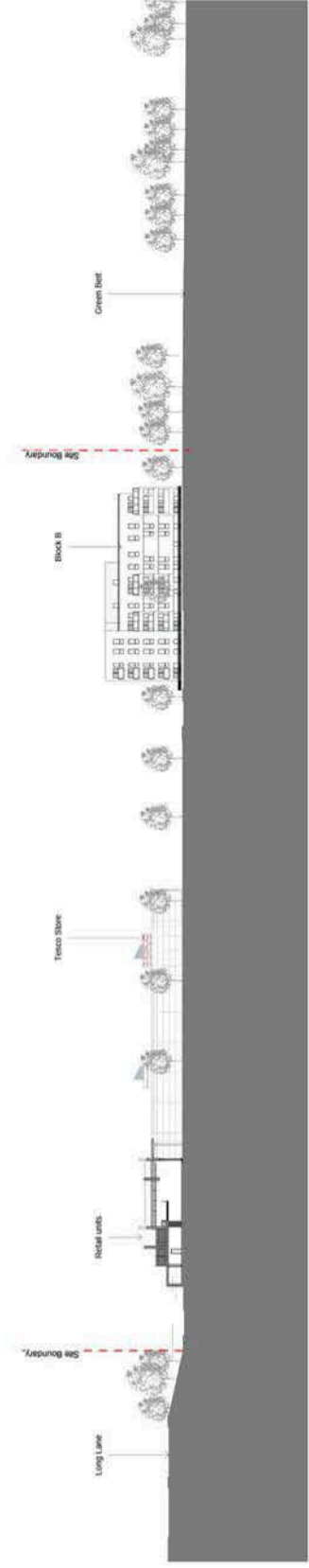
Note:
 Block C shown for illustrative purposes only. This block is not part of this application.

SPENHILL
 Main Contractor

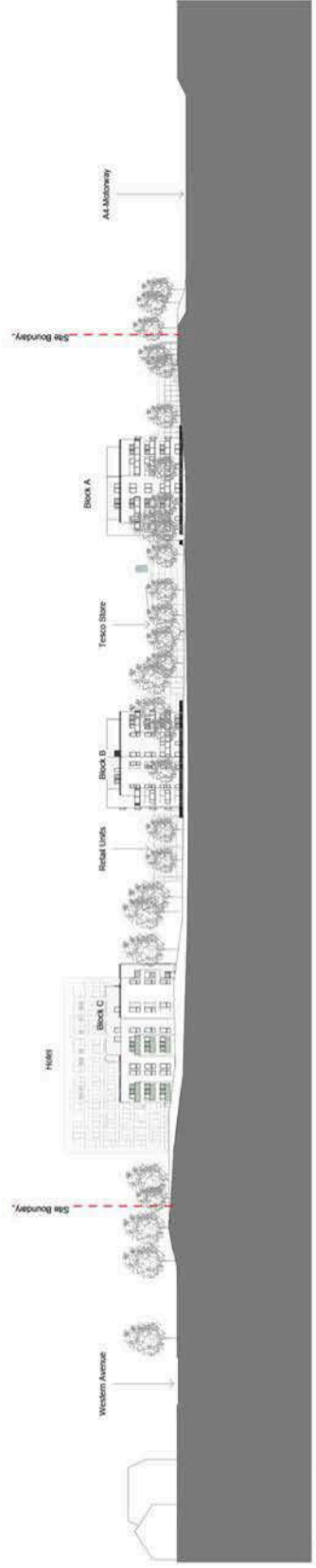
ColladoCollins Architects
 Project: Master Brewer
 Freezeiland Way, Hillingdon
 The Residential Blocks_Elevation from Greenbelt
 License No. 10371980-2400
 License Exp. 12/31/2024
 License No. 10371980-2400
 License Exp. 12/31/2024
 Project No. 09032
 Building Code P3-001
 Revision C



1 Section: Freesland Way
1:500



2 Section along site looking north
1:500



3 Section from greenbelt
1:500

NOTES

- Check all drawings for errors.
- Check all dimensions for accuracy.
- Check all annotations for clarity.
- Check all notes for readability.
- Check all drawings for consistency.

Rev	Issue	Date	By	Auth
A	Issue for contracts	11/03/11	PM	PM
B	Design team meeting	24/03/11	PM	PM
C	Final design	22/06/11	PM	PM
D	Final design	22/06/11	PM	PM
E	Final design	22/06/11	PM	PM
F	Final design	22/06/11	PM	PM
G	Approved for the application	23/06/11	PM	PM



ColladoCollins Architects

Project: Tesco Master Brewer
Freesland Way, Hillingdon
The Outline Planning Application
Illustrative Key Sections

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Client: Tesco
Date: 03/03/11
Scale: A1
Drawing No: PO-005
Drawing Title: Outline Planning Application
Project No: 09032



Detailed Planning Application

Outline Planning Application

Total of residential parking spaces 99



1 Outline application, Movement and Access Plan
1:100

NOTES

- Check all dimensions on site
- Check all dimensions on plan
- Check all dimensions on drawings
- Check all dimensions on drawings

KEY

- Vehicular Access
- Pedestrian Access
- Parking-Residential
- Refuse
- Residential defensible space
- Residential Amenity Space
- Subject to Detailed Application

Legend

- Freehold site owned by Tesco Stores Limited
- Land subject to application
- Land owned by Hillingdon

Note: For trees provision please refer to Landscape Drawings

Revisions

No.	Date	By	Check	Revised
1	11/03/11	PM	PM	
2	24/03/11	PM	PM	
3	26/03/11	PM	PM	
4	28/03/11	PM	PM	
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ColladoCollins Architects

Project No: 09032
Building Code: PD-003
Revision: J

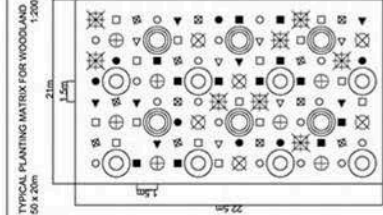
Client: Tesco Stores Limited
Site: Hillingdon
Project: Tesco Stores Limited
Outline Planning Application
Movement and Access Plan

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- NOTES:**
- This drawing is to be read in conjunction with all relevant contract documentation from the design team. The design team shall be responsible for the attention of Grontmij Ltd in writing before commencing on site.
 - The contractor is to check and verify all levels and dimensions before construction. Any discrepancies are to be brought to the attention of Grontmij Ltd in writing before commencing on site.
 - All dimensions in mm, unless otherwise stated.
 - Do not scale from this drawing.
 - All sub base and concrete design and specification to engineer's details. All diagrams provided here are purely indicative.
 - Waterproofing of any element to be specified by others.
 - All proprietary products shall be installed in accordance with manufacturers written instructions.
 - Plant numbers are an indication only and plants should be ordered to suit site areas in accordance with associated plant schedule.
 - Any proposed plant substitution shall be agreed with the landscape architect prior to ordering.

TYPICAL PLANTING MATRIX FOR WOODLAND
50 x 20m

Code	Species	Planting Density	Area	Quantity	Specifications
W001	Common Hawthorn	1000/2000	1000m ²	1000	1000/2000, 1000/2000, 1000/2000
W002	Common Hawthorn	1000/2000	1000m ²	1000	1000/2000, 1000/2000, 1000/2000
W003	Common Hawthorn	1000/2000	1000m ²	1000	1000/2000, 1000/2000, 1000/2000
W004	Common Hawthorn	1000/2000	1000m ²	1000	1000/2000, 1000/2000, 1000/2000
W005	Common Hawthorn	1000/2000	1000m ²	1000	1000/2000, 1000/2000, 1000/2000
W006	Common Hawthorn	1000/2000	1000m ²	1000	1000/2000, 1000/2000, 1000/2000
W007	Common Hawthorn	1000/2000	1000m ²	1000	1000/2000, 1000/2000, 1000/2000
W008	Common Hawthorn	1000/2000	1000m ²	1000	1000/2000, 1000/2000, 1000/2000
W009	Common Hawthorn	1000/2000	1000m ²	1000	1000/2000, 1000/2000, 1000/2000
W010	Common Hawthorn	1000/2000	1000m ²	1000	1000/2000, 1000/2000, 1000/2000



WOODLAND BELT

MANAGEMENT GUIDELINES

VEGETATION

Grass and herbaceous plants should be removed from the woodland belt. The woodland belt should be established in a way that allows for the growth of native species. The woodland belt should be established in a way that allows for the growth of native species.

- AIMS AND OBJECTIVES**
- Create a native woodland of predominantly Oak and Ash.
 - Using areas of trees areas of the existing woodland to create a woodland belt.
 - Create species of Oak, Ash and Hawthorn to create a woodland belt.
 - Establish a woodland belt that will become self-sustaining.

WOODLAND BELT

Grass and herbaceous plants should be removed from the woodland belt. The woodland belt should be established in a way that allows for the growth of native species. The woodland belt should be established in a way that allows for the growth of native species.

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Grontmij

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 E: landscape@grontmijgroup.com

FOR PLANNING

CLIENT: Spenshall Regeneration Ltd

PROJECT TITLE: HILLINGDON RESIDENTIAL MIXED-USE

On and Off Site Landscape Proposals

Phase 2

DATE: 24.01.12

DRAWING NUMBER: W105860L08

REVISION: A

Tree Removal Note:
 This drawing to be read in conjunction with Broad Oak Tree Consultants Ltd arboricultural report
 Tree Consultants Ltd arboricultural report
 Tree Categorisation summary:

- Category A:**
 Those of high quality and value
 A1- Mainly arboricultural values
 A2- Mainly landscape values
 A3- Mainly cultural values, including conservation
- Category B:**
 Those of moderate quality and value
 B1- Mainly arboricultural values
 B2- Mainly landscape values
 B3- Mainly cultural values, including conservation
- Category C:**
 Those of low quality and value
 C1- Mainly arboricultural values
 C2- Mainly landscape values
 C3- Mainly cultural values, including conservation
- Category R:**
 Trees in such poor condition (physiological and structural), that their retention is not justified and which should, in the current context, be removed for reasons of sound arboricultural management

TREE PROTECTION/REMOVAL NOTES:

- NOTES:**
- This drawing is to be read in conjunction with all relevant contract documentation from the design team, with any conflicting information to be brought to the attention of Grontmij Ltd in writing before commencing on site.
 - The contractor is to check and verify all levels and dimensions before construction. Any discrepancies are to be reported to the attention of Grontmij Ltd in writing before commencing on site.
 - All dimensions in mm, unless otherwise stated.
 - Do not scale from this drawing.
 - A qualified tree surgeon is to carry out all work in accordance with BS 3998:1989 / Recommendations for Tree Work
 - (i) All trees shown for retention will have protective measures in place in accordance with BS 5837:2005 (ii) Protection to consist of the erection of a braced scaffold, vertical and horizontal framework (as shown in figure 1), which shall extend beyond either the canopy or the crown of the tree, whichever is the greater, distance. Where this is not possible approval must be obtained from the Contract Administrator for the alignment of any protective measures.
 - No work on site (including the pre-construction delivery of equipment or materials or the creation of the protective measures) shall be undertaken until in writing by the Contract Administrator and the protective barriers erected to their satisfaction. Once erected, the protective fencing to be retained and subject to management to remain in place until the end of the project, subject to any circumstances, except with the written consent and advice of the Contract Administrator on additional protective measures.
 - Contractors shall be at least 200mm from the outermost part of the tree trunk and oil, sludge, concrete and similar injurious materials or substances must not be stored or prepared less than 10metres from the tree.
 - Where it is not possible to erect scaffold fencing as specified above, trees to be protected using solid panel Hera type fencing as indicated. Work within this area shall be restricted to the minimum necessary to avoid damage to the protective bark covering larger roots.
 - All tree works to be carried outside bid resting period 10.00 hours from Mon to Sat (excluding public holidays).
 - Any work to be carried out during the above period to be reviewed in-line with contractors proposals for phasing of the works and to be agreed with Hillingdon Authority.
 - Contractors shall be responsible for the removal of any materials within Root Protection Areas to be carried out by hand.

DATE	ISSUES	ISSUE NO	ISSUE DESCRIPTION	STATUS	RESOLVED BY	RESOLUTION DATE
15/11/23	Issue 1	1	Issue 1 description	Open		
15/11/23	Issue 2	2	Issue 2 description	Open		
15/11/23	Issue 3	3	Issue 3 description	Open		
15/11/23	Issue 4	4	Issue 4 description	Open		
15/11/23	Issue 5	5	Issue 5 description	Open		
15/11/23	Issue 6	6	Issue 6 description	Open		
15/11/23	Issue 7	7	Issue 7 description	Open		
15/11/23	Issue 8	8	Issue 8 description	Open		
15/11/23	Issue 9	9	Issue 9 description	Open		
15/11/23	Issue 10	10	Issue 10 description	Open		
15/11/23	Issue 11	11	Issue 11 description	Open		
15/11/23	Issue 12	12	Issue 12 description	Open		
15/11/23	Issue 13	13	Issue 13 description	Open		
15/11/23	Issue 14	14	Issue 14 description	Open		
15/11/23	Issue 15	15	Issue 15 description	Open		
15/11/23	Issue 16	16	Issue 16 description	Open		
15/11/23	Issue 17	17	Issue 17 description	Open		
15/11/23	Issue 18	18	Issue 18 description	Open		
15/11/23	Issue 19	19	Issue 19 description	Open		
15/11/23	Issue 20	20	Issue 20 description	Open		
15/11/23	Issue 21	21	Issue 21 description	Open		
15/11/23	Issue 22	22	Issue 22 description	Open		
15/11/23	Issue 23	23	Issue 23 description	Open		
15/11/23	Issue 24	24	Issue 24 description	Open		
15/11/23	Issue 25	25	Issue 25 description	Open		
15/11/23	Issue 26	26	Issue 26 description	Open		
15/11/23	Issue 27	27	Issue 27 description	Open		
15/11/23	Issue 28	28	Issue 28 description	Open		
15/11/23	Issue 29	29	Issue 29 description	Open		
15/11/23	Issue 30	30	Issue 30 description	Open		

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 E: landscape.architect@grontmij.co.uk

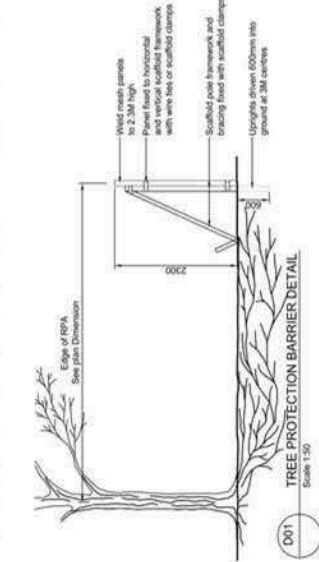
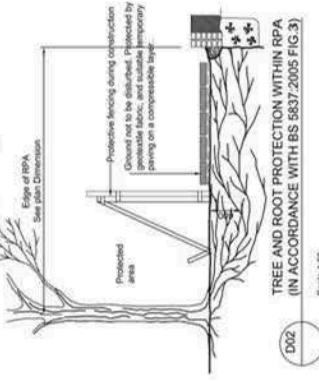
FOR PLANNING

DRAWING STATUS:
 CLIENT: Spenshall Ltd
 PROJECT TITLE: HILLINGDON RESIDENTIAL MIXED USE
 DRAWING TITLE: TREES TO BE REMOVED AND RETAINED - DETAILED APPLICATION
 DRAWING NO: 27.06.11
 DATE: 27.06.11
 DRAWN BY: AT
 CHECKED BY: IT
 APPROVED BY: 27.06.11
 REVISION: E
 DRAWING NUMBER: W105860 L04
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- LEGEND**
- TREES TO BE REMOVED (Red circle)
 - TREES TO BE RETAINED (Green circle)
 - TREE / HEDGE TO BE RETAINED AND SUBJECT TO MANAGEMENT TO REMAIN (Purple circle)
 - TREE CATEGORY - CATEGORISED BY BROAD OAK TREE CONSULTANTS LTD (A, B, C, R)
 - TREE PROTECTION FENCING - SEE D01 & D02 (Blue dashed line)
 - PROPOSED BUILDINGS (Black outline)
 - AREA OF 'NO DIG CONSTRUCTION' (Yellow hatched area)
 - Land owned by Spenshall Regeneration Ltd (Blue hatched area)
 - Detailed Planning Application boundary (Red dashed line)
 - Council owned land (Blue hatched area)

TREES TO BE REMOVED:
 19 CATEGORY B TREES
 34 CATEGORY C TREES
 22 CATEGORY R TREES



Tree Removal Notes:
This drawing to be read in conjunction with Broad Oak Tree Consultants Ltd arboricultural report

Tree Categorisation summary:
Category A:
Those of high quality and value
A1- Mainly arboricultural values
A2- Mainly landscape values
A3- Mainly cultural values, including conservation

Category B:
Those of moderate quality and value
B1- Mainly arboricultural values
B2- Mainly landscape values
B3- Mainly cultural values, including conservation

Category C:
Those of low quality and value
C1- Mainly arboricultural values
C2- Mainly landscape values
C3- Mainly cultural values, including conservation

Category R:
Trees in such poor condition (physiological and structural), that their retention is not justified and which should, in the current context, be removed for reasons of sound arboricultural management

TREE PROTECTION/REMOVAL NOTES:

- NOTES:**
- This drawing is to be read in conjunction with all relevant contract documentation from the design team, with any conflicting information to be brought to the attention of Grontmij Ltd in writing before commencing work.
 - The contractor is to check and verify all levels and dimensions before construction. Any discrepancies are to be reported to the attention of Grontmij Ltd in writing before commencing work.
 - All dimensions in mm, unless otherwise stated.
 - Do not scale from this drawing.
 - Grontmij Ltd is a qualified tree surgeon to BS 3998:1989 / Recommendations for Tree Work
 - All trees shown for retention will have protective measures in place to BS 3998:1989 / Recommendations for Tree Work in accordance with BS 5837:2005 Protection to consist of the erection of a braced scaffold, vertical and horizontal framework (as shown in figure 1), which shall extend beyond either the crown or the root system, whichever is the greater distance. Where this is not possible approval must be obtained from the Contract Administrator for the alignment of any protective measures.
 - No work on site (including the pre-construction delivery of equipment or materials or the erection of any scaffold) shall be undertaken until the design by the Contract Administrator and the protective barriers erected to their satisfaction. Once erected, the protective fencing shall be maintained throughout the duration of the project. No work shall be undertaken without the prior written consent of the Contract Administrator.
 - There shall be no mixing or lowering of levels; no storage of soil, debris or building materials; and no excavation or other work shall be undertaken under any circumstances, except with the written consent and advice of the Contract Administrator on additional protective measures.
 - Where necessary, all trees shall be at least 200mm from the outermost part of the tree spool and soil, subsoil, concrete and similar injurious materials or substances must not be stored or prepared less than 10metres from the tree.
 - Where it is not possible to erect scaffold fencing as specified above, trees to be protected using solid panel Hesco type fencing as indicated on Work within this area to the protective bank covering larger roots.
 - All tree works to be carried out outside but retaining period 10.00 hours from Mon to Sat.
 - Grontmij Ltd is not responsible for any damage to the works and to be agreed with Hillingdon Authority.
 - All works within Root Protection Areas to be carried out by hand.

FOR PLANNING
Spenhil Registration Ltd
PROJECT TITLE: HILLINGDON RESIDENTIAL MIXED USE
DRAWING TITLE: TREES TO BE REMOVED AND RETAINED - OUTLINE APPLICATION
DRAWING STATUS: FOR PLANNING
CLIENT: Spenhil Registration Ltd

33 Seward Street, LONDON SE11 6AA
T: +44 (0)20 763 0308
E: landscape.architect@grontmij.co.uk

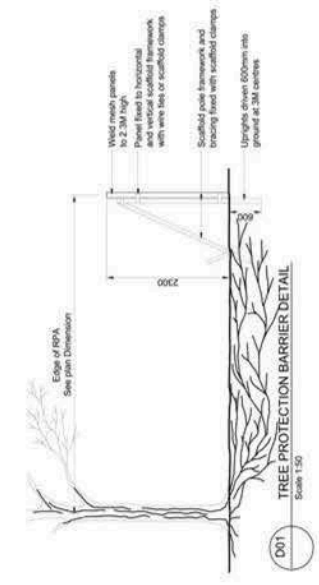
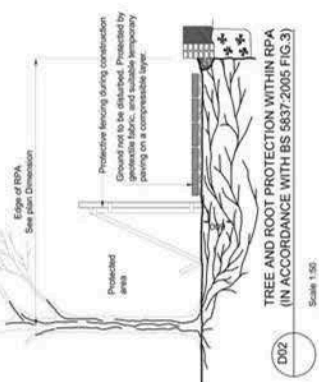
DATE: 18/01/2024
DRAWN BY: J. SMITH
CHECKED BY: M. JONES
APPROVED BY: G. SMITH

ENHANCED NUMBER: W105860L03
REVISION: E



Part of Detailed application - refer to 105860L04

- LEGEND**
- TREES TO BE REMOVED
 - TREES TO BE RETAINED
 - TREE / HEDGE TO BE RETAINED AND SUBJECT TO MANAGEMENT TO REEVALUATE
 - TREE CATEGORY - CATEGORISED BY BROAD OAK TREE CONSULTANTS LTD
 - TREE PROTECTION FENCING - SEE D01 & D02
 - TREE GROUND PROTECTION
 - AREA OF NO DIG CONSTRUCTION
 - Land owned by Spenhil Registration Ltd
 - Outline Planning Application boundary
 - Council owned land
- TREES TO BE REMOVED:**
11 CATEGORY B TREES
44 CATEGORY C TREES
4 CATEGORY C GROUPS
22 CATEGORY R TREES



Tree Removal Note:
This drawing is to be read in conjunction with Broad Oak Tree Consultants Ltd arboricultural report

Tree Categorisation Summary:
Category A:
Those of high quality and value
A1- Many arboricultural values
A2- Many landscape values
A3- Many cultural values, including conservation

Category B:
Those of moderate quality and value
B1- Many arboricultural values
B2- Many landscape values
B3- Many cultural values, including conservation

Category C:
Those of low quality and value
C1- Many arboricultural values
C2- Many landscape values
C3- Many cultural values, including conservation

Category R:
Trees in such poor condition (physiological and structural), which should, in the current contract, be removed for reasons of sound arboricultural management

TREE PROTECTION/REMOVAL NOTES:

1. This drawing is to be read in conjunction with all relevant contract documentation from the design team, with any conflicting information to be brought to the attention of Grontmij Ltd in writing before commencing on site.
2. The contractor is to check and verify all levels and dimensions before construction. Any discrepancies are to be reported to the attention of Grontmij Ltd in writing before commencing on site.
3. All dimensions in mm, unless otherwise stated.
4. Do not scale from this drawing.
5. This drawing is a qualified tree protection plan in accordance with BS 3998:1989 / Recommendations for Tree Work
6. (i) All trees shown for retention will have protective measures in place in accordance with BS 3998:1989 / Recommendations for Tree Work in BS 5837:2005. Protection to consist of the erection of a braced scaffold, vertical and horizontal framework (as shown in figure 1), which shall extend beyond the crown of the tree, whichever is the greater distance. Where this is not possible approval must be obtained from the Contract Administrator for the alignment of any protective measures.
- (ii) No work on site (including the pre-construction delivery of equipment or materials or the creation of the scaffold) shall be undertaken until in writing by the Contract Administrator and the protective barriers erected to their satisfaction. Once erected, the protective fencing shall be no less than 2.3m high and shall be braced to prevent any movement under any circumstances, except with the written consent and advice of the Contract Administrator on additional protective measures.
- (iii) The scaffold shall be at least 200mm from the outermost part of the tree canopy and soil, subsoil, concrete and similar injurious materials or substances must not be stored or prepared less than 100mm from the scaffold.
8. Where it is not possible to erect scaffold fencing as specified above, trees to be protected using solid panel Hera type fencing as indicated. Work within this area shall be completed within 14 days of the date of completion of the protective bark covering larger roots.
9. All tree works to be carried out outside but within period 10.00 hours from Mon to Sat.
10. All tree works to be completed in accordance with the reviewed in-line with contractors proposals for phasing of the works and to be agreed with Hillingdon Authority.
11. All works within Root Protection Areas to be carried out by hand.

NOTES:
(i) No work on site (including the pre-construction delivery of equipment or materials or the creation of the scaffold) shall be undertaken until in writing by the Contract Administrator and the protective barriers erected to their satisfaction. Once erected, the protective fencing shall be no less than 2.3m high and shall be braced to prevent any movement under any circumstances, except with the written consent and advice of the Contract Administrator on additional protective measures.

(ii) The scaffold shall be at least 200mm from the outermost part of the tree canopy and soil, subsoil, concrete and similar injurious materials or substances must not be stored or prepared less than 100mm from the scaffold.

8. Where it is not possible to erect scaffold fencing as specified above, trees to be protected using solid panel Hera type fencing as indicated. Work within this area shall be completed within 14 days of the date of completion of the protective bark covering larger roots.

9. All tree works to be carried out outside but within period 10.00 hours from Mon to Sat.

10. All tree works to be completed in accordance with the reviewed in-line with contractors proposals for phasing of the works and to be agreed with Hillingdon Authority.

11. All works within Root Protection Areas to be carried out by hand.

12. All works within Root Protection Areas to be carried out by hand.

13. All works within Root Protection Areas to be carried out by hand.

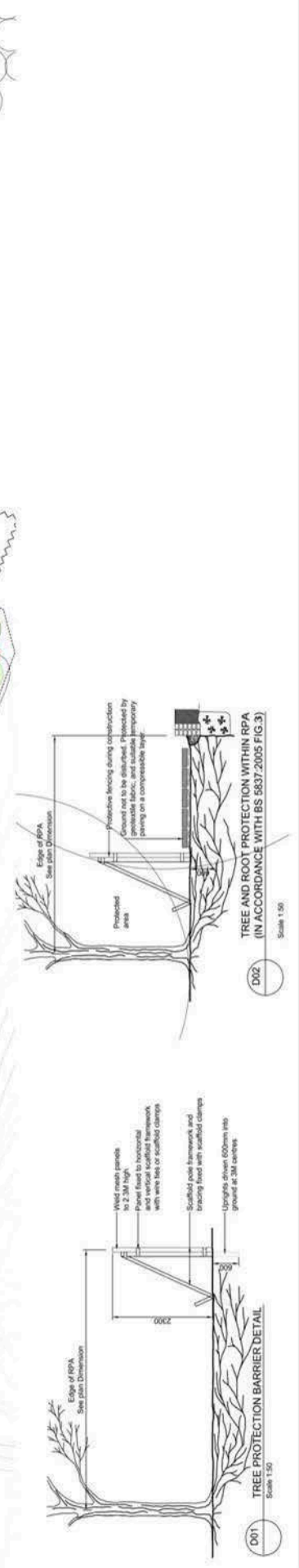
14. All works within Root Protection Areas to be carried out by hand.

15. All works within Root Protection Areas to be carried out by hand.

16. All works within Root Protection Areas to be carried out by hand.

17. All works within Root Protection Areas to be carried out by hand.

18. All works within Root Protection Areas to be carried out by hand.



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T: +44 (0)20 620 0300
E: landscape.architect@grontmij.co.uk

FOR PLANNING

DRAWING STATUS: CLIENT: Spenhill Ltd

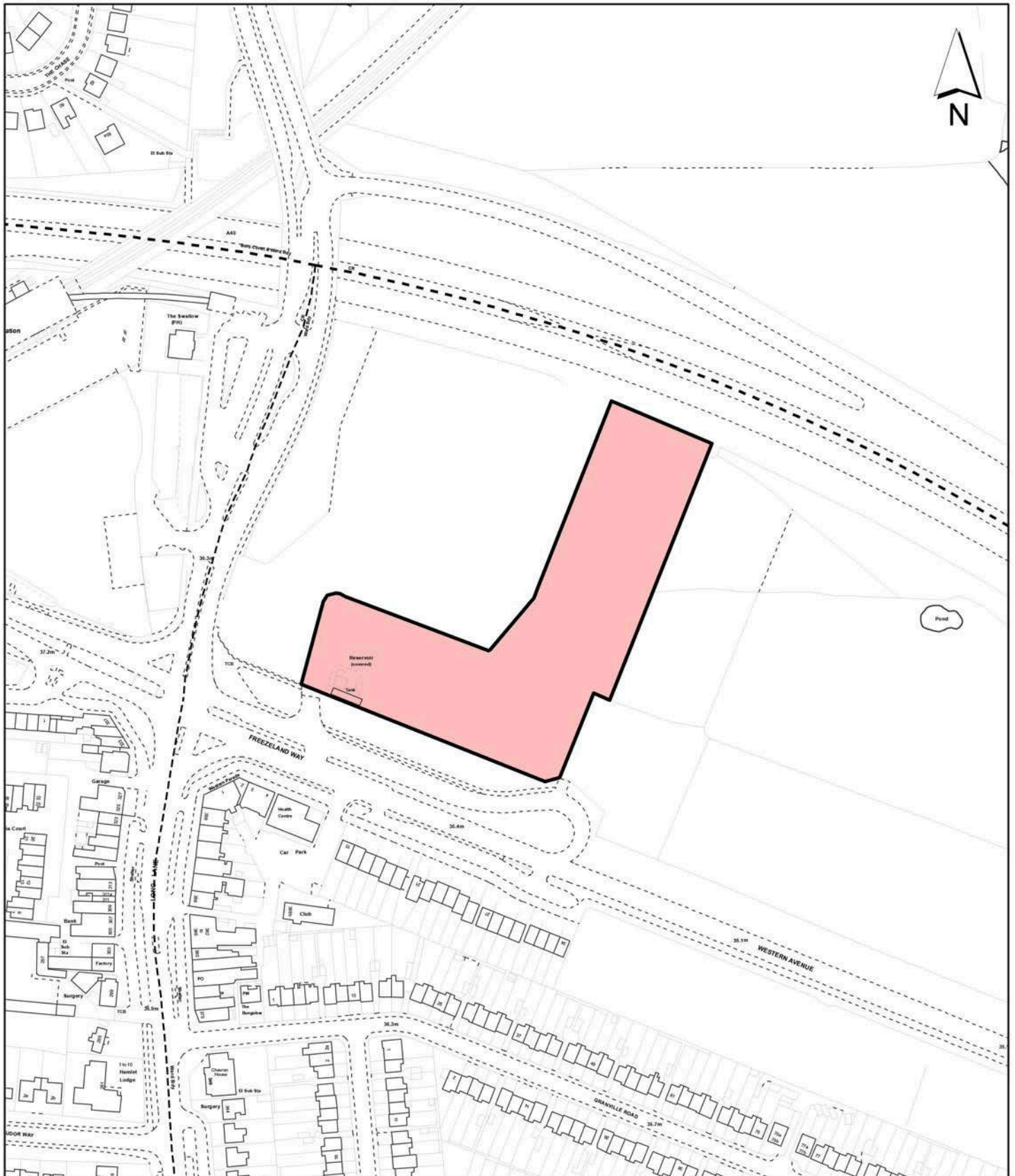
PROJECT TITLE: HILLINGDON RESIDENTIAL MIXED USE

DESIGNED TITLE: Trees to be removed & retained

ALL WORKS

DATE: 01.08.12
SCALE: 1:50
DRAWN BY: AT
CHECKED BY: IT
REVISION: 1

DRAWING NUMBER: W105860L10
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Notes

 Site boundary

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Site Address

**Former Master Brewer Site
Freezeland Way
Hillingdon**

**LONDON BOROUGH
OF HILLINGDON
Residents Services**

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

Planning Application Ref:
4266/APP/2012/1545

Scale
1:2,500

Planning Committee
Major Applications

Date
December 2013



Report of the Head of Planning, Sport and Green Spaces

Address LAND ADJACENT TO HILLINGDON STATION & SWALLOW INN LONG LAN
HILLINGDON

Development: ADDITIONAL INFORMATION HAS BEEN RECEIVED:

The Council has received an Addendum to the Environmental Statement in relation to this proposal. The Environmental Statement considers cumulative impacts arising from this scheme as well as other near by planning proposals.

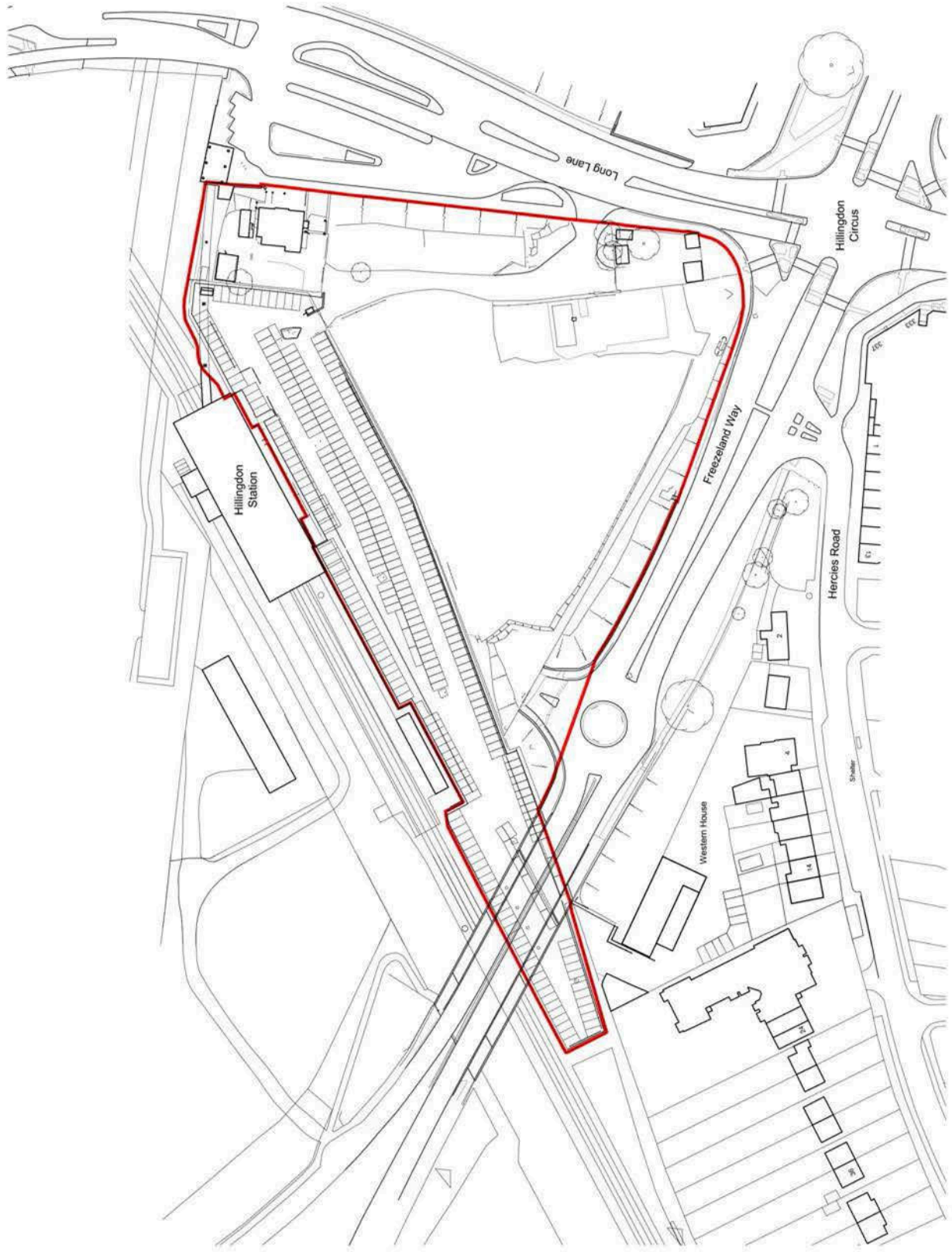
Demolition of the existing public house and timber yard, and the erection of a mixed use redevelopment comprising a foodstore (7829m² GEA) (Use Class A1); a 6 storey 82 bed hotel (Use Class C1); a 720m² restaurant/public house facility (Use Class A3/A4); and 107 residential units (Use Class C3), together with reconfiguration of the existing commuter car park, and associated landscaping, car/cycle parking and ancillary works. (AMENDED PLANS RECEIVED)

LBH Ref Nos: 3049/APP/2012/1352

Date Plans Received: 31/05/2012

Date(s) of Amendment(s): 12/06/2013

Date Application Valid: 27/06/2012



0 10 20 30 40 50
Metres
Scale 1:1250



REV/NOTE	DRG	ICH	DATE
	SKETCH	BUILDING REGS	
	PRELIMINARY	TENDER	
	APPROVAL	CONSTRUCTION	
	PLANNING	AS BUILT	

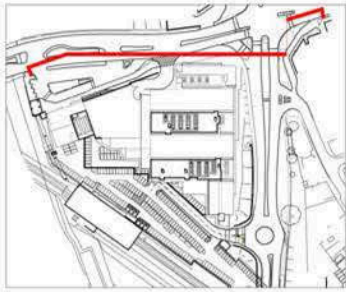
darntonegs
BUILT ENVIRONMENT CONSULTANCY
LEEDS LONDON BRISTOL WARWICK

London Office: EC1R 0AU
34, Cockspur Street
T: 0207 689 3434 F: 0207 689 1414 www.darntonegs.com

CLIENT	Optimisation Developments Ltd. / Bride Hill Developments Ltd.
PROJECT	Hillingdon Circus
DRAWING	Site Location Plan
SCALE	1:1250 @ A3
DATE	April 2012
DRAWING NUMBER	8023-PP-100
CHECKED	MB
DRAWN	JS
REVISION	

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1 Site Location Plan
8023-PP-100
1:1250 @ A3



Key Plan
nts



Proposed Long Lane Elevation
1:500 @ A2



C	Drawings amended for Planning requirements as follows: MB 026 18.08.13
B	Drawings amended for Planning requirements as follows: MB 026 18.02.13
A	Additional build of above residential element as follows: MB 026 17.02.13
REVISION	NO. DATE

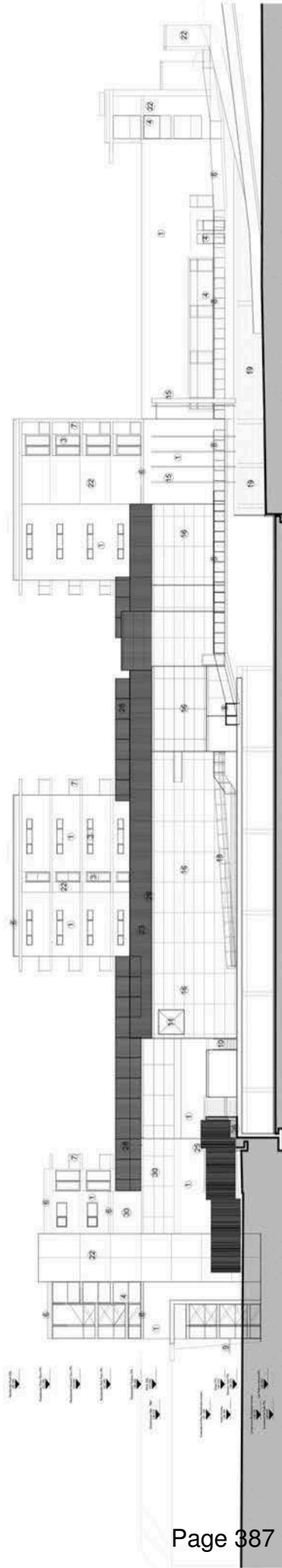
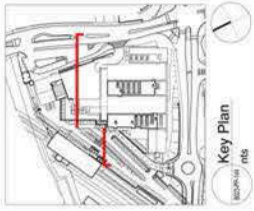
DRAWING STATUS	BUILDING REGS
SKETCH	ENDORSE
PRELIMINARY	CONSTRUCTION
APPROVAL	AS BUILT
PLANNING	

darnton
egs
BUILT ENVIRONMENT CONSULTANCY
LEEDS LONDON BRISTOL WARWICK

London Office: 0207 669 1431 F: 0207 669 1414 www.darntonegs.com
 CLIENT: Optimisation Developments Ltd / Birde Hall Developments Ltd.
 PROJECT: Hillingdon Circus
 DRAWING: Proposed Long Lane Elevation
 SCALE: 1:500 @ A2
 DATE: May 2012
 DRAWING NUMBER: 8023-PP-140



ALL DRAWINGS ON THIS SHEET ARE IN FULL AGREEMENT WITH THE DRAWING LIST.



1 Proposed Main North Elevation

1:200 @ A1



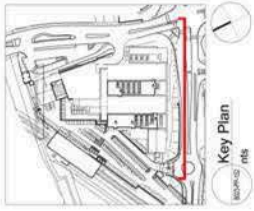
KEY:

- 1 Render (Light Grey - code: 37207 76 C1)
- 2 Terrazzo rainscreen panels (RAL 7030 Grey/Beige)
- 3 Aluminium rainscreen panels (RAL 7031)
- 4 Aluminium framed glazing / windows / doors (RAL 7032) done RAL 7032 & BS14C29 (for fire rated glass doors)
- 5 Powder coated aluminium cladding RAL 6011
- 6 Aluminium banding / coping (RAL 7031)
- 7 Powder coated steel balcony handrail & balustrading (RAL 7042)
- 8 Powder coated steel handrail (RAL 7042)
- 9 Powder coated steel coping with galvanized steel staircase (RAL 7031)
- 10 Powder coated steel staircase (RAL 7031)
- 11 Supreme Zone - subject to approval
- 12 Openings to car park secured with steel mesh panels
- 13 Pedestrian entry / exit to car park secured with steel mesh panels
- 14 Oblique solid panel with vertical solar shading fins - powder coated aluminium RAL 6021, RAL 6022, RAL 6011, RAL 6013, RAL 5018 and RAL 1020
- 15 Vertical steel fins (200mm high) - powder coated in various tones of green RAL 6024, RAL 6017, RAL 6011, RAL 6013, RAL 5018 and RAL 1020
- 16 Concrete cladding panels (RAL 1015 Cream)
- 17 Powder coated aluminium rainscreen cladding (RAL 7042)
- 18 Warehouse access ramp with powder coated aluminium (RAL 7031) & aluminium (RAL 7031) gutters
- 19 Car park steel fencing and gates
- 20 Powder coated aluminium (RAL 7031) to be replaced with powder coated aluminium (BS14C38) (Dark Green)
- 21 Powder coated aluminium (RAL 7031) - Light Grey aggregate on surface
- 22 Render - RAL 7000 (grey/beige)
- 23 Timber - RAL 7047 (dark green) screen to roof flat area - RAL 7047
- 24 Long Lams Landscaped Light Green, textured finish, with some random light and dark green - RAL 7047
- 25 Long Lams Landscaped Screen Upper Section: Timber fixed to masonry structure wall to terrace joint side
- 26 Long Lams Landscaped Timber cladding and steel parking area
- 27 Anxiety Area Screen clad in timber
- 28 Anxiety Area Screen clad in powder coated metal panels (RAL 7047)
- 29 Aluminium handclipping
- 30 Aluminium cladding panels (RAL 7042)
- 31 ATMs



DATE	15/04/2017	BY	MB	DESIGNED	JS
PROJECT	BRISTOL PPA 1A	ISSUED	MB	REVISION	C
Client: Optimisation Developments Ltd / Bristol Hall Developments Ltd					
Project: Hangerston Court					
Drawing: Proposed Main North Elevation					
Scale: 1:200 @ A1					
Sheet: 04/17					
Drawing No: BDD-PPA-1A					
Drawing Title: Proposed Main North Elevation					
Drawing No: BDD-PPA-1A					
Drawing Title: Proposed Main North Elevation					





1 Proposed Coloured Main South Elevation
1:200 @ A1



KEY:

- 1 Reverb Light Grey - code: 7227 (R11)
- 2 Powder coated aluminium (RAL 7009 Grey/Emu)
- 3 Aluminium clad composite windows / doors (RAL 7012)
- 4 Aluminium frame glazing / glazing (RAL 7012) (for the above glazing/doors)
- 5 Pressed metal rainwater
- 6 Cladding RAL 6011
- 7 Powder coated steel balcony, handrail & balustrading (RAL 7021)
- 8 Powder coated steel handrail & balustrading (RAL 7042)
- 9 Powder coated steel canopy with glazed sides (RAL 7031)
- 10 Powder coated steel staircase (RAL 7031)
- 11 Signage Zone - subject to separate application
- 12 Coverings to car park secured with steel mesh
- 13 Industrial entry / each to car park secured with steel roller shutter
- 14 Concrete slab panel with vertical aluminium fins powder coated aluminium in varying tones of green: RAL 6024, RAL 6025, RAL 6026, RAL 6027, RAL 6028, RAL 6011, RAL 6013, RAL 5018 and RAL 1020
- 15 Vertical steel fins 3250mm high x 450mm deep - powder coated in varying tones of green: RAL 6024, RAL 6025, RAL 6026, RAL 6027, RAL 6028, RAL 6011, RAL 6013, RAL 5018 and RAL 1020
- 16 Composite cladding panels
- 17 Powder coated aluminium vertical sliding solar shades (RAL 7042)
- 18 Composite cladding panels with aluminium frame with powder coated steel handrail & balustrading (RAL 7031)
- 19 Car park steel fencing and handrails
- 20 'Picture Frame' to Freestand aluminium BS1423 (Dark Green)
- 21 Iron - Brickwork - Light Grey - rough finish, with small amount of red
- 22 Render - RAL 7009 (grey/emu)
- 23 Powder coated aluminium screen to roof plant area - Light Green
- 24 Long Lines Landscaped
- 25 Long Lines Landscaped
- 26 Long Lines Landscaped
- 27 Long Lines Landscaped
- 28 Long Lines Landscaped
- 29 Long Lines Landscaped
- 30 Aluminium cladding panels (RAL 7042)
- 31 ALMS

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<p>34, Colston Street, London, EC2A 3BA Tel: +44 (0)20 7417 1010 www.darnton-egs.com</p>	
<p>CLIENT Optimisation Developments Ltd / Briar Hill Developments Ltd Hingston Chase</p>	<p>DATE April 2012</p>
<p>PROJECT NUMBER BDD-PP-152</p>	<p>REVISION B</p>
<p>Proposed Coloured Main South Elevation</p>	
<p>SCALE 1:200 @ A1</p>	<p>DESIGNED BY JM</p>
<p>DATE April 2012</p>	<p>CHECKED BY JS</p>
<p>PROJECT NUMBER BDD-PP-152</p>	<p>REVISION B</p>
<p>darnton egs BUILT ENVIRONMENT CONSULTANCY LONDON BRISTOL MANCHESTER</p>	



- KEY:**
- 1) Render (Light Grey - code: 7207 / R1)
 - 2) Timber coated concrete panels (RAL 7006 Grey/Brown)
 - 3) Aluminium clad composite windows / doors (RAL 7012)
 - 4) Aluminium framed glazing / windows / doors (RAL 7012) (for the main glazing/doors)
 - 5) Pressed metal aluminium cladding (RAL 6011)
 - 6) Powder coating / cladding (RAL 7031)
 - 7) Powder coated steel balcony, handrail & balustrading (RAL 7042)
 - 8) Powder coated steel handrail & balustrading (RAL 7042)
 - 9) Powder coated steel canopy with ground rails (RAL 7031)
 - 10) Powder coated steel staircase
 - 11) Signage Zone - subject to separate application
 - 12) Openings to car park, secured with steel mesh
 - 13) Provision of entry (to car park) secured with steel roller shutter
 - 14) Oblique half panel with vertical aluminium cladding, powder coated aluminium in varying tones of green: RAL 6024, RAL 6025, RAL 6026, RAL 6027, RAL 6028, RAL 6029, RAL 6030, RAL 6031, RAL 6032, RAL 6033, RAL 6034, RAL 6035, RAL 6036, RAL 6037, RAL 6038, RAL 6039, RAL 6040, RAL 6041, RAL 6042, RAL 6043, RAL 6044, RAL 6045, RAL 6046, RAL 6047, RAL 6048, RAL 6049, RAL 6050, RAL 6051, RAL 6052, RAL 6053, RAL 6054, RAL 6055, RAL 6056, RAL 6057, RAL 6058, RAL 6059, RAL 6060, RAL 6061, RAL 6062, RAL 6063, RAL 6064, RAL 6065, RAL 6066, RAL 6067, RAL 6068, RAL 6069, RAL 6070, RAL 6071, RAL 6072, RAL 6073, RAL 6074, RAL 6075, RAL 6076, RAL 6077, RAL 6078, RAL 6079, RAL 6080, RAL 6081, RAL 6082, RAL 6083, RAL 6084, RAL 6085, RAL 6086, RAL 6087, RAL 6088, RAL 6089, RAL 6090, RAL 6091, RAL 6092, RAL 6093, RAL 6094, RAL 6095, RAL 6096, RAL 6097, RAL 6098, RAL 6099, RAL 6100
 - 15) Vertical steel fin 8250mm high x 450mm deep - powder coated in varying tones of green: RAL 6024, RAL 6025, RAL 6026, RAL 6027, RAL 6028, RAL 6029, RAL 6030, RAL 6031, RAL 6032, RAL 6033, RAL 6034, RAL 6035, RAL 6036, RAL 6037, RAL 6038, RAL 6039, RAL 6040, RAL 6041, RAL 6042, RAL 6043, RAL 6044, RAL 6045, RAL 6046, RAL 6047, RAL 6048, RAL 6049, RAL 6050, RAL 6051, RAL 6052, RAL 6053, RAL 6054, RAL 6055, RAL 6056, RAL 6057, RAL 6058, RAL 6059, RAL 6060, RAL 6061, RAL 6062, RAL 6063, RAL 6064, RAL 6065, RAL 6066, RAL 6067, RAL 6068, RAL 6069, RAL 6070, RAL 6071, RAL 6072, RAL 6073, RAL 6074, RAL 6075, RAL 6076, RAL 6077, RAL 6078, RAL 6079, RAL 6080, RAL 6081, RAL 6082, RAL 6083, RAL 6084, RAL 6085, RAL 6086, RAL 6087, RAL 6088, RAL 6089, RAL 6090, RAL 6091, RAL 6092, RAL 6093, RAL 6094, RAL 6095, RAL 6096, RAL 6097, RAL 6098, RAL 6099, RAL 6100
 - 16) Composite cladding panels
 - 17) Powder coated aluminium vertical sliding solar shades (RAL 7042)
 - 18) Powder coated aluminium vertical sliding solar shades with powder coated steel handrail & balustrading (RAL 7031)
 - 19) Car park steel fencing and gate
 - 20) Picture Frame to Freeze/land
 - 21) Way - powder coated
 - 22) Paint: Brickwork - Light Grey, rough finish, with small areas of discoloration
 - 23) Render - RAL 7006 (grey/brown)
 - 24) Powder coated aluminium screen to roof plant area - raised planting area
 - 25) Long Lane Landscaped
 - 26) Screen Paint: Brickwork - Light Grey, rough finish, with small areas of discoloration
 - 27) Long Lane Landscaped
 - 28) Timber fixed to masonry
 - 29) Long Lane Landscaped
 - 30) Screen - here seating and raised planting area
 - 31) Amenity Area Screen clad in timber
 - 32) Powder coated metal panels
 - 33) Aluminium handclipping (RAL 7042)
 - 34) Rainwater cladding panels
 - 35) A1M



2 South Elevation Detail
1:50 @ A1



1 South Elevation Detail
1:50 @ A1

0 2 4 6 8 10 12 14 16 18 20
Scale 1:50

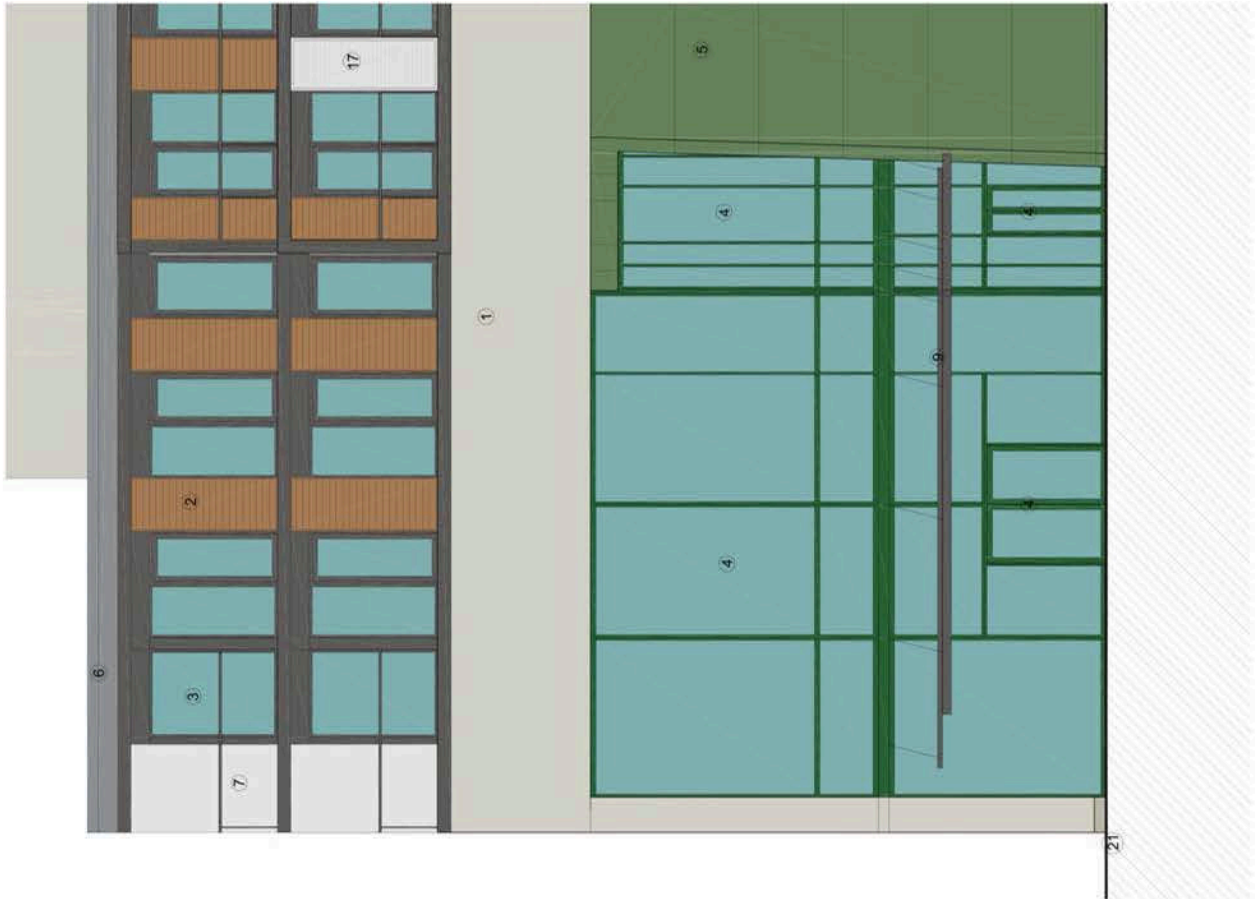
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4	Issue for approval	10/03/2017	JS	JS
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9	Issue for approval	10/03/2017	JS	JS
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34	Issue for approval	10/03/2017	JS	JS
35	Issue for approval	10/03/2017	JS	JS

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BUILT ENVIRONMENT CONSULTANCY

100, Old Street, London EC1A 3DF
LONDON BRISTOL MANCHESTER
020 7424 1000

Client: Optimization Developments Ltd / Brian Hall Developments Ltd
Project: Hingsthorpe Cross
Proposed South Elevation Details
Scale: 1:50 @ A1
Date: April 2017
Author: JS
Checker: JS
Project Number: RCD-PP-151
Revision: B





Key Elevation
1:50 @ A1

KEY:

- 1) Render Light Grey - color 37207 (R11)
- 2) Terracotta zincscreen panels (RAL 7008 Grey/Beige)
- 3) Aluminium clad canopy (RAL 7012)
- 4) Aluminium framed glazing / doors RAL 7012 & BS14C39 (for fire doors glazing/doors)
- 5) Powder coated steel handrail & balustrading (RAL 7021)
- 6) Aluminium handrail / coping (RAL 7021)
- 7) Powder coated steel handrail & balustrading (RAL 7042)
- 8) Powder coated steel handrail & balustrading (RAL 7042)
- 9) Powder coated steel handrail with glass infill (RAL 7031)
- 10) Powder coated steel staircase (RAL 7031)
- 11) Signage Zone - subject to planning approval
- 12) Cladding to car park secured with steel mesh panels
- 13) Pedestrian entry / exit to car park secured with steel color
- 14) Cladding side panel with vertical solar shading fins - powder coated aluminium in varying colors RAL 6017, RAL 6021, RAL 6002, RAL 6011, RAL 6013, RAL 5018 and RAL 1020
- 15) Vertical steel fins 820mm high x 40mm deep - powder green RAL 6024, RAL 6017, RAL 6011, RAL 6002, and RAL 5018 and RAL 1020
- 16) Composite cladding panels (RAL 1015 Clifft) /
- 17) Powder coated aluminium vertical slats (RAL 7042)
- 18) Warehouse access ramp with powder coated steel handrail & balustrading (RAL 7042)
- 19) Car park steel fencing and gates
- 20) Picture Frame to Freestand aluminium (BS14C39 (Dark Green))
- 21) High finish - Light Grey aggregate on surface
- 22) Render - RAL 7008 (Grey/Beige)
- 23) Powder coated aluminium (RAL 7047)
- 24) Long Lams Laminated Cladding (Light brown, textured finish with some random light and dark areas of discoloration)
- 25) Timber cladding to Screen Upper Section. Timber fixed to masonry structure wall to service yard side
- 26) Long Lams Laminated Screen - New seating and Assembly Area Screen clad in timber
- 27) Assembly Area Screen clad in timber (RAL 7047)
- 28) Assembly Area Screen clad in timber (RAL 7042)
- 29) Aluminium handrail/gating (RAL 7042)
- 30) Cladding panels (RAL 7042)
- 31) ATMs

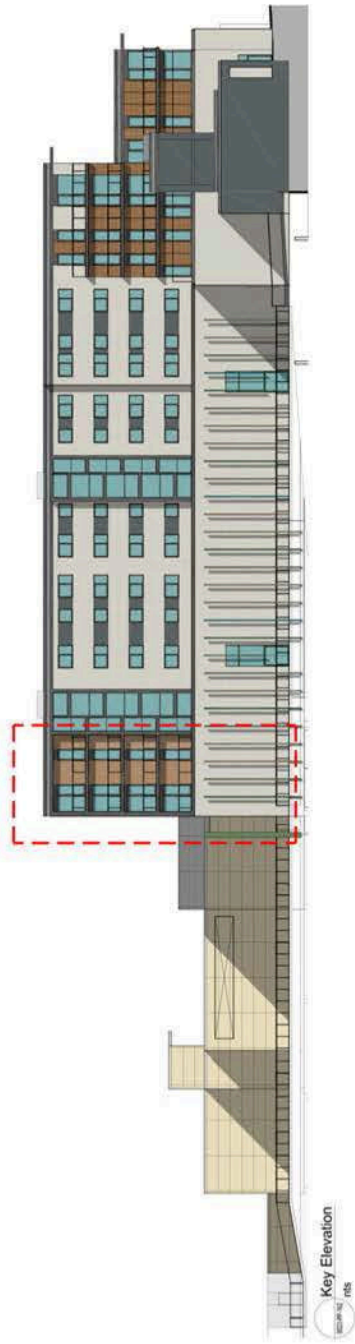
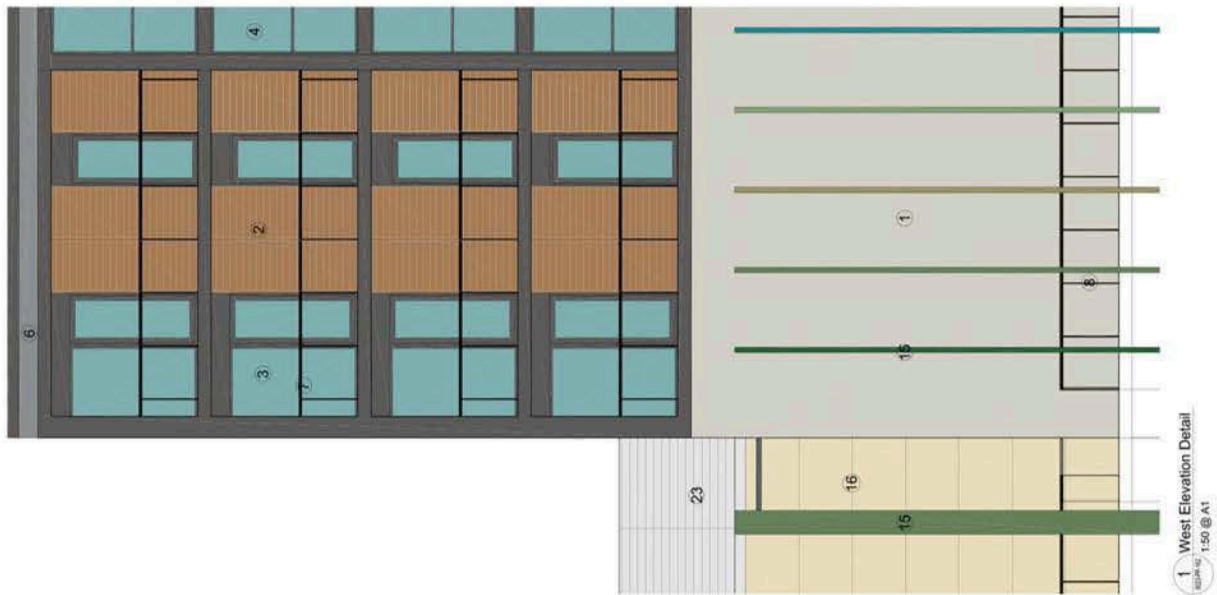


DATE	18/03/2017	BY	ALAN BIR
REVISED		DATE	
REVISION		BY	
DATE		BY	

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BUILT ENVIRONMENT CONSULTANCY
LONDON BRISTOL MANCHESTER

Client: Optimisation Developments Ltd / Bloor Hill Developments Ltd
Project: Hingston Circus
Proposed East Elevation Detail
Scale: 1:50 @ A1
Date: April 2017
Drawn: J.S.
Checked: J.S.
Project Number: B202-PP-100
Revision: B

1 East Elevation Detail
1:50 @ A1



- KEY:**
- 1 Render Light Grey - color 31207 70 C1
 - 2 Ferrazole zincscreen panels (RAL 7005 Grey/Brown)
 - 3 Aluminium clad composite window glazing (RAL 7007)
 - 4 Aluminium framed glass/door (RAL 7012 & BS14C29 for the above glazing)
 - 5 Aluminium zincscreen cladding (RAL 8011)
 - 6 Aluminium handrail / coping (RAL 7031)
 - 7 Powder coated steel balcony handrail & balustrading (RAL 7042)
 - 8 Powder coated steel handrail & balustrading (RAL 7042)
 - 9 Primer coated steel (RAL 7001)
 - 10 Powder coated steel staircase (RAL 7031)
 - 11 Signage Zone - subject to planning requirements with steel mesh panels
 - 12 Changing room lock secured with steel mesh panels
 - 13 Pedestrian entry / exit to car park secured with steel roller shutters
 - 14 Chrome plated panel with vertical solar shading fins - powder coated aluminium in varying heights (RAL 6002, RAL 6012, RAL 6002, RAL 6011, RAL 6012, RAL 6011 and RAL 1020)
 - 15 Vertical steel fins 4250mm high x 450mm deep - powder green: RAL 6002 and RAL 6017; grey: RAL 7001, RAL 7002, RAL 7003 and RAL 1020
 - 16 Composite cladding panels (RAL 1015 Cream)
 - 17 Powder coated aluminium vertical sliding solar shades (RAL 7005 Grey/Brown)
 - 18 Warehouse access entry with powder coated steel handrail & balustrading (RAL 7031)
 - 19 Car park high lighting and glare
 - 20 'Picture Frame' to Faceted aluminium: BS14C29 (Dark Green)
 - 21 Finish: Backwork - Light Grey, matt, powder coated aluminium aggregate on surface
 - 22 Render - RAL 7006 (Grey/Brown)
 - 23 Powder coated aluminium (RAL 7047)
 - 24 Long Lams Landscaped (RAL 7047)
 - 25 Long Lams Landscaped with some random light and dark areas of discoloration. Long Lams Landscaped Screen Upper Section: Timber lead to masonry structure wall to service yard
 - 26 Long Lams Landscaped Screen - New seating and aluminium structure (RAL 7047)
 - 27 Assembly Area Screen clad in timber
 - 28 Assembly Area Screen clad in aluminium (RAL 7047)
 - 29 Aluminium handrailing (RAL 7042)
 - 30 Aluminium sliding panels (RAL 7042)
 - 31 ATMs

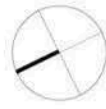
61.12.23 - 1:50 @ A1
Scale 1:50

NAME	ALAN BIRD
DESIGNER	ALAN BIRD
DATE	15/01/23
PROJECT	BRISTOL HARBOUR
LOCATION	BRISTOL HARBOUR
SCALE	1:50 @ A1

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BUILT ENVIRONMENT CONSULTANCY
LONDON BRISTOL HARBOUR

DATE	15/01/23	SCALE	1:50 @ A1
DATE	15/01/23	SCALE	1:50 @ A1
DATE	15/01/23	SCALE	1:50 @ A1
DATE	15/01/23	SCALE	1:50 @ A1
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DATE	15/01/23	SCALE	1:50 @ A1
DATE	15/01/23	SCALE	1:50 @ A1
DATE	15/01/23	SCALE	1:50 @ A1





A Drawing prepared for Planning application at 100m/1000 (1:1000) scale
 - Where sizes and dimensions are indicated
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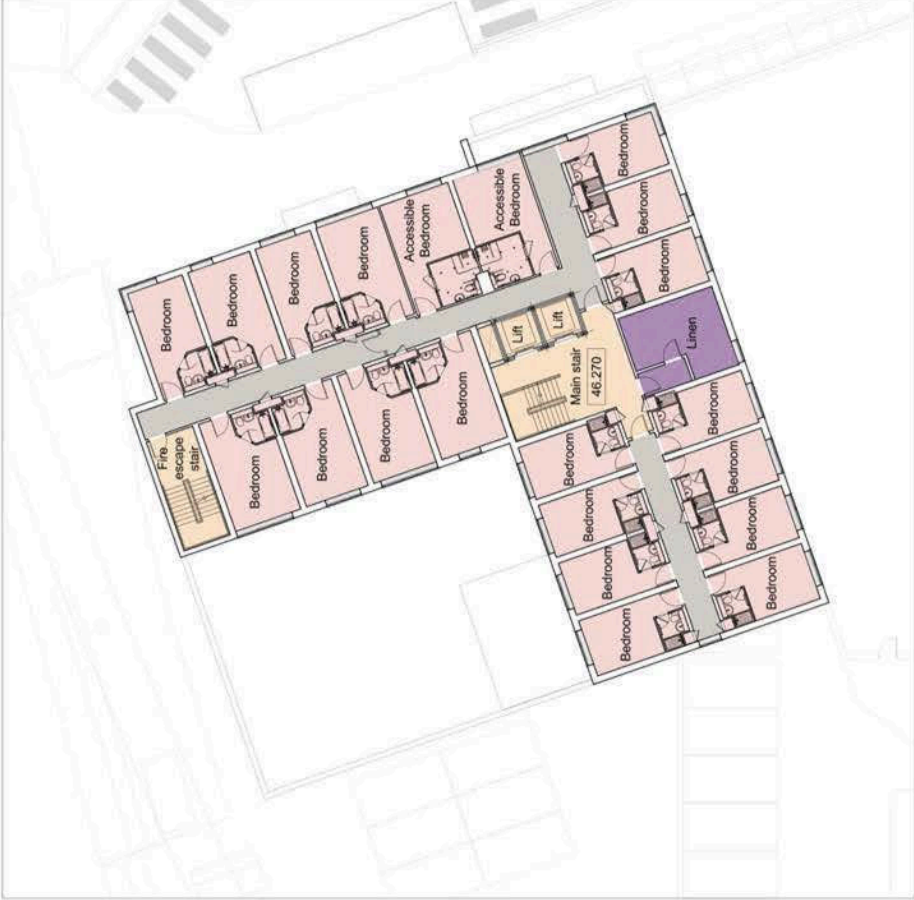
NO	DATE	BY	CHKD
1	07/02/13	JS	MB

DRAWING STATUS	BUILDING REGS	TENDER	CONSTRUCTION	AS BUILT
SKETCH				
PRELIMINARY				
APPROVAL				
PLANNING				

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 BUILT ENVIRONMENT CONSULTANCY
 LEEDS LONDON BRISTOL WARWICK
 London Office: 0207 889 1431 F: 0207 889 1414 www.darntonegs.com

CLIENT	Optimisation Developments Ltd / Birds Hall Developments Ltd.
PROJECT	Hillingdon Circus
SUBJECT	Proposed Hotel First & Second Floor Plans
DATE	April 2012
DRAWN	JS
CHECKED	MB
DRAWING NUMBER	8023-PP-112
SCALE	1:200 @ A2

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 BUILDING REGULATIONS AND LOCAL AUTHORITY REQUIREMENTS
 THIS DRAWING MUST NOT BE USED FOR CONSTRUCTION UNLESS GRANTED
 FOR CONSTRUCTION
 ALL DIMENSIONS ON THIS DRAWING ARE IN MILLIMETRES UNLESS OTHERWISE STATED



2 Proposed Hotel Second Floor Plan
 8023-PP-112 1:200 @ A2



1 Proposed Hotel First Floor Plan
 8023-PP-112 1:200 @ A2

KEY



Extent of biodiverse (green) roof

NOTE

Layout of biodiverse roofs, plant, solar thermal and photovoltaic panels are indicative only.



D	Drawings issued for Planning submission as follows:	MB	205	08.08.13
	- Addition of raised table at service yard entrance	MB	205	14.08.13
C	Final plans on Block C shown:	MB	205	28.02.13
	- Final plans on Block C shown	MB	205	28.02.13
B	Drawings issued for Planning submission as follows:	MB	205	07.02.13
	- Final plans on Block C shown	MB	205	07.02.13
A	Drawings issued for Planning submission as follows:	MB	205	07.02.13
	- Block C submitted. The wings of site along the road frontage were not included in the Block C submission and are not included in this drawing.	MB	205	07.02.13
REV	NOTE:	SR	12/1	DATE

DRAWING STATUS

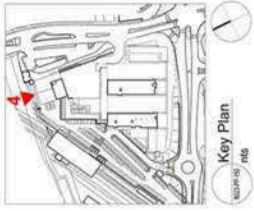
SKETCH	BILLING REQS	ENDORSED
PRELIMINARY	CONSTRUCTION	AS BUILT
PLANNING		

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 BUILT ENVIRONMENT CONSULTANCY
 LEEDS LONDON BRISTOL WARWICK
 London Office: 14, Chancery Lane, EC4A 3DF, UK
 T: 0207 885 1434 F: 0207 885 1444 www.darntonegs.com

CLIENT	Orimisation Developments Ltd / Bride Hall Developments Ltd.
PROJECT	Hillington Circus
DRAWING NO	8023-PP-117
DATE	April 2012
DRAWN	JS
CHECKED	MB
DATE	14/05/12
SCALE	1:500 @ A2



1 Proposed Residential & Hotel Roof Plan
 1:500 @ A2



- Material Key:**
- 1) Insular - Light Grey (code: 27207 RB C7)
 - 2) Powder Coated Aluminium Extrusion Cladding - RAL
 - 3) Windows to First Floor - RAL 9005 (Dark)
 - 4) Stone Entrance - Natural 'Knap' - Natural - RAL 8028
 - 5) Windows to public areas - RAL 7012 powder coated
 - 6) Aluminium
 - 7) Powder coated aluminium extrusion cladding - RAL 7042
 - 8) Horizontal stone slabs - RAL 7015 (powder coated)
 - 9) Sliding - Technology - RAL 7012 aluminium cladding panels / stone
 - 10) Aluminium powder coated horizontal stone slabs - RAL 7047
 - 11) Stone - Brecknock - Light Grey (rough finish, with small stones)
 - 12) Powder coated aluminium screens for roof plant area - RAL 9005 (Dark)
 - 13) Long Larch Larch Slatted Screen - Powder Finish - Brecknock - Light Grey (rough finish, with stone grain light and dark shades of grey)
 - 14) Long Larch Larch Slatted Screen - Upper Screens - Powder Finish - Brecknock - Light Grey (rough finish, with stone grain light and dark shades of grey)
 - 15) Stone paving area.



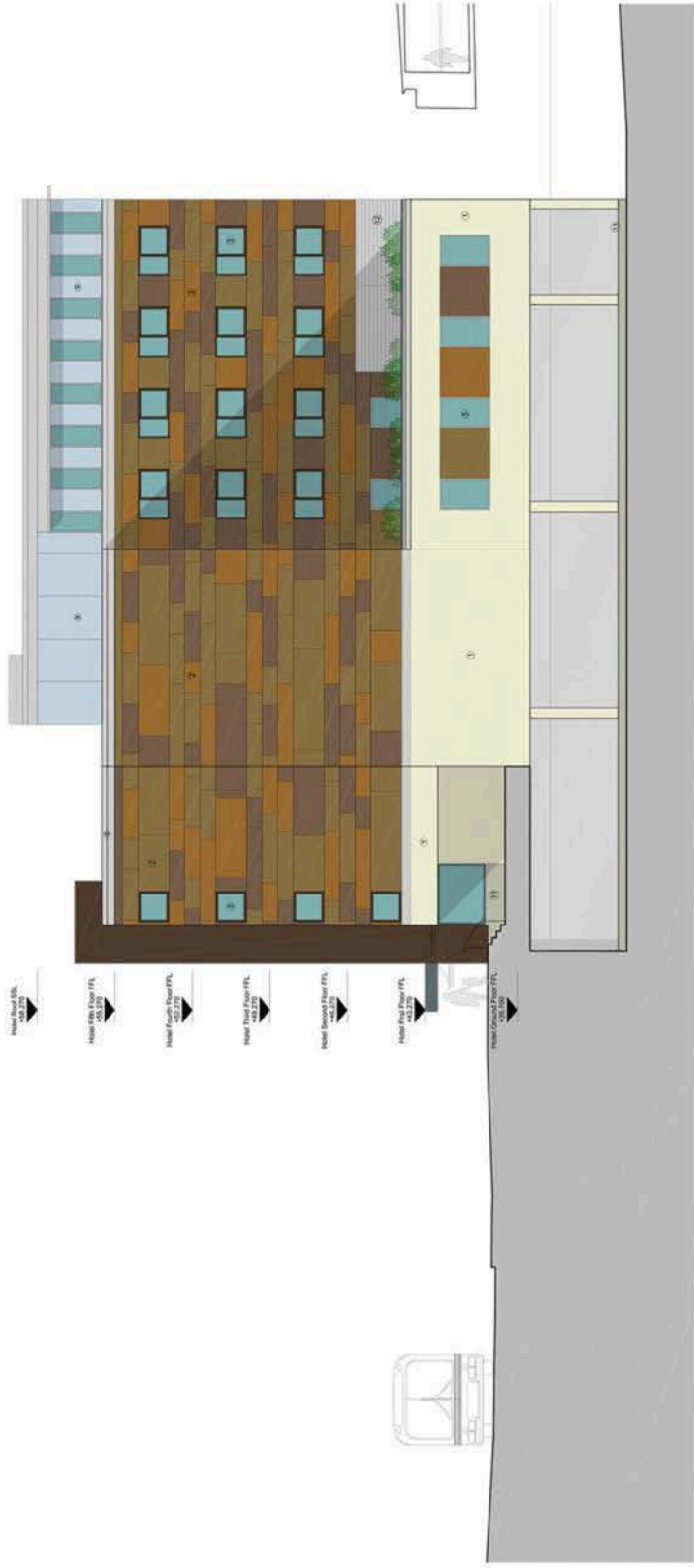
1. This drawing is for the proposed building as shown on the site plan. It is not to be used for any other purpose without the written consent of Darnton Egs. All dimensions are in millimetres unless otherwise stated. The client is responsible for ensuring that the building is constructed in accordance with the approved planning application and any relevant regulations.

Materials	
ALUMINIUM	ALUMINIUM
GLASS	GLASS
STONE	STONE
WOOD	WOOD

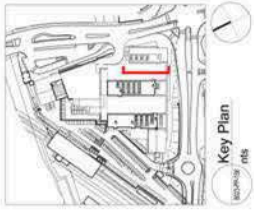
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BUILT ENVIRONMENT CONSULTANCY
LEEDS LONDON BRISTOL MANCHESTER

Client: Optimization Developments Ltd / Brian Hall Developments Ltd
Project: Proposed Hotel
Site (North) Elevations
Scale: 1:100 @ A1
Date: April 2012
Drawing No: BDD-374-100 (J)
Author: MB
Checker: A

100% COMPLIANT WITH THE BUILDING REGULATIONS 2010
REGISTERED ARCHITECTS AND ARCHITECTS ASSISTANTS
REGISTERED WITH THE ARCHITECTS REGULATION BOARD



4 Side (North) Elevation
1:100 @ A1



1 Proposed Block A West Elevation
1:100 @ A1

- KEY:
- 1 Render (Light Grey - code: 37207 R6 C1)
 - 2 Terracotta rainscreen panels (RAL 1006 Grey/Brown)
 - 3 Aluminium framed windows / doors (RAL 7032)
 - 4 Aluminium framed glazing / doors (RAL 7012)
 - 5 Powder coated steel infill panels (RAL 7042)
 - 6 Aluminium handrail / coping (RAL 7031)
 - 7 Powder coated steel balcony frames & balustrading (RAL 7042)
 - 8 Powder coated steel handrail & balustrading (RAL 7042)
 - 9 Powder coated steel canopy (RAL 7042)
 - 10 Powder coated steel infill doors (RAL 7042)
 - 11 Powder coated steel balcony doors (RAL 7042)
 - 12 Aluminium framed doors (RAL 7042)
 - 13 Amenity area screen clad in timber
 - 14 Amenity area screen clad in aluminium clad infill panels (RAL 7047)

0 1 2 3 4 5
Scale 1:100

1. The information in this document is for the use of the client and is not to be used for any other purpose without the written consent of darnton egs.

NAME	BLAIR BROWN
DESIGNER	BLAIR BROWN
DATE	15/04/2017
PROJECT	BRIDE HALL DEVELOPMENTS
LOCATION	BRIDGEMAN ROAD, HINGINGHAM, LINCOLN

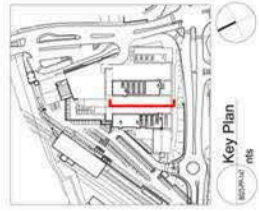
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BUILT ENVIRONMENT CONSULTANCY
LONDON BRISTOL MANCHESTER

36, Colindale Avenue, London NW9 1EQ, UK
Tel: 020 8834 2200 Fax: 020 8834 2201
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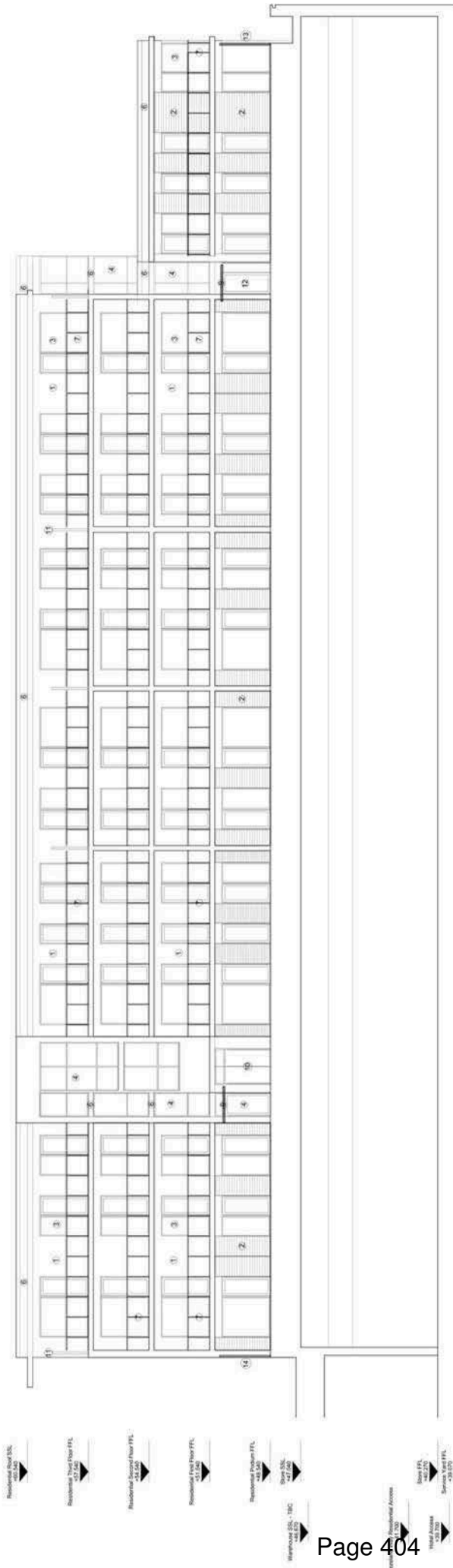
CLIENT
Optimisation Developments Ltd /
Bride Hall Developments Ltd
Hingingham
Proposed Coloured Block A West Elevation

DATE	DATE	VERSION
15/04/2017	15/04/2017	05
DESIGNED BY	REVISION	A
BLAIR BROWN		





Key Plan
B20000 r05



1 Proposed Block B West Elevation
1:100 @ A1

- KEY:
- 1 Render (Light Grey - code: 37207 R6 C1)
 - 2 Terracotta rainwater panels (RAL 7046 Grey/Brown)
 - 3 Aluminium framed windows / doors (RAL 7012)
 - 4 Aluminium framed glazing / doors (RAL 7012)
 - 5 Aluminium framed glazing panels (RAL 7042)
 - 6 Aluminium handrail / coping (RAL 7031)
 - 7 Powder coated steel balcony frames & balustrading (RAL 7042)
 - 8 Powder coated steel handrail & balustrading (RAL 7042)
 - 9 Powder coated steel canopy (RAL 7042)
 - 10 Powder coated steel infill doors (RAL 7042)
 - 11 Powder coated steel balcony cover (RAL 7042)
 - 12 Aluminium framed doors (RAL 7042)
 - 13 Amenity area screen clad in timber
 - 14 Amenity area screen clad in aluminium clad timber panels (RAL 7047)



Project: Proposed Block B West Elevation
 Date: 10/04/2017
 Scale: 1:100

NO.	REVISION	DATE	BY	CHKD
1	ISSUED FOR PERMIT	10/04/2017	MS	JS

NO.	REVISION	DATE	BY	CHKD
1	ISSUED FOR PERMIT	10/04/2017	MS	JS

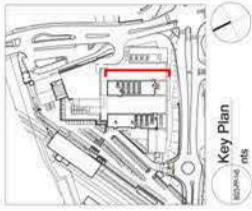
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 LONDON BRISTOL MANCHESTER

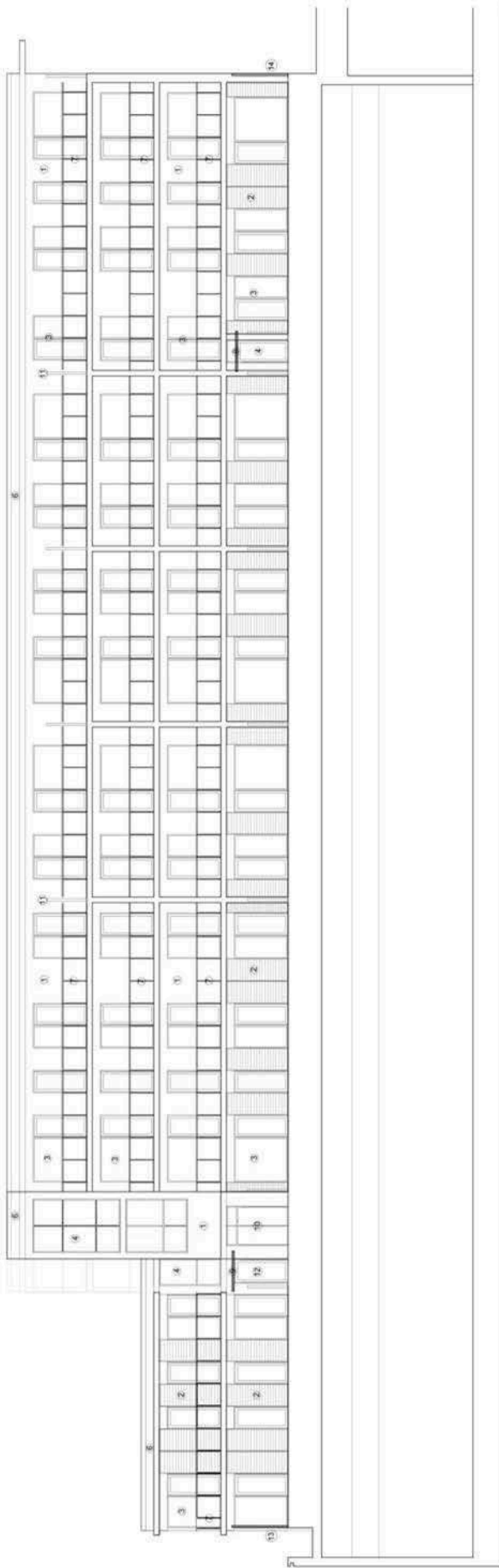
Client: Optimisation Developments Ltd / Bloor Hill Developments Ltd
 Project: Proposed Block B West Elevation
 Location: Hingston Circus

DATE	APR 2017	ISSUED	MS	JS
PROJECT NUMBER	B20000-147	REVISION		A
SCALE	1:100 @ A1			





Key Plan
BLOCK B
REFS



- KEY:**
- 1 Render (Light Grey - code: 37207 R6 C1)
 - 2 Terracotta rainwater panels (RAL 7046 Grey/Black)
 - 3 Aluminium framed windows / doors (RAL 7012)
 - 4 Aluminium framed glazing / doors (RAL 7012)
 - 5 Aluminium framed glazing panels (RAL 7042)
 - 6 Aluminium handrail / coping (RAL 7031)
 - 7 Powder coated steel balcony frames & balustrading (RAL 7042)
 - 8 Powder coated steel handrail & balustrading (RAL 7042)
 - 9 Powder coated steel canopy (RAL 7042)
 - 10 Powder coated steel infill doors (RAL 7042)
 - 11 Powder coated steel balcony doors (RAL 7042)
 - 12 Aluminium framed doors (RAL 7042)
 - 13 Amenity area screen clad in timber
 - 14 Amenity area screen clad in aluminium clad timber panels (RAL 7047)

1 Proposed Block B East Elevation
1:100 @ A1

37 Victoria Road, London SE16 5LW
Tel: 020 7461 2200
Fax: 020 7461 2201
www.darnton.co.uk

BLANCHARD	MANAGER
PHILLIPS	DESIGNER
WATSON	DESIGNER
WATSON	DESIGNER
WATSON	DESIGNER
WATSON	DESIGNER

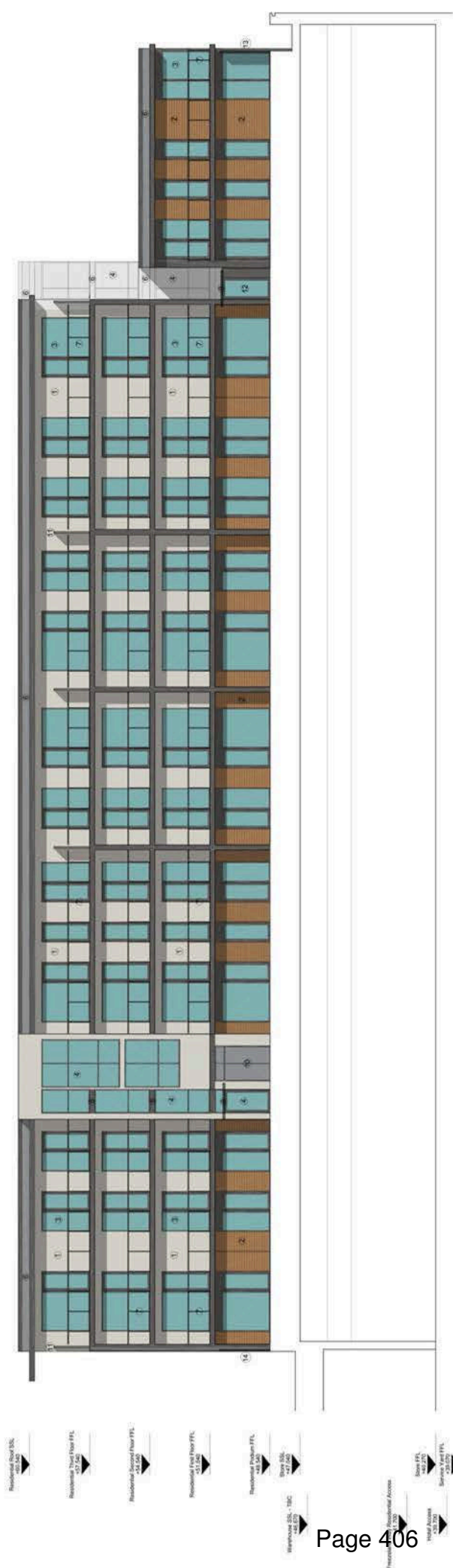
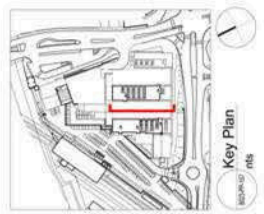
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BUILT ENVIRONMENT CONSULTANCY
LONDON BRISTOL MANCHESTER

37 Victoria Road, London SE16 5LW
Tel: 020 7461 2200
Fax: 020 7461 2201
www.darnton.co.uk

CLIENT	Optimisation Developments Ltd /
DESIGNER	Blair Hall Developments Ltd
PROJECT NAME	Hillgate Circus
PROPOSED BLOCK	Proposed Block B East Elevation
SCALE	1:100 @ A1
DATE	APRIL 2017
DESIGNED BY	MS
PROJECT NUMBER	2017-001-10
REVISION	A



- Residential Floor PFL 03
- Residential Floor PFL 02
- Residential Floor PFL 01
- Residential Floor PFL 00
- Residential Floor PFL 01
- Residential Floor PFL 02
- Residential Floor PFL 03
- Residential Floor PFL 04
- Residential Floor PFL 05
- Residential Floor PFL 06
- Residential Floor PFL 07
- Residential Floor PFL 08
- Residential Floor PFL 09
- Residential Floor PFL 10
- Residential Floor PFL 11
- Residential Floor PFL 12
- Residential Floor PFL 13
- Residential Floor PFL 14
- Residential Floor PFL 15
- Residential Floor PFL 16
- Residential Floor PFL 17
- Residential Floor PFL 18
- Residential Floor PFL 19
- Residential Floor PFL 20
- Residential Floor PFL 21
- Residential Floor PFL 22
- Residential Floor PFL 23
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- Residential Floor PFL 91
- Residential Floor PFL 92
- Residential Floor PFL 93
- Residential Floor PFL 94
- Residential Floor PFL 95
- Residential Floor PFL 96
- Residential Floor PFL 97
- Residential Floor PFL 98
- Residential Floor PFL 99
- Residential Floor PFL 100



1 Proposed Block B West Elevation
1:100 @ A1

- KEY:
- 1 Render (Light Grey - code: 37207 R6 C1)
 - 2 Terracotta rainscreen panels (RAL 7048 Grey/Brown)
 - 3 Aluminium framed glass / windows / doors (RAL 7012)
 - 4 Aluminium framed glass / doors (RAL 7012)
 - 5 Aluminium framed glass / doors (RAL 7012)
 - 6 Aluminium framing / coping (RAL 7011)
 - 7 Powder coated steel balcony / handrail & balustrading (RAL 7042)
 - 8 Powder coated steel handrail & balustrading (RAL 7042)
 - 9 Powder coated steel canopy / doors (RAL 7042)
 - 10 Powder coated steel infill / doors (RAL 7042)
 - 11 Powder coated steel balcony / doors (RAL 7042)
 - 12 Aluminium framed doors (RAL 7042)
 - 13 Arvenity area screen clad in timber
 - 14 Arvenity area screen clad in aluminium clad timber panels (RAL 7047)



MARKING SYMBOLS	
B20/010	RESIDENTIAL
B20/010	RESIDENTIAL
B20/010	RESIDENTIAL
B20/010	RESIDENTIAL
B20/010	RESIDENTIAL
B20/010	RESIDENTIAL

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eggs
BUILT ENVIRONMENT CONSULTANCY
LONDON BRISTOL MANCHESTER

CLIENT	Optimisation Developments Ltd / Brian Hall Developments Ltd
PROJECT NAME	Proposed Coloured Block B West Elevation
DATE	11/09 @ A1
DESIGNER	darnton eggs
DATE	April 2017
SCALE	M6
PROJECT NUMBER	B20/010/157
REVISION	A
BY	
CHECKED	
DATE	
DESIGNED BY	
DATE	
PROJECT NUMBER	
REVISION	
BY	
CHECKED	
DATE	
DESIGNED BY	
DATE	
PROJECT NUMBER	
REVISION	
BY	
CHECKED	
DATE	



Key Plan
 1:1000
 nbs



1 Proposed Block B East Elevation
 1:100 @ A1

- KEY:
- 1: Render (Light Grey - code: 37207 76 C1)
 - 2: Terracotta rainscreen panels (RAL 7006 Cappuccino)
 - 3: Aluminium framed glass / windows / doors (RAL 7012)
 - 4: Aluminium framed glass / doors (RAL 7012)
 - 5: Aluminium cladding panels (RAL 7042)
 - 6: Aluminium cladding / coping (RAL 7011)
 - 7: Powder coated steel balcony / balustrading (RAL 7042)
 - 8: Powder coated steel handrail & balustrading (RAL 7042)
 - 9: Powder coated steel canopy / awning (RAL 7042)
 - 10: Powder coated steel infill doors (RAL 7042)
 - 11: Powder coated steel balcony door (RAL 7042)
 - 12: Powder coated steel window frame doors (RAL 7042)
 - 13: Arvenity area screen clad in timber
 - 14: Arvenity area screen clad in timber (RAL 7047)



1. 100% compliance with the Building Regulations (Part A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z)

DATE	REVISION	BY	CHKD
15/04/2017	01	MB	JS

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 eggs
 BUILT ENVIRONMENT CONSULTANCY
 LONDON BRISTOL MANCHESTER

100, Colindale Avenue, Colindale, London NW9 1AQ
 Tel: +44 (0)20 8834 2000
 Email: info@darnton.co.uk

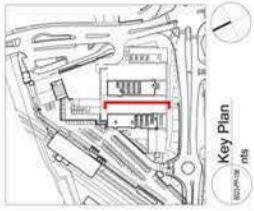
Client: Optimisation Developments Ltd / Bloor Hill Developments Ltd
 Project: Proposed Coloured Block B East Elevation
 Drawing: Hingeplate Curves

NO.	DATE	REVISION	BY	CHKD
001	15/04/2017	01	MB	JS

PROJECT NUMBER: B202-PP-105
 REVISION: A



- Residential Block B (S) - 1:100 @ A1
- Residential Block B (E) - 1:100 @ A1
- Residential Block B (W) - 1:100 @ A1
- Residential Block B (N) - 1:100 @ A1
- Residential Block B (S) - 1:100 @ A1
- Residential Block B (E) - 1:100 @ A1
- Residential Block B (W) - 1:100 @ A1
- Residential Block B (N) - 1:100 @ A1
- Residential Block B (S) - 1:100 @ A1
- Residential Block B (E) - 1:100 @ A1
- Residential Block B (W) - 1:100 @ A1
- Residential Block B (N) - 1:100 @ A1
- Residential Block B (S) - 1:100 @ A1
- Residential Block B (E) - 1:100 @ A1
- Residential Block B (W) - 1:100 @ A1
- Residential Block B (N) - 1:100 @ A1



Key Plan
BLOCK C
r015



1 Proposed Block C East Elevation
Scale: 1:100 @ A1

- KEY:
- 1 Render (Light Grey - code: 37207 R6 C1)
 - 2 Terracotta rainwater panels (RAL 7046 Grey/Brown)
 - 3 Aluminium framed glass / doors (RAL 7012)
 - 4 Aluminium framed glass / doors (RAL 7012)
 - 5 Aluminium framed glass / doors (RAL 7012)
 - 6 Aluminium framing / coping (RAL 7031)
 - 7 Powder coated steel balcony frames & balustrading (RAL 7042)
 - 8 Powder coated steel handrail & balustrading (RAL 7042)
 - 9 Powder coated steel canopy (RAL 7042)
 - 10 Powder coated steel infill doors (RAL 7042)
 - 11 Powder coated steel balcony doors (RAL 7042)
 - 12 Aluminium framed doors (RAL 7042)
 - 13 Amenity area screen clad in timber
 - 14 Amenity area screen clad in aluminium framed mirror panels (RAL 7047)

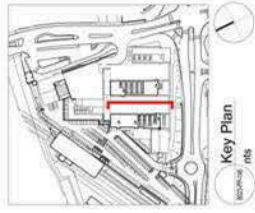


<p>Project name: Proposed Block C East Elevation Project location: Block C East Elevation Project number: 2023-001-001</p>	
DATE:	2023-04-10
SCALE:	1:100
PROJECT:	Block C East Elevation
CLIENT:	Optimisation Developments Ltd / Block C East Elevation
DESIGNER:	darnton eggs
APPROVED BY:	[Signature]

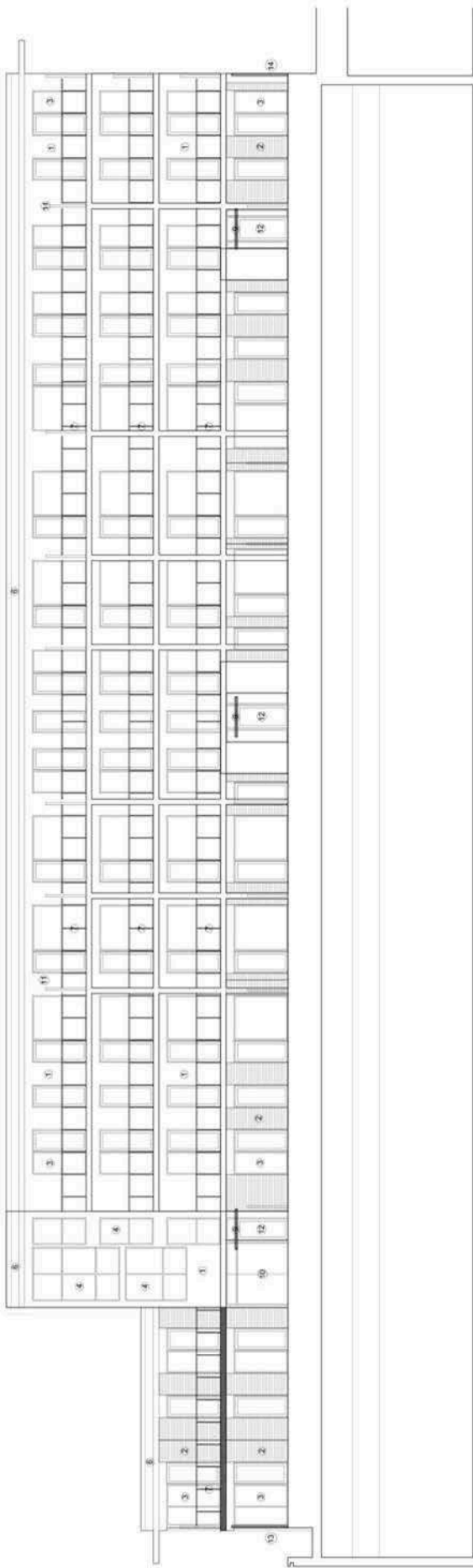
darnton eggs
 BUILT ENVIRONMENT CONSULTANCY
 LONDON BRISTOL MANCHESTER

CLIENT:	Optimisation Developments Ltd / Block C East Elevation
DESIGNER:	darnton eggs
APPROVED BY:	[Signature]
DATE:	2023-04-10
SCALE:	1:100 @ A1
PROJECT:	Block C East Elevation
CLIENT:	Optimisation Developments Ltd / Block C East Elevation
DESIGNER:	darnton eggs
APPROVED BY:	[Signature]
DATE:	2023-04-10
SCALE:	1:100 @ A1
PROJECT:	Block C East Elevation





Key Plan
Building nos



1 Proposed Block C East Elevation
Scale 1:100 @ A1

- 1 Render Light Grey - code 37207 R5 C1
- 2 Terracotta rainscreen panels (RAL 7048 Grey/Brown)
- 3 Aluminium framed windows / doors (RAL 7012)
- 4 Aluminium framed glazing / doors (RAL 7012)
- 5 Aluminium framed glazing panels (RAL 7042)
- 6 Aluminium handrail / coping (RAL 7031)
- 7 Powder coated steel balcony, handrail & balustrading (RAL 7042)
- 8 Powder coated steel handrail & balustrading (RAL 7042)
- 9 Powder coated steel canopy (RAL 7042)
- 10 Powder coated steel infill (RAL 7042)
- 11 Powder coated steel balcony door (RAL 7042)
- 12 Aluminium framed door (RAL 7042)
- 13 Amenity area screen clad in timber
- 14 Amenity area screen clad in aluminium clad timber panels (RAL 7047)

KEY:

- 1 Render Light Grey - code 37207 R5 C1
- 2 Terracotta rainscreen panels (RAL 7048 Grey/Brown)
- 3 Aluminium framed windows / doors (RAL 7012)
- 4 Aluminium framed glazing / doors (RAL 7012)
- 5 Aluminium framed glazing panels (RAL 7042)
- 6 Aluminium handrail / coping (RAL 7031)
- 7 Powder coated steel balcony, handrail & balustrading (RAL 7042)
- 8 Powder coated steel handrail & balustrading (RAL 7042)
- 9 Powder coated steel canopy (RAL 7042)
- 10 Powder coated steel infill (RAL 7042)
- 11 Powder coated steel balcony door (RAL 7042)
- 12 Aluminium framed door (RAL 7042)
- 13 Amenity area screen clad in timber
- 14 Amenity area screen clad in aluminium clad timber panels (RAL 7047)

1:100 @ A1
Scale 1:100

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eggs

BUILT ENVIRONMENT CONSULTANCY
LEDS LONDON BRISTOL MANCHESTER

CLIENT: Optimization Developments Ltd / Brian Hill Developments Ltd
PROJECT: Proposed Block C East Elevation
Hillsgate Circus

DRAWN: J.S.
DATE: April 2017
CHECKED: J.S.
SCALE: A1
PROJECT NUMBER: R203-P01-100

RAL 1109 @ A1



Key



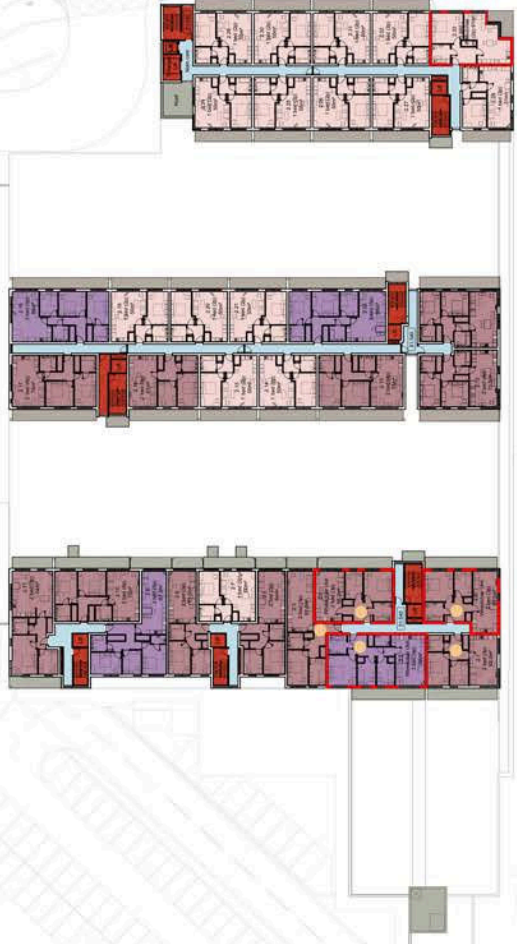
Wheelchair Accessible Housing Units outlined in red



Affordable Housing Units identified by yellow 'dot' in flat



4 2 0 Meters 10 15 20
Scale 1:500



REV/NOTE

NO	DATE	BY	CHK	DATE
D	07/10/13			
C	08/08/13			
B	28/02/13			
A	02/02/13			

DRAWING STATUS

SKETCH	BUILDING REGS
PRELIMINARY	TENDER
APPROVAL	CONSTRUCTION
PLANNING	AS BUILT
PLANNING	

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BUILT ENVIRONMENT CONSULTANCY
LEEDS LONDON BRISTOL WARWICK

CLIENT
Orimisation Developments Ltd /
Brix Hall Developments Ltd.
Hillington Circus

DRAWING NUMBER
8023-PP-114

DATE
April 2012

DRAWN
JS

CHECKED
MB

SCALE
1:500 @ A2

PROJECT
Proposed Residential First Floor &
Hotel Fourth Floor Plan

DATE
April 2012

DRAWN
JS

CHECKED
MB

SCALE
1:500 @ A2

DRAWING NUMBER
8023-PP-114

PROJECT
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Hotel Fourth Floor Plan

DATE
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SCALE
1:500 @ A2

DRAWING NUMBER
8023-PP-114

PROJECT
Proposed Residential First Floor &
Hotel Fourth Floor Plan



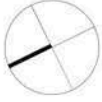
Key



Wheelchair
Accessible Housing
Units outlined in red



Affordable Housing
Units identified by
yellow 'dot' in flat



REV	NO	DATE	DESCRIPTION
E	01	07/10/13	Drawing reviewed for Planning recommendation as follows: - Units are enlarged to 2m x 2m internal size and 18.50m deep. - Units increased to 1.2m to enable units by cycle. - Lift to affordable core, and the pods are adjacent to it. - Units are now 2m wide and 1.2m deep. - Units are now 2m wide and 1.2m deep.
D	02	11/09/13	Drawing reviewed for Planning recommendation as follows: - Units are now 2m wide and 1.2m deep. - Units are now 2m wide and 1.2m deep.
C	03	08/08/13	Drawing reviewed for Planning recommendation as follows: - Units are now 2m wide and 1.2m deep. - Units are now 2m wide and 1.2m deep.
B	04	28/02/13	Drawing reviewed for Planning recommendation as follows: - Units are now 2m wide and 1.2m deep. - Units are now 2m wide and 1.2m deep.
A	05	07/02/13	Drawing reviewed for Planning recommendation as follows: - Units are now 2m wide and 1.2m deep. - Units are now 2m wide and 1.2m deep.

REV	NO	DATE	DESCRIPTION
1	01	04/12/12	Issue for Construction
2	02	04/12/12	Issue for Construction
3	03	04/12/12	Issue for Construction
4	04	04/12/12	Issue for Construction
5	05	04/12/12	Issue for Construction
6	06	04/12/12	Issue for Construction
7	07	04/12/12	Issue for Construction
8	08	04/12/12	Issue for Construction
9	09	04/12/12	Issue for Construction
10	10	04/12/12	Issue for Construction
11	11	04/12/12	Issue for Construction
12	12	04/12/12	Issue for Construction
13	13	04/12/12	Issue for Construction
14	14	04/12/12	Issue for Construction
15	15	04/12/12	Issue for Construction
16	16	04/12/12	Issue for Construction
17	17	04/12/12	Issue for Construction
18	18	04/12/12	Issue for Construction
19	19	04/12/12	Issue for Construction
20	20	04/12/12	Issue for Construction

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egs
BUILT ENVIRONMENT CONSULTANCY
LEEDS LONDON BRISTOL WARWICK
London Office: 0207 889 1434
T: 0207 889 1434 E: 0207 889 1434 www.darnton.egs.com

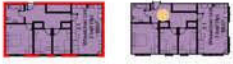
CLIENT	Optimisation Developments Ltd / Bribe Hall Developments Ltd.
PROJECT	Hillingdon Circus Proposed Residential Podium Floor & Hotel Third Floor Plan
SCALE	1:500 @ A2
DATE	April 2012
DRAWN	JS
CHECKED	MB
DRAWING NUMBER	8023-PP-113
REVISION	E

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THIS DRAWING MUST NOT BE USED FOR CONSTRUCTION UNLESS ISSUED FOR CONSTRUCTION.
ALL CHANGES ON THIS DRAWING ARE IN RED UNLESS OTHERWISE STATED.



1 Proposed Residential Podium Floor & Hotel Third Floor Plan
8023-PP-113 1:500 @ A2

Key



Wheelchair
Accessible Housing
Units outlined in red

Affordable Housing
Units identified by
yellow 'dot' in flat



D Drawing prepared by Planning and submitted to Planning as follows: MAB 125 07 10 13
 1 No. of the flats in the private housing circulation core changed to 20 in a 20m internal car size and 40 door
 2 Drawing prepared for Planning submission as follows: MAB 125 08 08 13
 3 Drawing prepared for Planning submission as follows: MAB 125 08 08 13
 4 Drawing prepared for Planning submission as follows: MAB 125 08 08 13
 5 Drawing prepared for Planning submission as follows: MAB 125 08 08 13
 6 Drawing prepared for Planning submission as follows: MAB 125 08 08 13
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 96 Drawing prepared for Planning submission as follows: MAB 125 08 08 13
 97 Drawing prepared for Planning submission as follows: MAB 125 08 08 13
 98 Drawing prepared for Planning submission as follows: MAB 125 08 08 13
 99 Drawing prepared for Planning submission as follows: MAB 125 08 08 13
 100 Drawing prepared for Planning submission as follows: MAB 125 08 08 13

DRAWING STATUS

SKETCH	BUILDING REGS
PRELIMINARY	TENDER
APPROVAL	CONSTRUCTION
PLANNING	AS BUILT
PLANNING	

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CLIENT
 Optimisation Developments Ltd /
 Brice Hall Developments Ltd.
PROJECT
 Hillington Circus
DRAWING
 Proposed Residential Second Floor &
 Hotel Fifth Floor Plan
SCALE
 1:500 @ A2

DATE	DRAWN	CHECKED
April 2012	JS	MB
DRAWING NUMBER	REVISION	
8023-PP-115	D	

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1 Proposed Residential Second Floor & Hotel Roof Plan
 8023-PP-115 1:500 @ A2

CAR PARKING	
Proposed Residential Total	66
Proposed Residential Disabled	11
Proposed Residential LTH	2
Proposed Residential Standard	73
BICYCLE PARKING	
Proposed Residential Total	166



REV/NOTE

REV	DATE	BY	CHK	DATE
1	07/04/13			
2	07/04/13			
3	07/04/13			
4	07/04/13			
5	07/04/13			
6	07/04/13			
7	07/04/13			
8	07/04/13			
9	07/04/13			
10	07/04/13			
11	07/04/13			
12	07/04/13			
13	07/04/13			
14	07/04/13			
15	07/04/13			
16	07/04/13			
17	07/04/13			
18	07/04/13			
19	07/04/13			
20	07/04/13			

DRAWING STATUS

<input type="checkbox"/>	SKETCH	<input type="checkbox"/>	BUILDING REGS
<input type="checkbox"/>	PRELIMINARY	<input type="checkbox"/>	TENDER
<input type="checkbox"/>	APPROVAL	<input type="checkbox"/>	CONSTRUCTION
<input checked="" type="checkbox"/>	PLANNING	<input type="checkbox"/>	AS BUILT

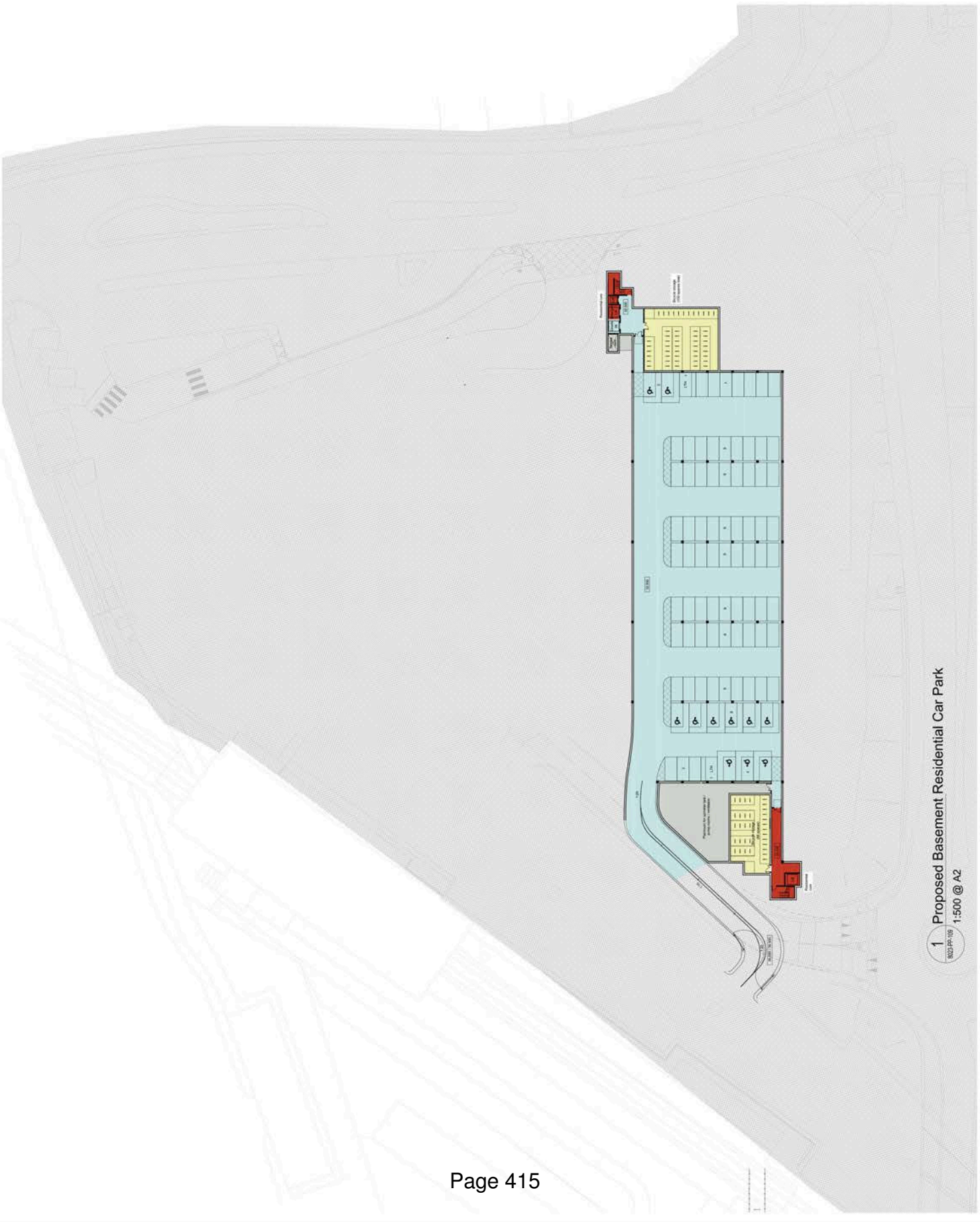
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CURT
Oximisation Developments Ltd /
Bribe Hall Developments Ltd.
RESIDENT
Hillingdon Circus

SCALE
1:500 @ A2

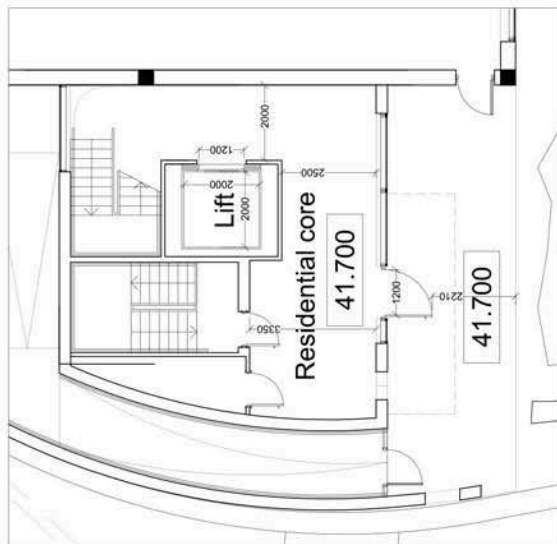
DATE	DRAWN	CHECKED
April 2012	JS	MB
DRAWING NUMBER	REVISION	D
8023-PP-109		

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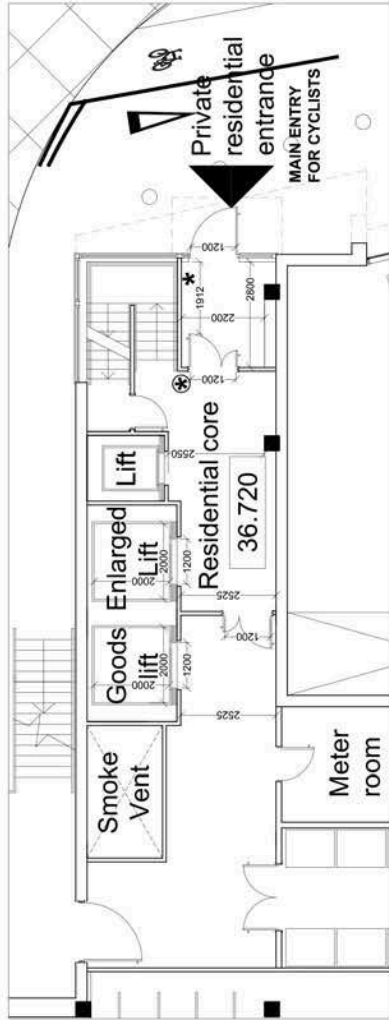


1 Proposed Basement Residential Car Park
8023-PP-109 1:500 @ A2

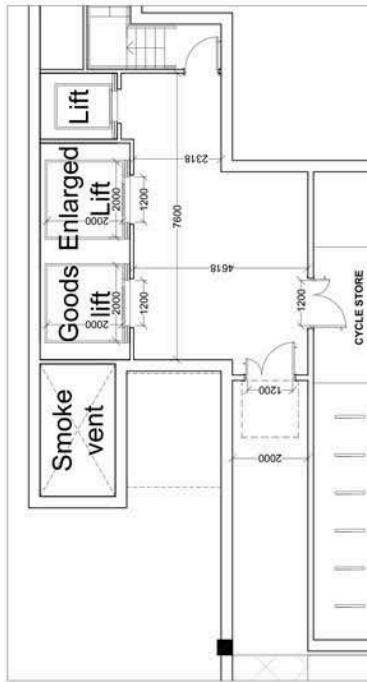
- ⊗ Wall mounted button to automatically open the internal entrance lobby door from circulation core side - to facilitate ease of exit for disabled people and cyclists
- * Wall mounted button, activated with key fob, to automatically open the internal entrance lobby door - to facilitate ease of entrance for disabled people and cyclists



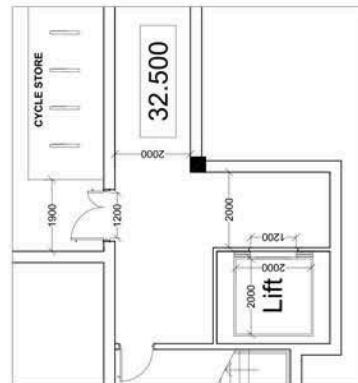
1 Affordable Housing Core - Cycle access route at Entrance Level
8023-PP-175 1:100 @ A2



3 Private Housing Core - Cycle access route at Entrance Level
8023-PP-175 1:100 @ A2



4 Private Housing Core - Cycle access route at Basement Level
8023-PP-175 1:100 @ A2



2 Affordable Housing Core - Cycle access route at Basement Level
8023-PP-175 1:100 @ A2



C Drawing submitted for Planning submission on 16/06/13 (D5 - 01.10.13)

1 - Cycle storage area increased in size.
2 - Cycle storage area increased in size.
3 - Cycle storage area increased in size.
4 - Cycle storage area increased in size.
5 - Cycle storage area increased in size.
6 - Cycle storage area increased in size.
7 - Cycle storage area increased in size.
8 - Cycle storage area increased in size.
9 - Cycle storage area increased in size.
10 - Cycle storage area increased in size.

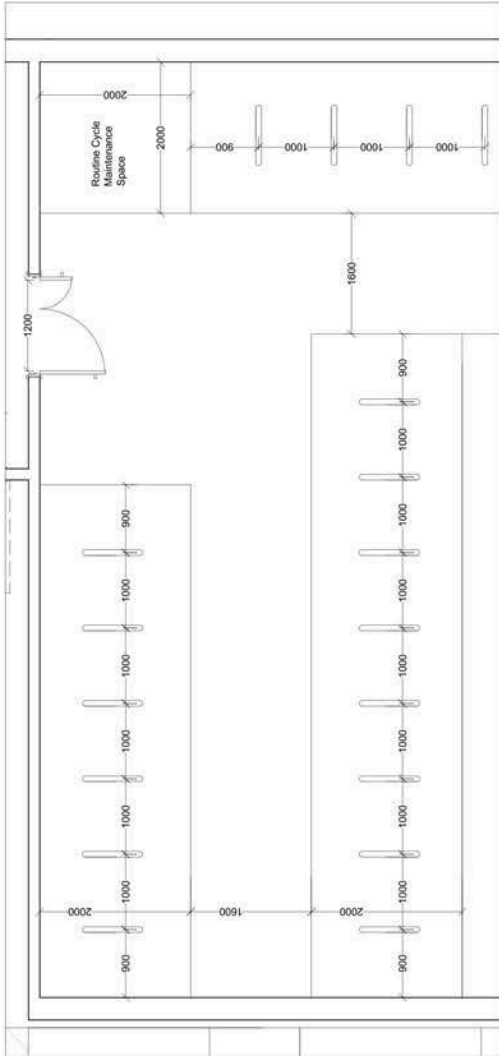
REV	NOTE	SR	CH	DATE
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3	As above			11/09/13
4	As above			11/09/13
5	As above			11/09/13
6	As above			11/09/13
7	As above			11/09/13
8	As above			11/09/13
9	As above			11/09/13
10	As above			11/09/13

DRAWING STATUS	DATE
SKETCH	BUILDING REGS
PRELIMINARY	TENDER
APPROVAL	CONSTRUCTION
PLANNING	AS BUILT
PLANNING	

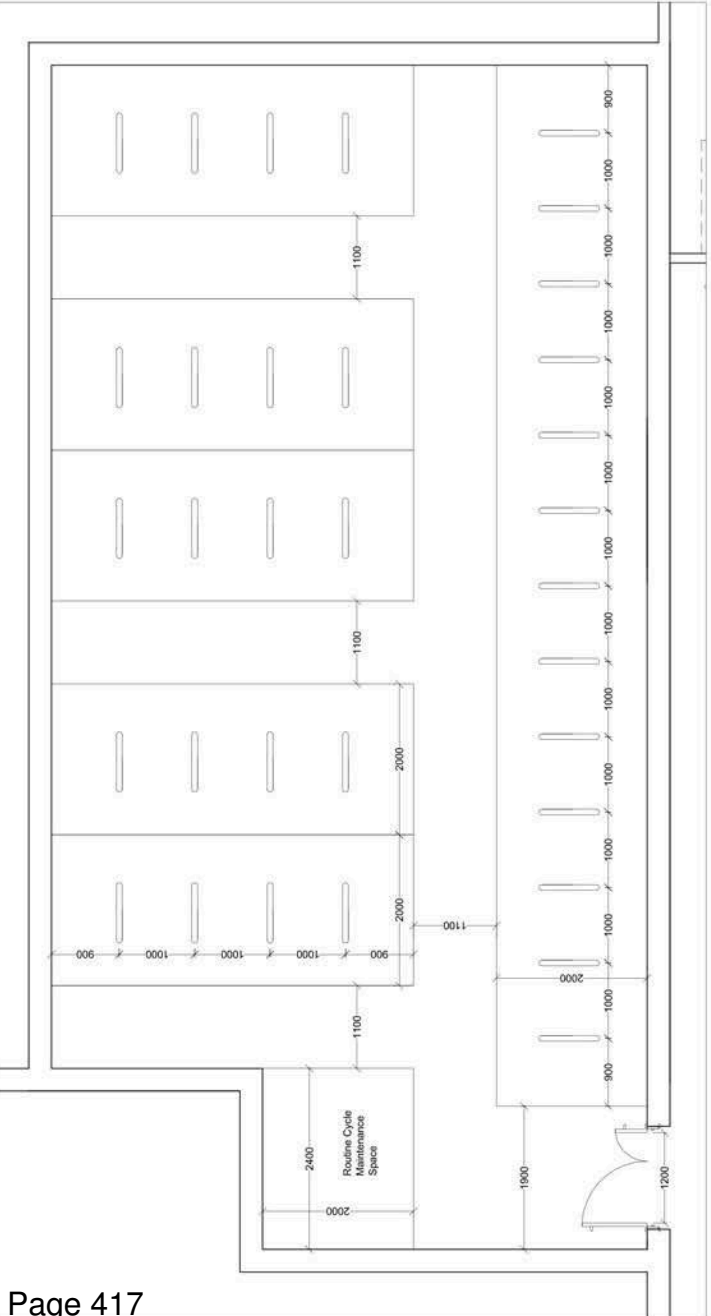
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CLIENT
Optimisation Developments Ltd /
Brite Hall Developments Ltd.
Project
Hillingdon Circus
Drawing
Residential Cycle Access Route Dimensions
SCALE
1:100 @ A2
DATE
July 2013
DRAWN
JS
CHECKED
MB
REVISION
NUMBER
8023-PP-175
C

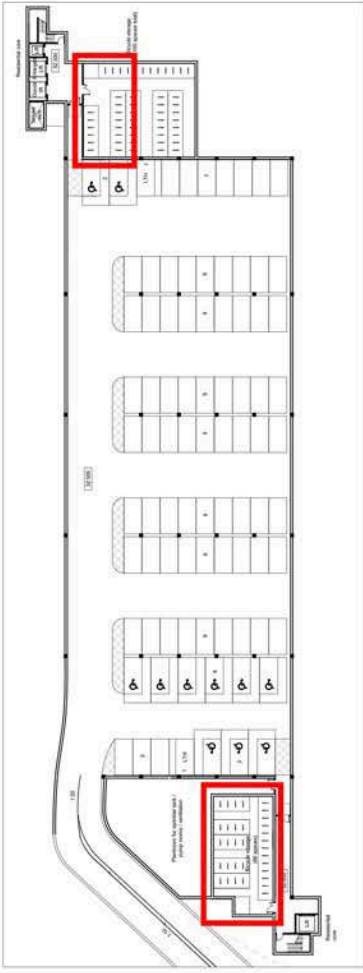
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2 Extract of private residential cycle storage area
 8023-PP-174 1:50 @ A2



3 Extract of affordable residential cycle storage area
 8023-PP-174 1:50 @ A2



1 Residential Level Car Park Plan
 8023-PP-174 1:500 @ A2



C Drawings intended for Planning submission as follows: N/A DS 10103.13
 - Private circulation core revised - refer to drawing
 D Drawing intended for Planning submission as follows: N/A DS 11006.13
 - Spacing of open hedges and side walls increased
 - Cycle storage areas - dimensions and signs provided in visit
 REV/NOTE CR CH DATE

DRAWING STATUS	
SKETCH	BUILDING REGS
PRELIMINARY	TENDER
APPROVAL	CONSTRUCTION
PLANNING	AS BUILT

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CLIENT
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 PROJECT
 Hillington Circus

DRAWING
 Residential Cycle Storage Parking Dimensions
 SCALE
 See Drawing

DATE	DRAWN	CHECKED
July 2013	JS	MB


DRAWING NUMBER	REVISION
8023-PP-174	C



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Notes

 Site boundary

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Site Address

**Land adjacent to Hillingdon Station
and Swallow Inn, Long Lane
Hillingdon**

Planning Application Ref:

3049/APP/2012/1352

Planning Committee

Major Applications

Scale

1:2,500

Date

**December
2013**

**LONDON BOROUGH
OF HILLINGDON
Residents Services**

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



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