



HILLINGDON
LONDON



Major Applications Planning Committee

To Councillors on the Committee

Eddie Lavery (Chairman)
John Hensley (Vice-Chairman)
Janet Duncan (Labour Lead)
Peter Curling
Jazz Dhillon
Ian Edwards
Henry Higgins
John Morgan
Brian Stead

Date: THURSDAY, 17 JULY 2014

Time: 6.00 PM

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

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

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Published: Wednesday, 9 July 2014

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INVESTOR IN PEOPLE

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A useful guide for those attending Planning Committee meetings

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Petitions and Councillors

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

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

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

How the Committee meeting works

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

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

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

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

The procedure will be as follows:-

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

followed by any Ward Councillors;

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

About the Committee's decision

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

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

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

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

Agenda

CHAIRMAN'S ANNOUNCEMENTS

- 1 Apologies for Absence
- 2 Declarations of Interest in matters coming before this meeting
- 3 To receive the minutes of the meetings held on 7 May, 12 June and 24 June 2014 - Page 1 - 20
- 4 Matters that have been notified in advance or urgent
- 5 To confirm that the items marked in Part 1 will be considered in public and those items marked in Part 2 will be heard in private

PART I - Members, Public and Press

Items are normally marked in the order that they will be considered, though the Chairman may vary this. The name of the local ward area is also given in addition to the address of the premises or land concerned.

Applications without a Petition

	Address	Ward	Description & Recommendation	Page
6	272-276 Bath Road, Sipson 464/APP/2014/1210	Heathrow Villages	Change of use of existing building from office (Use Class B1(a)) to 123-room Hotel (Use Class C1), including 4-storey side extension (to rear of adjacent petrol station), and 4-storey rear extensions, and associated alterations to landscaping and car parking. Recommendation: Approval subject to Legal Agreement	21 - 52

7	Land at Sipson Farm, Sipson Road, Sipson 45408/APP/2014/1678	Heathrow Villages	<p>Application to vary condition 2 of planning permission reference 45408/APP/2009/340 dated 21 May 2009 in order to extend the deadline for completion of permitted operations from 20 May 2014 to 5 August 2017.</p> <p>Recommendation:</p> <ol style="list-style-type: none"> 1. The application be referred back to the Greater London Authority (Stage 2 referral) if applicable 2. Subject to (1) above, should the Mayor not direct the Council to refuse the application, or issue a direction for the purpose of determination, the application be deferred for determination by Delegated Powers 	53 - 80
8	Riverside Health & Racquets Club, Ducks Hill Road, Northwood 272/APP/2014/1234	Northwood	<p>Installation of a temporary three court tennis dome, fan housing and ancillary facilities.</p> <p>Recommendation:</p> <ol style="list-style-type: none"> 1. The application be referred to the Secretary of State as a departure from the provision of the Development Plan 2. Should the Secretary of State not call-in the application, the application be deferred for determination by Delegated Powers 	81 - 96

9	Airlink House, 18-22 Pump Lane, Hayes 5505/APP/2014/1499	Townfield	Variation of conditions 13 (Noise) and 23 (Operating Hours) of planning permission ref: 5505/APP/2011/3064 dated 06/11/2012 to extend the hours to which music can be played and to extend the hours during which staff can be in the restaurant, banqueting halls and bar areas (Application to vary condition 2 of planning permission ref: 5505/APP/2010/2455 to make minor internal alterations at the ground, first and second floor level and increase height of rear extension adjoining northern boundary by 1.3m). Recommendation: Delegated Powers	97 - 122
10	Former Sunlight Services, Silverdale Industrial Estate, Hayes 36529/APP/2014/1450	Townfield	Change of use from B1c/B2 (Light/General Industry) to B1c/B2/B8 (Light /General Industry and Storage and Distribution). Recommendation: Approval	123 -130
11	Charter Place, Vine Street, Uxbridge 30675/APP/2014/1345	Uxbridge South	Refurbishment and extension of existing office building (Class B1a) with up to 1000sqm of ancillary Class A1, A3, D2 uses, including a 6-storey extension to the Vine Street elevation, a 3-storey extension to the Windsor Street elevation, and an extension at roof level, together with revised parking and servicing arrangements, enhanced landscaping and associated public realm improvements. Recommendation: Delegated Powers	131 -164

12	21 High Street, Yiewsley 26628/APP/2014/675	Yiewsley	Erection of part 4, part 5 storey building to provide 51 self-contained residential units (22 x 1 bedroom and 29 x 2 bedroom) and three ground floor retail units Use Class A1 (217sqm) with 47 car parking spaces, 4 motorcycle spaces and 52 cycle parking spaces, communal and private amenity areas and landscaping works. Recommendation: Delegated Powers	165 -216
13	Caxton House, Trout Road 3678/APP/2013/3637	Yiewsley	Erection of 44 residential apartments with associated access, car parking, landscaping, and associated works (involving demolition of existing buildings). Recommendation: Delegated Powers	217 -254
14	Rainbow and Kirby Industrial Estates, Trout Road, Yiewsley 38058/APP/2013/1756	Yiewsley	Demolition of existing premises and erection of 99 residential units (C3), 50 unit extra care/dementia sheltered housing scheme (C3), 1,529.4sqm light industrial floorspace comprising 17 business units (B1c) and 611.30sqm of restaurant/cafe (A3) floorspace associated open space, car parking and landscaping. (Outline application). Recommendation: Legal Agreement	255 -260

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Minutes

MAJOR APPLICATIONS PLANNING COMMITTEE

7 May 2014

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

	<p>Committee Members Present: Councillors Eddie Lavery (Chairman) John Hensley (Vice-Chairman) Janet Duncan (Labour Lead) Michael Markham John Morgan Brian Stead Robin Sansarpuri</p> <p>LBH Officers Present: Matthew Duigan, Planning Service Manager Meghji Hirani, Planning Contracts & Planning Information Manager Syed Shah, Principal Highway Engineer Tim Brown, Legal Advisor Nadia Williams, Democratic Services Officer</p>
90.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>Apologies had been received from Councillor (Cllr) David Allam and Wayne Bridges. Cllr Robin Sansarpuri attended as substitute for Cllr Allam.</p>
91.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>Cllr Michael Markham declared a non-prejudicial interest in item 11 (Agenda B), Northwood College Educational Foundation, Maxwell Road, Northwood by virtue of having visited the site a number of times and briefly acquainted with 3 representatives that had been present at the meeting. He remained in the room and took part in the decision of this item.</p>
92.	<p>TO SIGN AND RECEIVE THE MINUTES OF THE MEETINGS HELD ON 25 MARCH & 15 APRIL 2014 (<i>Agenda Item 3</i>)</p> <p>The minutes of the meetings held on 25 March and 15 April 2014 were agreed as a correct record.</p>
93.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 4</i>)</p> <p>The Chairman agreed to take item 11 (Agenda B) as an urgent item.</p>

94.	<p>TO CONFIRM THAT ITEMS OF BUSINESS MARKED PART 1 WILL BE CONSIDERED IN PUBLIC AND THAT THE ITEM MARKED PART 2 WILL BE CONSIDERED IN PRIVATE (<i>Agenda Item 5</i>)</p> <p>It was confirmed that all items would be considered in Part 1.</p>
95.	<p>GOLDEN CROSS, BOTWELL LANE, HAYES 4607/APP/2013/3144 (<i>Agenda Item 6</i>)</p> <p>Residential redevelopment of the site to provide 23 x 1, 2 and 3 bedroom flats with associated access, parking and amenity areas.</p> <p>Officers introduced the report and directed Members to note the changes set out in the addendum circulated at the meeting.</p> <p>In recommendation 2, second line after the words, 'before the'; '31st' was changed to '30th'.</p> <p>A Member highlighted that no charging point had been allocated in the disabled parking spaces and given the layout of the parking; a disable person would find it difficult to manoeuvre in the event of their battery running out. Officers advised that the legislation did not distinguish between able bodied and disable people.</p> <p>The Highway Engineer advised that the electrical charging points were standard with 2 active and 6 passive charging spaces and confirmed that there was adequate turning point for disabled users.</p> <p>Members noted that this was not the normal practice and acknowledged that the Council had no policy against the standard practice for allocating electrical charging points. Officers suggested that the issue would be raised with the Policy Team in order to incorporate this issue in the Develop Management Policy. Officers further clarified that there was no correlation between wheelchair design and electric vehicle charging.</p> <p>A Member added that it would not be unreasonable for the Committee to ask for additional charging points to be provided. Officers added that if the members considered that additional charging points should be made available, Condition 5 in the addendum could be amended to include this.</p> <p>The Committee advised that Condition 5 should be amended to include additional charging points.</p> <p>The recommendation with amendment to Condition 5 (in the addendum) was moved, seconded and on being put to the vote was agreed.</p> <p>Resolved</p> <p>That delegated powers be given to the Head of Planning, Green Spaces and Culture to grant planning permission, subject to the following:</p> <p>1. That the Council enter into a legal agreement with the applicants under Section 106/Unilateral Undertaking of the Town and Country Planning Act 1990 (as amended) or other appropriate legislation to secure:</p> <p>1. Affordable housing;</p>

2. Highways: S278/S38 Agreement to reinstate the public footway where the existing accesses would be closed on Botwell Lane, Printing House Lane and Golden Crescent;
3. Education contribution - £62,385;
4. Health: A financial contribution equal to $£216.67 \times 47.5 = £10,291.83$;
5. Libraries: A financial contribution equal to $£23 \times 47.5 = £1092.5$;
6. Construction training - £2500 per £1m build cost plus Coordinator Cost: $22/160 \times £71,675$ or in kind scheme;
7. Tree planting within the highway;
8. Project Management & Monitoring fee: A financial contribution equal to 5% of the total cash contributions.

2. That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised before the 30th June 2014, or any other period deemed appropriate that delegated authority be given to the Head of Planning, Green Spaces and Culture to refuse the application for the following reason:

'The applicant has failed to provide a commensurate package of planning benefits to maximise the health and social benefits, namely affordable housing, highway improvements, education contribution, health, libraries, construction training, tree planting within the highway and project management of the scheme to the community. The proposal therefore conflicts with Policy R17 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).'

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

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

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

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

7. That if the application is approved, the conditions and informatives set out in the officer's report and changes in the addendum and amended Condition 5 be attached.

96. **STOCKLEY PARK GOLF CLUBHOUSE, STOCKLEY ROAD, WEST DRAYTON 37850/APP/2012/2739** (*Agenda Item 7*)

Remodelling, realignment, and landscaping of existing 10th hole of golf course including planting, remodelling of landforms, and the enhancement and alteration of paths, greens, and fairways.

Officers introduced the report and outlined details of the report.

The Chairman commented that an additional condition should be added on the total amount of imported material to the site.

Officers advised that it would be in order for the Committee to put a cap on the total amount of material imported.

A Member stated that remoulding of the site was approved under a previous owner where works lasted far longer than the time approved. Given that the proposal was sited on green belt land, the Member expressed great concerns and questioned what the consequences would be in the event of more material being imported than that required, given the history of the site.

Further concerns were raised about the granting of imported soil, particularly where on a previous application, the soil that had been imported did not accord with the approved plans. In view of this therefore, grave concerns were raised that there would be no way of safeguarding against the situation being repeated with this proposal. In relation to these concerns, it was suggested that any condition imposed would need to also ensure safeguard against dumping.

Officers advised that given previous experience, Condition 6 (Levels) had been imposed to ensure that a scheme to monitor the process was put in place before the start of the development.

With regard to concerns raised about the use of soil that may contain bricks and rubbles, officers advised that no concerns had been expressed by the Landscape Officer about the quality of the soil and stressed that the applicant would be required to adhere to Condition 7 (Landscaping). It was noted that this condition would not be discharged unless the landscaping officer was satisfied.

In response to a query as to how the Council would know that the land had reached the required 11,905m³ and that the land would not require soil in excess of this amount. Officers explained that so long as the levels accorded with the approved plans, this would match the level approved by the Committee.

The Committee indicated that the applicant should be asked to keep an accurate record of the amount of soil being imported. Officers advised that as a matter of fact, the applicant would be required to keep a record of lorry loads for the Environment Agency. It was explained however that, it would be in order for the Committee to require the applicant to report to the Council on a weekly basis but would require a monitoring officer to monitor the capping of the amount of soil, keep a record of the quality of soil, as well as record the lorry loads.

A Member added that the Council should enter into an agreement to ensure that the cost of engaging a monitoring officer was met by the applicant.

The Legal Advisor advised that the requirement to pay a contribution (specifically for a monitoring officer) would have to be secured through a Section 106 (S106) Agreement with the applicant but cautioned that the monitoring officer would need to be assessed as a bespoke obligation in relation to enforcement of a condition, rather than the traditional S106 contribution. Members were further advised that a S106 landscaping remediation obligation could allow for another possible option for the site.

The Chairman questioned whether in conditioning this requirement, it could be reported back to Committee as a S106.

	<p>It was highlighted that as the Committee was seeking a financial contribution to pay for a monitoring officer, officers would need to go back to discuss this requirement with the applicant.</p> <p>The Chairman commented that Members had raised concerns about this issue based on the problems that had been experienced in the past from similar applications.</p> <p>The recommendation for approval, additional condition restricting the volume on imported material and requirement for a S106 Agreement relating to monitoring/provision of monitoring officer was moved, seconded and on being put to the vote was agreed.</p> <p>Resolved that:</p> <p>A) The application be approved subject to the conditions and informatives set out in the officer's report and to restricting the volume on imported material and requirement for a S106 Agreement relating to monitoring/provision of monitoring officer.</p> <p>B) The decision be Delegated to Head of Planning, Green Spaces and Culture to approve subject to S106 Agreement (Report back to Committee should the applicant not be inclined to enter into a S106 Agreement).</p> <p>Councillor Janet Duncan asked for her dissent to against the decision to be recorded.</p>
97.	<p>BRAVO TAXIWAY, HEATHROW AIRPORT 56613/APP/2014/685 (Agenda Item 8)</p> <p>Works comprising the realignment of the Bravo taxiway southwards, to allow its use by Code F (A380) aircraft and replacement of 11 Pier 4a stands with four remote Code E stands and one new Code F stand at Terminal 5 (Consultation Under Part 18 Of The Town And Country Planning (General Permitted Development) Order 1995).</p> <p>Officers introduced the report and directed Members to note the changes in the addendum circulated at the meeting.</p> <p>The recommendation for approval was moved, seconded and on being put to the vote was agreed.</p> <p>Resolved - That the application be approved subject to the conditions and informatives set out in the officer's report and changes in the addendum.</p>
98.	<p>ST VINCENT'S NURSING HOME, WILTSHIRE LANE, EASTCOTE 138/APP/2013/3419 (Agenda Item 9)</p> <p>Demolition of two storey unused former Nurse's block erection of a Single-storey, 16 bed extension to the care home, with associated parking and landscaping.</p> <p>Officers introduced the report and outlined details of the report.</p> <p>A Member sought confirmation that the proposal would not encroach on the nearby cemetery (particularly as the land was consecrated) and asked about the type of</p>

screening that would be placed to provide cover between the nursing home and the cemetery. Officers advised that although the scheme would be closer to the cemetery, there would be no impact in terms of boundary treatment, which was covered by Condition 7.

The Chairman indicated that Condition 7 (2b) could be amended to require appropriate material to be used between the nursing home and the boundary of the cemetery.

The recommendation contained in the officer's report with amendment to Condition 7 (2b) was moved, seconded and on being put to the vote was agreed.

The recommendation contained in the officer's report with amendment to Condition 7 (2b) was moved, seconded and on being put to the vote was agreed.

Resolved

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

- 1. That the application be referred to the Secretary of State as a departure from the provisions of the Development Plan, in accordance with the Town and Country Planning (Consultation) (England) Direction 2009.**
- 2. That should the Secretary of State not call in the application, the application be deferred for determination by the Head of Planning, Green Spaces and Culture under delegated powers.**
- 3. That if the application is approved, the following will apply:**
 - a) That the Council enters into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or Section 278 of the Highways Act 1980 (as amended) and/ or other appropriate legislation to secure:**
 - 1. Highways: S278/S38 Agreement to reinstate the public footway where an existing access would be closed on Wiltshire Lane;**
 - 2. Health: A financial contribution equal to £3,466.72;**
 - 3. Libraries: A financial contribution equal to £368;**
 - 4. Project Management & Monitoring fee: A financial contribution equal to 5% of the total cash contributions.**
 - b) That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in preparation of the Section 106 Agreement and any abortive work as a result of the agreement not being completed.**
 - c) That officers be authorised to negotiate and agree the detailed terms of the proposed agreement.**
 - d) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised by the 09th June 2014, or any other period deemed appropriate by the Head of Planning, Green Spaces and Culture then delegated authority be granted to the Head of Planning, Green Spaces and Culture to refuse the application for the following reason:**

	<p>'The development has failed to secure obligations relating to highway works, health, libraries and project management & monitoring. Accordingly, the proposal is contrary to Policies LE7 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), the Council's Planning Obligations SPD and Policy EM6 of the Hillingdon Local Plan: Part 1 - Strategic Policies (Nov 2012) and Policy 5.12 of the London Plan (July 2011) and the NPPF.'</p> <p>e) That subject to the above, the application be deferred for determination by the Head of Planning, Green Spaces and Culture under delegated powers, subject to the completion of the legal agreement under Section 106 of the Town and Country Planning Act 1990 and other appropriate powers with the applicant.</p> <p>f) That if the application is approved, the conditions and informatives set out in the officer's report be attached and subject to amended Condition 7 (2b).</p>
99.	<p>FORMER NATIONAL AIR TRAFFIC SERVICES, PORTERS WAY, WEST DRAYTON 5107/APP/2014/516 (<i>Agenda Item 10</i>)</p> <p>Reserved matters (Appearance and landscaping) in compliance with Conditions 2 and 3 for Section 1, Phase 4 (Blocks B and C - 123 Residential Units) of Planning Permission ref: 5107/APP/2009/2348, dated 01/10/2010, for the proposed mixed used redevelopment of the Former NATS Site.</p> <p>Officers introduced the report and directed Members to note the changes set out in the addendum.</p> <p>The recommendation for approval was moved, seconded and on being put to the vote was agreed.</p> <p>Resolved - That the application be approved subject to the conditions and informatives set out in the officer's report and changes in the addendum.</p>
100.	<p>NORTHWOOD COLLEGE EDUCATIONAL FOUNDATION, MAXWELL ROAD, NORTHWOOD 2082/APP/2014/600 (<i>Agenda Item 11</i>)</p> <p>Officers introduced the report and directed Members to note the changes in the addendum circulated at the meeting.</p> <p>The recommendation for approval was moved, seconded and on being put to the vote was agreed.</p> <p>Resolved – That the application be approved, subject to the conditions and informatives set out in the officer's report and changes in the addendum.</p>
	<p>The meeting, which commenced at 6.00 pm, closed at 7.15 pm.</p>

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

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Minutes

MAJOR APPLICATIONS PLANNING COMMITTEE

12 June 2014

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



HILLINGDON
LONDON

	<p>Committee Members Present: Councillors Eddie Lavery (Chairman), John Hensley (Vice-Chairman), Brian Stead, Henry Higgins, Ian Edwards, Janet Duncan (Labour Lead), Jazz Dhillon and Peter Curling</p> <p>LBH Officers Present: James Rodger, Head of Planning, Culture and Green Spaces, Adrien Waite, Major Applications Manager, Syed Shah, Highways Officer, Nicole Cameron, Legal Advisor Danielle Watson, Democratic Services Officer</p>
3.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>Apologies were received from Councillor John Morgan, there was no substitute.</p>
4.	<p>DECLARATIONS OF INTEREST IN MATTERS COMING BEFORE THIS MEETING (<i>Agenda Item 2</i>)</p> <p>Councillor John Hensley declared a non-pecuniary interest in Item 7, as he was an Academic Advisor at Brunel University, and left the room during the consideration thereof.</p> <p>Councillor Peter Curling declared a pecuniary interest in Item 7, as he was an employee of Brunel University, and left the room during the consideration thereof.</p> <p>Councillor Jazz Dhillon declared a non-pecuniary interest in Item 9, as he had made Members enquiries on the item, and left the room during the consideration thereof.</p>
5.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 3</i>)</p> <p>None.</p>
6.	<p>TO CONFIRM THAT THE ITEMS MARKED IN PART 1 WILL BE CONSIDERED INPUBLIC AND THOSE ITEMS MARKED IN PART 2 WILL BE HEARD IN PRIVATE (<i>Agenda Item 4</i>)</p> <p>It was confirmed that all items would be considered in Part 1.</p>
7.	<p>GARAGE BLOCK SITE, CULVERT LANE, UXBRIDGE 69659/APP/2013/3796 (<i>Agenda Item 5</i>)</p> <p>Demolition of existing garage block and construction of bungalow with associated parking and external works.</p>

Officers introduced the report and referred members to the addendum sheet that had been circulated. The application had been referred to Committee previously and was deferred for a member site visit which took place on 4 April 2014.

Concerns relating to tree and refuse had been fully clarified and it had been confirmed that these matters did not give rise to any unacceptable planning impacts or in any way prohibit granting planning permission.

In accordance with the Council's constitution a representative of the petitioners objecting and the agent addressed the meeting.

The petitioner objecting to the proposals made the following points:-

- Residents of Church Lane, Church Close and Culvert Lane objected to the proposals.
- Uxbridge Moor was part of a Conservation Area.
- The trees were major landmarks within the Conservation Area.
- It was a criminal offence to destroy trees.
- There was no agreement from the owner of 19 Church Close.
- No title deeds existed for the land.
- The turning point would cease to exist.
- There was not enough space for a 2 point turn in the road.
- There was no space for the proposals to be accommodated.
- Emergency Services would have difficulty accessing the road.
- The applicant would not meet the lifetime home standards.
- There would be reduced floor space.
- The proposals would damage wildlife habitats.
- Overall the proposals would have a negative impact on the Uxbridge Moor Area.
- Some residents had not been consulted on the proposals.

Members were provided with a revised drawing showing cycle storage in the rear garden. Members questioned the Highway concerns raise by petitioners with officers. The Council's Highway Officer informed the Committee that there were no highway concerns to warrant refusal.

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

Resolved - That the application be approved, subject to the conditions and informatives set out in the officer's report and addendum sheet circulated at the meeting.

8. **UNIT 4, 4 LONGWALK ROAD, STOCKLEY PARK 61233/APP/2014/1145**
(Agenda Item 6)

Extensions, refurbishment, and alterations to existing office building, together with associated works, including landscaping and alterations to car parking.

Officers introduced the report and referred members to the addendum sheet that had been circulated.

The application site was located within Stockley Park, which was a designated Industrial and Business Area. The appearance of the building and site would be

enhanced by the proposal and given the location within an industrial area there would be no impacts on residential amenity. The proposal would retain adequate parking and there would be no unacceptable impact with regard to traffic or air quality.

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

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

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

1. Highways: to secure all necessary works and the provision of a Travel Plan, including Sustainable Transport Measures.

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

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

D) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised before 01/07/2014, or such other date as agreed by the Head of Planning, Green Spaces and Culture, delegated authority be given to the Head of Planning, Green Spaces and Culture to refuse planning permission for the following reason:

'The applicant has failed to provide an appropriate legal commitment to ensure the operation of a Travel Plan associated with the development. In the absence of an appropriate travel plan the development would fail to adequately encourage sustainable modes of transport or reduce the need to travel by private motor vehicle, the development would therefore be contrary to Policies 6.1 and 6.11 of the London Plan.'

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

F) That the conditions outlined in the officers' report be imposed.

9. **BRUNEL UNIVERSITY, KINGSTON LANE, UXBRIDGE 532/APP/2014/30**
(Agenda Item 7)

Construction of a research building, together with associated substation, stores, car parking access and landscaping.

Officers introduced the report and referred members to the addendum sheet that had been circulated. The proposed building would be used as part of the University's existing Centre for Advanced Solidification Technology.

The application site was located within the metropolitan green belt, however, it was within a major developed site which was specifically allocated for educational uses and accordingly officers did not consider the development to be inappropriate in this case.

It was noted that the project was of particular importance because the research that would be undertaken was directly linked to key areas of economic growth and opportunity outlined in the UK government's vision for the future. There was also a need for the development to be located at the university so that it was co-located with other research facilities. These benefits were considered to outweigh the limited impact on the openness of the green belt.

Members noted that in respect of parking the proposal would result in the net loss of 100 spaces at the University. However, the University had provided evidence to demonstrate that these spaces were currently surplus to requirements and therefore no material harm would result from their loss.

Another condition was added to ensure the development be managed in accordance with the University's Site Wide Refuse Management Strategy. Members noted that the proposals would be retained for educational purposes and not for business purposes.

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

Resolved - That the Council enter into a legal agreement with the applicants under Section 106 of the Town and Country Planning Act 1990 (as amended) or other appropriate legislation to:

1. (i) Secure the restriction of use of the building to:

(a) scientific research associated with or ancillary to industrial production or manufacture,

(b) light industrial production or manufacture of a nature which is dependent upon or gives rise to regular consultation with either or both of the following:

· the research development and/or design staff of the occupier or any company with which the occupier is associated or any company forming part of a group of companies of which the occupier is part

· the scientific staff or facilities of Brunel University or of other scientific institutions or bodies.

This restriction will ensure that the site cannot be used for general industrial purposes within class B1 of the Town & Country Planning Use Classes Order 1987 (as amended).

(ii) In kind Construction Training

2. The applicants meet all the Council's reasonable costs in preparing the Section 106 Agreement and any abortive work as a result of the Agreement not being completed.

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

4. If the above Section 106 agreement has not been finalised by 20th. June 2014, then the application is to be referred back to the Planning Committee for determination at the discretion of the Head of Planning, Green Spaces and Culture.

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 the conditions outlined in the officer's report be attached.

10. **103, 105 & 107, DUCKS HILL ROAD, NORTHWOOD 64345/APP/2014/1044**
(Agenda Item 8)

Variation of conditions 12 (approved plans), 20 (cycle storage) and 26 (car parking) of planning permission ref. 64345/APP/2011/1945 dated 11/01/2012 to allow alterations of the external appearance of the building and relocation of the cycle store.

Officers introduced the report and outlined details of the application.

The application was seeking amendments to the approved plans and cycle storage of a previously approved development at 103, 105 and 107 Ducks Hill Road. The proposals would make minor alterations to the external appearance of the building including relocation of the cycle store.

The external amendments were minor and did not change the overall appearance of the buildings which would remain appropriate in the street scene. Members noted that the re-located cycle store would maintain an appropriate appearance and would be located more conveniently for users of the development. Members were informed that the proposals did not raise any other material planning issues.

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

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

1. That the applicant submit a Unilateral Undertaking, or 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) Education contribution of £29,166,

(ii) Health contribution of £6,136.09,

(iii) Library contribution of £216.67,

(iv) A financial contribution towards construction training, equal to £2,500 for every £1 million of build costs, and

(v) A project management and monitoring fee of 5% of the total cash contributions for the management and monitoring of the resulting agreement (in the event that a S106 Agreement is completed).

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

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

4. That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised by the 27th June 2014, or any other period deemed appropriate by the Head of Planning, Green Spaces and Culture then delegated authority be granted to the Head of Planning, Green Spaces and Culture to refuse the application for the following reason:

'The applicant has failed to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of education, health, libraries and construction and employment training facilities). The proposal therefore conflicts with Policy R17 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).'

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

6. That the conditions outlined in the officers' report be attached.

11. LAND ADJOINING GURU NANAK SIKH ACADEMY, BEACONSFIELD ROAD, HAYES 4450/APP/2014/1427 (Agenda Item 9)

Provision of three temporary modular classroom/administration units, substation, car/cycle parking, new access arrangements and ancillary development on existing school site.

Officers introduced the report and referred members to the addendum sheet that had been circulated.

The application related to Guru Nanak Sikh Academy and requested temporary planning permission for the provision of three temporary modular classroom/administration units, substation, car/cycle parking, new access arrangements and ancillary development on the existing school site.

The classrooms were sought to be retained until the 31st August 2016. It was explained to Members that the proposed units were required to accommodate up to 120 pupils from September 2014 whilst proposals for a new permanent primary school, which would be associated with the existing Guru Nanak Sikh Academy were being progressed.

Members also noted that the application site was located in the Green Belt.

There was strong support at all levels of national, regional and local planning policy for the enhancement of education provision. In this case the need was pressing as there were existing pupils from the Nanaksar Primary School, which was funded by the Department for Education (DfE) as a free school, being taught in the school hall. In September there would no longer be sufficient room and without the additional buildings these children would have nowhere to be educated. Given the immediate and pressing need and the temporary nature of the development it was considered that there were very special circumstances.

Members noted that the proposals would not have any unacceptable highways impacts and would comply with all other relevant development plan policies.

	<p>The recommendation for approval was moved, seconded and on being put to the vote was agreed.</p> <p>Resolved - That the application be approved, subject to the conditions and informatives set out in the officer's report and addendum sheet circulated at the meeting.</p>
	<p>The meeting, which commenced at 6.00 pm, closed at 7.03 pm.</p>

These are the minutes of the above meeting. For more information on any of the resolutions please contact Gill Oswell on 01895 250693. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

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Minutes

MAJOR APPLICATIONS PLANNING COMMITTEE

24 June 2014

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



HILLINGDON
LONDON

	<p>Committee Members Present: Councillors John Hensley (Vice-Chairman), Peter Curling, Jazz Dhillon, Ian Edwards, Henry Higgins, John Morgan, Brian Stead, Alan Chapman and John Morse</p> <p>LBH Officers Present: Matt Duigan - Planning Services Manager, Adrien Waite - Major Applications Manager, Syed Shah - Highways Engineer, Sarah White - Legal Adviser, Gill Oswell - Democratic Service</p>
12.	<p>APOLOGIES FOR ABSENCE (<i>Agenda Item 1</i>)</p> <p>Apologies had been received from Councillors Eddie Lavery and Janet Duncan with Councillors Alan Chapman and John Morse substituting.</p>
13.	<p>TO SIGN AND RECEIVE THE MINUTES OF THE PREVIOUS MEETING ON 5 JUNE 2014 (<i>Agenda Item 3</i>)</p> <p>The minutes of the meeting held on 5 June 2014 were agreed as a correct record.</p>
14.	<p>MATTERS THAT HAVE BEEN NOTIFIED IN ADVANCE OR URGENT (<i>Agenda Item 4</i>)</p> <p>There were no matters notified in advance or urgent.</p>
15.	<p>TO CONFIRM THAT THE ITEMS MARKED IN PART 1 WILL BE CONSIDERED INPUBLIC AND THOSE ITEMS MARKED IN PART 2 WILL BE HEARD IN PRIVATE (<i>Agenda Item 5</i>)</p> <p>It was confirmed that all items would be discussed in public.</p>
16.	<p>40A - 50 STATION ROAD, HAYES - 11563/APP/2013/2076 (<i>Agenda Item 6</i>)</p> <p><i>Part conversion and part redevelopment to provide 5 retail units and a 64 bedroom hotel, with associated servicing facilities and car park.</i></p> <p>Officers introduced the report advising the Committee that the plans sent out with the agenda were incorrect and the correct plans had been circulated to members of the committee. A brief summary of the application was given and the differences between the plans were highlighted.</p> <p>In accordance with the Council's constitution the agent addressed the meeting; the petitioner was not present at the meeting</p>

The agent made the following points:-

- Hayes was currently undergoing a transformation.
- The application was for a key site in Hayes Town Centre.
- The site was close to transport links in the area.
- Local residents had questioned the need but this was set out in Hillingdon's policies.
- The area was a preferred location for Hotels in the borough.
- This application would contribute to the shortfall of hotel rooms in the area.
- This was an excellent location for a hotel as visitors would support local retail outlets.
- There was a limited need for onsite parking and some parking had been accommodated on site.

Concerns were raised in relation to the access from Station Road as this was to be a shared space when the road is re-opened to traffic.

Officers advised the Committee that it was not felt that the access would not have much of an impact as a heavy duty crossover was being looked at to facilitate access.

A member asked officers to clarify how cars would access and egress the parking spaces at the rear of the site when deliveries were taking place as spaces would be blocked during these times.

Officers advised that this was not envisaged to be an issue as the deliveries would be infrequent and it was not felt there would be a high level of parking demand as there were only 12 spaces in total, which included 6 disabled spaces. It was suggested that as the Committee had concerns condition 6 could be amended to encompass that eventuality. The Committee agreed to condition 6 being amended. The Committee were advised that there were no parking standards for Hotels so a view was taken on its location. Parking had been assessed in the transport assessment and the level of parking provided was considered to be acceptable. The surrounding roads were subject to a Controlled Parking Zone so there would not be an option for on street parking by visitors to the Hotel.

In answer to an issue raised in relation to the turning circle for delivery and refuse vehicles, officers advised that there was sufficient space for delivery vehicles to reverse in and exit in forward gear. The proposed delivery arrangements would be no different to those in operation for the existing retail units. Condition 9 would need to be signed off by officers prior to commencement of the development.

A member asked whether the application was providing a drop off and pick up point for coaches.

Officers advised that as the site was not in the operation area of the hoppla bus as this was only provided for larger hotels, there was no need for a drop off and pick up point and would be up to the Hotel Management to address.

The recommendation with the amendment to the S106 in relation to CIL contributions was moved seconded and on being put to the vote was agreed.

Resolved -

That delegated powers be given to the Head of Planning, Green Spaces and

Culture to grant planning permission, subject to the following:

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

- (i) Travel Plan, including a £20,000 Bond,
- (ii) Hayes Town Centre Improvements: £20,000 to include highway and pedestrian improvement works on Station Road,
- (iii) Construction Training: £2500 per £1m build costs + Coordinator Costs: $1000/7500 \times £71,765 = £9556.66$ or in kind provision.
- (iv) Hospitality/Employment Training: In kind provision.
- (v) Project Management & Monitoring Fee: Financial contribution equal to 5% of total cash contributions.

2. That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised before the 15th July 2014 or any other period deemed appropriate that delegated authority be given to the Head of Planning, Green Spaces and Culture to refuse the application for the following reason:

'The applicant has failed to provide a commensurate package of planning benefits to maximise the health and social benefits, namely transportation, town centre improvements, construction training, hospitality training and project management of the scheme to the community. The proposal therefore conflicts with Policy R17 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).'

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

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

5. That officers be authorised to negotiate and agree the detailed terms of the proposed agreement. 6. That on completion of the S106 Agreement, the application be deferred for determination by the Head of Planning, Green Spaces and Culture under delegated powers.

7. That if the application is approved, the conditions and informatives set out in the officers report be attached except Condition 6 which was amended as follows:-

Amend condition 6 to read:-

'A Delivery and Service Plan, including management measures for the car park and hours for servicing & deliveries, shall be submitted to and approved in writing by the Local Planning Authority prior to the development being occupied. The development shall be implemented in accordance with the Delivery and Service Plan for so long as the development remains in existence.

REASON

To ensure that servicing of the site does not prejudice highway safety, in accordance with Policy AM7 (ii) of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) and Policy 6.3 of the London Plan (July 2011).'

	The meeting, which commenced at 6.00 pm, closed at 6.38 pm.
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These are the minutes of the above meeting. For more information on any of the resolutions please contact Gill Oswell on Democratic Services Officer 01895 277488. Circulation of these minutes is to Councillors, Officers, the Press and Members of the Public.

Report of the Head of Planning, Sport and Green Spaces

Address 272-276 BATH ROAD SIPSON

Development: Change of use of existing building from office (Use Class B1(a)) to 123-room Hotel (Use Class C1), including 4-storey side extension (to rear of adjacent petrol station), and 4-storey rear extensions, and associated alterations to landscaping and car parking.

LBH Ref Nos: 464/APP/2014/1210

Drawing Nos: 1243/01
Energy Statement - 03/04/2014
Planning Statement - Revised for 123 rooms
PL100
PL101
PL102
PL103
PL104
PL200
PL201
PL202
PL203
PL300
Air Quality Assessment - 33648r2 (02/04/14)
Transport Statement - Issue C (19/06/14)
Landscape Specification - September 2013
Marketing Statement - 23/07/2013
Noise Impact Assessment - 102544.ph.Issue1
Contamination Phase 1 Desk Study - September 2013

Date Plans Received: 08/04/2014 **Date(s) of Amendment(s):**

Date Application Valid: 28/04/2014

1. SUMMARY

The application seeks planning permission for the change of use of the existing building from office (Use Class B1(a)) to a Hotel (Use Class C1), including 4-storey side extension (to the rear of the adjacent petrol station), and 4-storey rear extensions, and associated amendments to landscaping and car parking.

Given the site's context the scheme raises no adverse amenity issues to residential neighbours nor does the new building's massing and outlook prejudice the existing developments on the adjacent sites. The car parking provision and highway access arrangements are considered consistent with planning policy and acceptable including the arrangements for service delivery and guest drop off/collection.

The height of the development is consistent with the surrounding development and in visual appearance terms the treatment of the elevations is considered appropriate and the proposed landscaping to street adequate. In summary the scheme is considered to comply with relevant London Plan and Hillingdon Local Plan Part 1 and Part 2 policies and, accordingly, approval is recommended subject to appropriate conditions and planning obligations.

2. RECOMMENDATION

That delegated powers be given to the Head of Planning, Green Spaces and Culture to grant planning permission subject to the relevant conditions set out below:

EITHER:

A)(1) That prior to the Council's Community Infrastructure Levy coming into force, the Council enters into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or other appropriate legislation to secure:

1. Highways: to secure all necessary works and the provision of a Travel Plan, including Sustainable Transport Measures (such as a hopper bus service).

2. Construction Training: either a financial contribution, or an in-kind scheme delivered during the construction phase of the development, should be secured (in either event the 'obligation' should be delivered equal to the formula of £2,500 for every £1 million build cost).

3. Air Quality: in line with the SPD and given the site is located in an air quality management area then a contribution in the sum of £25,000.

4. Project Management and Monitoring Fee: a financial contribution equal to 5% of the total cash contributions towards the management and monitoring of the resulting agreement.

OR:

A)(2) That following the Council's Community Infrastructure Levy coming into force, the Council enters into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or other appropriate legislation to secure:

1. Highways: to secure all necessary works and the provision of a Travel Plan, including Sustainable Transport Measures (such as a hopper bus service).

2. Construction Training: either a financial contribution, or an in-kind scheme delivered during the construction phase of the development, should be secured (in either event the 'obligation' should be delivered equal to the formula of £2,500 for every £1 million build cost).

3. Air Quality: in line with the SPD and given the site is located in an air quality management area then a contribution in the sum of £25,000.

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

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

D) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised before 28/07/2014, or such other date as agreed by the Head of Planning, Green Spaces and Culture, delegated authority be given to the Head of Planning, Green Spaces and Culture to refuse planning permission for the following reason:

'The applicant has failed to provide contributions towards the improvement of services and the environment as a consequence of demands created by the proposed development (in respect of construction training and air quality). The proposal therefore conflicts with Policy R17 of the adopted Local Plan and the Council's Planning Obligations SPD and Air Quality SPG.'

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

F) That should the application be approved following the Council's Community Infrastructure Levy coming into force, the applicant shall pay the required levy on the additional floorspace created.

G) That if the application is approved, the following conditions be imposed:

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 1243/01; PL100; PL101; PL102; PL103; PL104; PL200; PL201; PL202; PL203; PL300, 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:

Energy Statement - 03/04/2014

Planning Statement - Revised for 123 rooms

Air Quality Assessment - 33648r2 (02/04/14)

Transport Statement - Issue C (19/06/14)

Landscape Specification - September 2013

Marketing Statement - 23/07/2013

Noise Impact Assessment - 102544.ph.Issue1

Contamination Phase 1 Desk Study - September 2013

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

REASON

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

4 NONSC Ingress of Polluted Air

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

REASON

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

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

5 NONSC Air Quality - Energy Provision

Before the development is commenced, details of any plant, machinery or fuel burnt, as part of the energy provision for the development shall be submitted to the LPA for approval. This shall include suitable pollutant emission rates with and without mitigation technologies, which needs to be considered as part of a wider air quality assessment, as set out in the EPUK CHP Guidance 2012 (September 2007).

REASON

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

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

6 NONSC Air Quality - CHP

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

REASON

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

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

7 COM17 Control of site noise rating level

The rating level of the noise emitted from the site shall be at least 5dB below the existing background noise level. The noise levels shall be determined at the boundary of the nearest residential property. The measurements and assessment shall be made in accordance to the latest British Standard 4142, 'Method for rating industrial noise affecting mixed residential and industrial areas'.

REASON

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

8 COM25 Loading/unloading/deliveries

The premises shall not be used for the delivery and loading or unloading of goods, including the collection of refuse and recycling, outside the hours of 0800 and 1800, Monday to Friday, and between the hours of 0800 and 1300 on Saturdays. No deliveries shall take place on Sundays, Bank Holidays or Public Holidays.

REASON

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

9 COM30 Contaminated Land

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

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

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

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

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

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

(iv) No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. Before any part of the development is occupied, all imported soils shall be independently tested for chemical contamination, and the results of this testing shall be submitted and approved in writing by the Local Planning Authority. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON

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

10 COM15 Sustainable Water Management

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

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

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

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

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

REASON

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

11 NONSC Energy Efficiency

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

- i) the baseline energy demand (kwhr and kgCO₂) for each element of the regulated energy use (e.g. space heating, hot water and electricity) for all the relevant uses (e.g. residential, commercial etc).
- ii) the methods to improve the energy efficiency of the development and how this impacts on the baseline emissions and where they will be included within the development.
- iii) the inclusion of CHP to service the whole development, the specification of the

technology to be used, the inputs and outputs (in kwhr and associated kgCO2) of the CHP unit and the impacts on the baseline emissions.

iv) roof plans and elevations showing the inclusion of the PVs.

v) how the technology will be maintained and managed throughout the lifetime of the development.

The development must proceed in accordance with the approved details.

REASON

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

12 COM31 Secured by Design

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

REASON

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

13 COM7 Materials (Submission)

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

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

REASON

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

14 COM9 Landscaping (car parking & refuse/cycle storage)

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

1. Details of Soft Landscaping

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

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

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

2. Details of Hard Landscaping

2.a Refuse Storage (which shall be covered and secure)

2.b Cycle Storage (including secure storage for at least 10 cycles)

2.c Means of enclosure/boundary treatments

2.d Car Parking Layouts (including the provision 25 car parking spaces, including at least 3 disabled parking spaces, and demonstration that at least 2 parking spaces are served by electrical charging points)

2.e Hard Surfacing Materials (including a kerbed access route from Bath Road to the main entrance of the building)

2.f External lighting including for the car park

2.g Other structures (such as furniture)

3. Living Walls and Roofs

3.a A scheme for the inclusion of living walls, roofs and screens. The scheme shall provide details of the types of living material to be used and the locations and methods of maintenance where necessary

4. Details of Landscape Maintenance

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

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

5. Schedule for Implementation

6. Other

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

6.b Proposed finishing levels or contours

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

REASON

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

15 NONSC Fire Evacuation Plan

Prior to the first occupation of the development hereby approved a comprehensive fire emergency plan that demonstrates how disabled people will be safeguarded from fire and enabled to evacuate the building shall be submitted to and approved in writing by the Local Planning Authority.

REASON

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

16 NONSC Facilities for People with Disabilities

The development hereby approved shall ensure the quantity of accessible bedrooms as a percentage of the total number of bedrooms (as detailed in BS 8300:2009) is no less than:

i. 5% without a fixed tracked-hoist system;

ii. 5% with a fixed tracked-hoist system, or, similar system giving the same degree of convenience and safety;

- iii. 5% capable of being adapted in the future to accessibility standards (i.e. with more space to allow the use of a mobile hoist, wider doors, provision for services and with enclosing walls capable of supporting adaptations, e.g. handrails);
- iv. 50% of en-suite bathrooms within the required accessible bedrooms to have a level access shower.

REASON

To ensure that London's visitor infrastructure is accessible and welcoming to all sections of the population, including older and disabled people in accordance with policy AM13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and policies 3.1, 3.8 and 7.2 of the London Plan (2011).

17 NONSC Car Parking for guests and staff only

The car parking facilities provided at the hotel shall be used by hotel staff and guests only and strictly for the duration of their stay at the hotel. Prior to occupation of the hotel, a car parking management strategy shall be submitted to demonstrate how this will be managed and to ensure the efficient operation of the car park, especially at peak demand periods. The approved strategy shall be implemented as soon as the hotel is brought into use and the strategy shall remain in place thereafter. Any changes to the strategy shall be agreed in writing by the Local Planning Authority.

REASON

To ensure suitable parking provision is provided on the site, in accordance with policies AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Chapter 6 of the London Plan (July 2011).

18 NONSC Air Extraction

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

REASON

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

19 NONSC Piling

No development shall take place until details of piling, foundations and any other construction which involves penetration of the ground have been submitted to, and approved in writing by, the Local Planning Authority. Thereafter, the development shall be carried out only in strict accordance with the approved details.

REASON

To ensure that the construction of the development does not compromise the underground railway tunnels or have adverse impacts on the safe and efficient operation of the London Underground in accordance with Policies 6.2 of the London Plan (July 2011).

20 COM27 Traffic Arrangements - submission of details

Development shall not begin until details of all traffic arrangements (including where appropriate carriageways, footways, turning space, safety strips, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, loading facilities,

closure of existing access and means of surfacing) have been submitted to and approved in writing by the Local Planning Authority. The approved development shall not be occupied until all such works have been constructed in accordance with the approved details. Thereafter, the parking areas, sight lines and loading areas must be permanently retained and used for no other purpose at any time. Disabled parking bays shall be a minimum of 4.8m long by 3.6m wide, or at least 3.0m wide where two adjacent bays may share an unloading area.

REASON

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

INFORMATIVES

1 I52 **Compulsory Informative (1)**

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

2 I53 **Compulsory Informative (2)**

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

AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE18	Design considerations - pedestrian security and safety
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of

OE1	new planting and landscaping in development proposals. Protection of the character and amenities of surrounding properties and the local area
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
T2	Location of tourist accommodation and conference facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements
LPP 2.6	(2011) Outer London: vision and strategy
LPP 2.7	(2011) Outer London: economy
LPP 2.8	(2011) Outer London: Transport
LPP 4.1	(2011) Developing London's economy
LPP 4.5	(2011) London's Visitor Infrastructure
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.3	(2011) Sustainable design and construction
LPP 5.4	(2011) Retrofitting
LPP 5.7	(2011) Renewable energy
LPP 5.10	(2011) Urban Greening
LPP 5.12	(2011) Flood risk management
LPP 5.13	(2011) Sustainable drainage
LPP 5.21	(2011) Contaminated land
LPP 6.1	(2011) Strategic Approach
LPP 6.5	(2011) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2011) Cycling
LPP 6.10	(2011) Walking
LPP 6.11	(2011) Smoothing Traffic Flow and Tackling Congestion and reducing traffic
LPP 6.13	(2011) Parking
LPP 7.1	(2011) Building London's neighbourhoods and communities
LPP 7.2	(2011) An inclusive environment
LPP 7.3	(2011) Designing out crime
LPP 7.4	(2011) Local character
LPP 7.6	(2011) Architecture
LPP 7.13	(2011) Safety, security and resilience to emergency
LPP 7.14	(2011) Improving air quality
LPP 7.15	(2011) Reducing noise and enhancing soundscapes
LPP 8.2	(2011) Planning obligations

3 I14C Compliance with Building Regulations Access to and use of

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

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

These documents (which are for guidance) set minimum standards to allow residents,

workers and visitors, regardless of disability, age or gender, to gain access to and within buildings, and to use their facilities and sanitary conveniences.

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

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

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

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

4 115 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

5 128 **Food Hygiene**

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

6 158 **Opportunities for Work Experience**

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

Please contact: Mr Peter Sale, Chief Executive Officer, Hillingdon Training Ltd: contact details - c/o Hillingdon Training Ltd, Unit A, Eagle Office Centre, The Runway, South Ruislip, HA4 6SE Tel: 01895 671 976 email: petersale@hillingdontraining.co.uk

7 160 **Cranes**

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

8

You are advised that the development hereby approved represents chargeable development under the Community Infrastructure Levy. The applicant will be liable to pay the Community Infrastructure Levy on commencement of this development. A separate liability notice will be issued by the Local Planning Authority, however you are advised that it is your responsibility to notify the Local Planning Authority of the anticipated commencement date and any changes in liability through submission of the appropriate forms.

Should you require further information please refer to the Council's Website (<http://www.hillingdon.gov.uk/index.jsp?articleid=24738>).

3. CONSIDERATIONS

3.1 Site and Locality

The site is located on the northern side of Bath Road, just to the east of the junction with Sipson Road, opposite Heathrow Airport. The main site frontage is to Bath Road, with a small frontage to Egerton Road to the rear. The site contains an L-shaped four-storey office building, surrounded by car parking and a small amount of landscaping. The building is clad in two colours of brick, with a glazed and metal-clad fourth storey. The site is predominantly rectangular, with a small portion that extends to the rear of the neighbouring petrol station.

The surrounding area is of high density character, with a mixture of residential and commercial uses. It is dominated by large buildings of various heights, with little uniformity of height or appearance. To the west of the site fronting Bath Road is a petrol filling station, with a three-storey mixed used building to the rear, and the north of the site. To the west of the site is a five-storey office building.

3.2 Proposed Scheme

The application seeks planning permission for the change of use of the existing building from office (Use Class B1(a)) to a Hotel (Use Class C1), including 4-storey side extension (to the rear of the adjacent petrol station), and 4-storey rear extensions, and associated amendments to landscaping and car parking.

The proposal includes the provision of a 123 bedroom hotel, together with extensions to the north (rear) and west, and alterations to the existing elevations to integrate the existing building with the proposed extensions. The hotel will provide restaurant and bar facilities, predominantly for the use of guests. The existing building is to be extended by the addition of two wings, to provide bedrooms to the hotel. The existing car parking area is to remain, with the extensions constructed above the existing car parking area.

The existing entrance to the site will remain, but the exit from the site will be to Egerton Road to the rear. 25 car parking spaces are to be provided, including 2 disabled parking spaces, together with a coach parking space. Secured covered cycle parking is also proposed.

3.3 Relevant Planning History

464/APP/2013/2115 272-276 Bath Road Heathrow

Change of use of existing building from office (Use Class B1(a)) to Hotel (Use Class C1), including 4-storey side extension (to rear of adjacent petrol station), and 4-storey rear extensions, and associated amendments to landscaping and car parking.

Decision: 10-12-2013 Approved

464/N/79/1100 Airport House Bath Road Sipson

Office development - 50sq.m. (Outline)(P)

Decision: 09-11-1979 Refused

464/P/81/1446 Airport House Bath Road Sipson

Extension/Alterations to Office premises (P) of 65 sq.m.

Decision: 12-03-1982 Approved

Comment on Relevant Planning History

The relevant planning history for the site is listed above.

4. Planning Policies and Standards

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

National Planning Policy Framework
Hillingdon Supplementary Planning Document - Accessible Hillingdon
Hillingdon Supplementary Planning Document - Noise
Hillingdon Supplementary Planning Document - Planning Obligations
Hillingdon Supplementary Planning Guidance - Air Quality
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Land Contamination

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM6 (2012) Flood Risk Management
- PT1.EM8 (2012) Land, Water, Air and Noise
- PT1.EM11 (2012) Sustainable Waste Management
- PT1.T1 (2012) Accessible Local Destinations
- PT1.T4 (2012) Heathrow Airport

Part 2 Policies:

- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.
- AM8 Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
- AM13 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -
 - (i) Dial-a-ride and mobility bus services
 - (ii) Shopmobility schemes
 - (iii) Convenient parking spaces
 - (iv) Design of road, footway, parking and pedestrian and street furniture schemes
- AM14 New development and car parking standards.
- BE13 New development must harmonise with the existing street scene.
- BE15 Alterations and extensions to existing buildings
- BE18 Design considerations - pedestrian security and safety
- BE20 Daylight and sunlight considerations.
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- OE1 Protection of the character and amenities of surrounding properties and the local area

OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
T2	Location of tourist accommodation and conference facilities
T4	Hotels, guest houses and other tourist accommodation - location, amenity and parking requirements
LPP 2.6	(2011) Outer London: vision and strategy
LPP 2.7	(2011) Outer London: economy
LPP 2.8	(2011) Outer London: Transport
LPP 4.1	(2011) Developing London's economy
LPP 4.5	(2011) London's Visitor Infrastructure
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LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.3	(2011) Sustainable design and construction
LPP 5.4	(2011) Retrofitting
LPP 5.7	(2011) Renewable energy
LPP 5.10	(2011) Urban Greening
LPP 5.12	(2011) Flood risk management
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LPP 6.13	(2011) Parking
LPP 7.1	(2011) Building London's neighbourhoods and communities
LPP 7.2	(2011) An inclusive environment
LPP 7.3	(2011) Designing out crime
LPP 7.4	(2011) Local character
LPP 7.6	(2011) Architecture
LPP 7.13	(2011) Safety, security and resilience to emergency
LPP 7.14	(2011) Improving air quality
LPP 7.15	(2011) Reducing noise and enhancing soundscapes
LPP 8.2	(2011) Planning obligations

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **30th May 2014**

5.2 Site Notice Expiry Date:- **30th May 2014**

6. Consultations

External Consultees

Consultation letters were sent to 15 local owner/occupiers on 07/05/2014. The application was also advertised by way of site and press notices. No responses have been received.

NATS:

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Limited has no safeguarding objections to this proposal.

HEATHROW SAFEGUARDING:

No safeguarding objections to the proposed development, subject to an informative regarding the use of cranes.

Internal Consultees

ENVIRONMENTAL PROTECTION UNIT:

The air quality assessment indicates the room numbers are 123. A brief look at the updated transport assessment seems to indicate a slight increase in trip generation. However, the slight increase is unlikely to have any significant impact on local air quality, subject to conditions. The following conditions need to be included in any permission that may be given.

Air Quality:

The proposed development is within the declared AQMA and in an area that is significantly above the European Union limit value for annual mean nitrogen dioxide (NO₂ - 40.0 mg/m³) adjacent to the Bath Road. The air quality assessment has used measured background data from London Harmondsworth because the DEFRA background map levels are considered an overestimate. The background is likely to be high in this area due to the airport, and London Harmondsworth may not be suitably representative.

The air quality assessment looked at the impact on the proposed development only and did not consider nearby residential receptors. The Energy Statement refers to CHP being feasible for the site, although biomass has been ruled out, but provides no further details and the Transport Statement refers to an increase in trip generation as a consequence of the development, which is anticipated to consist of largely of taxi drop-offs and pick-ups.

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

Section 106:

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

Nitrogen dioxide levels at the facade of the building (may have been underestimated) on all levels is above the EU limit value. However, the report indicates there will be no staff accommodation at the site, therefore the limit values are indicative only. Nothing specific has been said regarding ventilation except a mention in Energy Statement about mechanical ventilation. The ingress of polluted air condition is recommended with regard to the pollution air issues at the site and to ensure any air inlets draw air from a clean location (treat it if necessary) and are located away from any flues/exhausts.

Air Quality Condition 1 - Ingress of Polluted Air:

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

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

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

The following conditions are advised in order to ensure relevant information with regard to the energy provision and to limit air pollution emissions from the energy provision at the site are provided, in order to ensure mitigation measures can be agreed and implemented if necessary, as part of the development. The CHP may need to be considered within the context of a wider air quality assessment.

Air Quality Condition 2 - Details of Energy Provision:

Before the development is commenced, details of any plant, machinery or fuel burnt, as part of the energy provision for the development shall be submitted to the LPA for approval. This shall include suitable pollutant emission rates with and without mitigation technologies, which needs to be considered as part of a wider air quality assessment, as set out in the EPUK CHP Guidance 2012 (September 2007).

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

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

Air Quality Condition 3 - Control of Air Pollution:

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

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

The application indicates fewer car parking spaces than the office use, new disabled parking and a coach parking space. It is anticipated most customers would arrive by taxi. A travel plan condition is recommended for this application. There are also no references to the provision of electric charging

points at the site. A condition for fast electric charging points is recommended for this application. Ideally, these should be suitable for mini-cabs to use as well.

Land Contamination:

The most significant potential contamination identified in the desk top study relates to contamination from the adjacent petrol station to the west of the site. We have ground investigation report from 2005 which indicate fuel contamination of the soil and groundwater at the petrol station. The boreholes located nearest to the application site (MW1, MW8) indicated soil contamination below the detection limit for samples taken at a metre depth for TPH, BTEX and MTBE. However this area was not investigated further in later investigations when soil contamination was identified in other locations (where it was not previously identified due to the shallowness of the sampling) at 3 to 4 metres depth. For TPH only, contamination was also identified MW8, which is located quite close to the proposed extension for the hotel (stairwell and lift shaft only appear to be enclosed). MW1 ground water monitoring results based on one round of monitoring from January 2005 indicate very low levels of contamination.

I would recommend including the standard contaminated land condition on any permission that may be given to ensure risk from contamination is suitably assessed and addressed for the extension and the conversion, as required.

It is noted the proposed development is an extension and conversion of the existing office building to a hotel use. The desk study refers to soft landscaping such as planters, but does not expand any further, however the landscaping specification document and plan seems to suggest there may be more works, therefore the soil imports and landscaping condition is recommended to ensure the soils are suitable for use.

Contaminated Land Condition:

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

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

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

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

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

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

REASON: To ensure that risks from land contamination to the future users of the land and

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

Condition to minimise risk of contamination from garden and landscaped area:

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

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

REASON: To ensure that the occupants of the development are not subject to any risks from soil contamination in accordance with policy OE11 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

HIGHWAYS:

The site has a PTAL of 3 with bus stops just outside the site. There are currently 47 car parking spaces on site for the permitted office use. The 123 bed hotel proposal will reduce these to 25. 10 covered cycle parking spaces and shower facilities for staff are to be provided. A coach drop off area and coach parking are provided.

At present access and egress to the site is from Bath Road. The proposal is to retain this for entry only and egress will be from a new cross over on to Egerton Way at the rear of the site. Egerton Way via Bolton's Way links to Bath Road at a signalised junction permitting both eastbound and westbound movements on to Bath Road. However it is intended that refuse vehicles will access and egress the site via Egerton Way.

Based on the transport statement the hotel is likely to generate an additional daily total two way trips of 53 vehicles which amount to 0.25 % of the existing traffic on the Bath Road A4. The maximum additional peak hour trips from the site are 10 and occur in the morning are not considered to have a significant impact on the highway network.

The S106 should require the applicant to sign up to a hopper bus service. The pedestrian footway from Bath Road to the hotel entrance should be kerbed and not just delineated by road markings. Details are required on control/highway safety measures to maintain two way access for refuse vehicles and one way egress for all other vehicles from the new access at Egerton Way.

Subject to a condition regarding the issues raised above, no objections would be raised on highway grounds.

TREES:

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

The area around Heathrow has a record of very poor air quality. Planting in this area is particularly important to enhance the appearance of the area and help to filter airborne particulates.

- No tree /vegetation survey or strategy has been submitted.

- There is no information regarding the existing or proposed landscape treatment.

- Exedra Architects drawing No. 489_PL100 shows the proposed site layout with some indicative areas of planting to the front and rear of the building.
- A Landscape Specification, by MCA, dated September 2013, has been submitted. This is thought to be the same document which was submitted with the previous application. However, the information is irrelevant and cannot be assessed without the accompanying plans to which it refers.
- A review of landscape comments made on 31 October 2014 notes:
 - It is evident that a small number of trees (approximately 3No.) will be removed in order to facilitate the new layout / development. The most prominent tree is a Cherry, situated on the east boundary towards the north-east access point. Aside from this two small trees to the west (behind the petrol station) will be lost, as will the hedgerow along the northern boundary.
 - The removal of these trees is not considered to be a constraint on development due to their poor condition and landscape value.
 - Two trees within the planting area to the front of the building (south-east corner) will be retained as part of the new layout.
 - An additional 6No. trees, are indicated on drawing No. MCA 1513/01 Landscape Details. The planting plan indicates new / replacement structure planting including hedges and shrubs. The plan is supported by a generic planting specification.
 - Unfortunately, there is no opportunity for replacement tree planting in the north-east corner which will increase the inter-visibility between the residents of Doghurst Avenue and the site.
- Without the re-submission of a landscape/tree survey and proposals it is not clear whether the above comments remain valid. However, it is noted that the general quality of the existing landscape is poor and requires substantial renewal, supported by better maintenance.
- If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and appearance of the area.

Recommendation:

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

SUSTAINABILITY OFFICER:

No objections to the proposed development subject to the following:

Energy:

The energy strategy submitted is broadly sufficient but is not yet detailed enough at this stage to understand the final design solutions. The strategy includes a number of recommendations but it is not clear how or if these will be included within the final design. The following condition is therefore essential:

Condition:

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

- i) the baseline energy demand (kwhr and kgCO₂) for each element of the regulated energy use (e.g. space heating, hot water and electricity) for all the relevant uses (e.g. residential, commercial etc).
- ii) the methods to improve the energy efficiency of the development and how this impacts on the baseline emissions and where they will be included within the development.
- iii) the inclusion of CHP to service the whole development, the specification of the technology to be used, the inputs and outputs (in kwhr and associated kgCO₂) of the CHP unit and the impacts on

the baseline emissions.

iv) roof plans and elevations showing the inclusion of the PVs.

v) how the technology will be maintained and managed throughout the lifetime of the development.

The development must proceed in accordance with the approved details.

Living Walls and Roofs:

The development is within an air quality management area and needs to improve opportunities for wildlife. Living walls and roofs can improve air quality, operate as carbon sinks and also be of importance for nature conservation. The following condition is therefore necessary:

Condition:

Prior to commencement of development a scheme for the inclusion of living walls, roofs and screens shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall provide details of the types of living material to be used and the locations and methods of maintenance where necessary. The development should proceed in accordance with the approved plans.

Water Efficiency:

The Council is in a severely water stressed area and is therefore mindful of the additional burdens placed on water consumption by new development. The proposed development will increase the water demand from the previous use significantly. The following condition is therefore necessary:

Condition:

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

The Council's Floodwater Management Officer and Access Officer raised no objection to the previous application, subject to the imposition of conditions. These conditions are recommended for inclusion on this permission should the application be approved.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Policy T4 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) states hotels, guest houses and other tourist accommodation will be acceptable in principle provided:

(i) The development is located within a mixed use area; and

(ii) The development is located near or on a primary or secondary road or rail or underground station; and

(iii) The development does not result in the loss of amenity to neighbours through noise and other disturbances; and

(iv) Parking to standards adopted by the local planning authority can be met within the curtilage of the site.

(v) Any on street parking that may be generated can be accommodated without detriment to the free flow of traffic or conditions of general highway safety.

In light of the site's location and the adequate car parking provision (refer to section 7.10

of the report) it is considered the scheme is acceptable in principle assessed against Policy T4.

The existing building on the site has been vacant for number of years with evidence provided in support of the application that the site has been unsuccessfully marketed for nine years. The details provided of marketing show there has been very limited interest in retaining the existing office use on the site, given the isolated location of the site and the lack of local facilities, together with the competition with more modern, higher specification office buildings nearby.

Based on the combination of both the marketing evidence provided, the distance of the site from a residential area, and given the poor state of repair of the building as witnessed during the case officer's site visit, it is not considered there is a robust reason to resist the change of use (from B1 use to C1). According there is no objection to the principle of change of use in planning policy terms.

7.02 Density of the proposed development

No residential units are proposed as part of this application. As such, density is not relevant to the application.

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

The site is not located within a Conservation Area, Area of Special Local Character or Archaeological Priority Area, and there are no Listed Buildings on the site. As such, it is considered that the scheme would not impact in the heritage of the borough.

7.04 Airport safeguarding

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

7.05 Impact on the green belt

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

7.07 Impact on the character & appearance of the area

Policies BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seeks to ensure that new development will complement and improve the character and amenity of the area.

The building is, in the main, existing, and would be extended to the rear and to the western side. This building is flanked to the east by an existing 5-storey high building, a petrol station to the west, a three storey commercial building to the northwest, with the car park for this building directly north of the site. A large 3-storey building lies directly opposite the site within the boundary of Heathrow Airport. Residential properties lie to the north east, the nearest being some 45 metres from the rear of the existing building.

Accordingly the proposed height of the extensions at 4 storeys is considered, in street scene terms, acceptable given the street context and the height of the neighbouring properties. The side extension would be set behind the petrol station, which would limit views from Bath Road. It would also be set behind the building line of the commercial property on Sipson Road, which would limit the visual impact when viewed from Sipson Road, as it would be viewed in conjunction with this commercial building and the forecourt of the petrol station.

The scheme seeks to provide enhanced visual interest to the main elevations visible from the street through the introduction of new cladding materials to the building, with

contrasting colours used for the recessed fourth storey. The proposed extensions will use these same materials, but will include the addition of rendered panels, to differentiate the extensions from the original building. The details of the materials would be controlled via a condition on any permission.

7.08 Impact on neighbours

Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seeks to ensure that new developments do not have a detrimental impact on the residential amenity of neighbouring occupiers through loss of light, dominance or loss of privacy.

The proposed extensions are not considered to be over-dominant when viewed in conjunction with the existing building, and the wider context of the site, with numerous large commercial buildings, and as such, is unlikely to impact on the visual amenities of neighbouring properties from loss of light, over-dominance or loss of privacy.

Policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) states permission will not be granted for uses which are likely to become detrimental to the character or amenities of surrounding properties. Given the nearby neighbouring residential properties, it is considered that suitable noise conditions should be included on any grant of permission to ensure the scheme will not give cause to noise annoyance to surrounding properties.

It is not considered that there would be a material loss of amenity to neighbouring properties, as the proposed buildings would be sited a sufficient distance away from adjoining properties. It is also considered given its layout that there will be a good level of day lighting for the proposed development. The proposed development is considered to be consistent with policies BE20, BE21 and BE24 of the UDP.

7.09 Living conditions for future occupiers

The proposal is for a hotel and there will be no future occupiers. There are no policies or standards that relate to hotel accommodation.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policies AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) are concerned with traffic generation, and access to public transport. Policies AM14 and AM15 are concerned with on-site parking.

The site has a PTAL of 3 with bus stops just outside the site. There are currently 47 car parking spaces on site for the permitted office use. The 100 bed hotel proposal will reduce these to 25. 10 covered cycle parking spaces and shower facilities for staff are to be provided. A coach drop off area and coach parking are provided.

At present access and egress to the site is from Bath Road. The proposal is to retain this for entry only and egress will be from a new cross over on to Egerton Way at the rear of the site. Egerton Way via Bolton's Way links to Bath Road at a signalised junction permitting both eastbound and westbound movements on to Bath Road. However it is intended that refuse vehicles will access and egress the site via Egerton Way.

With regard to the level of car parking provision for ratio of 1:5 guest rooms is similar to that of other hotel developments approved by the London Borough of Hillingdon located nearby and serving Heathrow Airport. In addition, a coach parking bay is also proposed. Furthermore the parking provision is consistent with the Council's adopted maximum parking standards, therefore the scheme is considered to comply with Policies AM14 and AM15 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

The Council's Highway Officer has been consulted on the application and raises no objection to the scheme, subject to a S106 requirement that a 'hopper bus' service be used, and conditions are included to ensure the access to the building is kerbed, and that details are submitted to ensure two-way access for refuse vehicles from Egerton Way. As such, it is not considered that the proposed development would have a detrimental effect on the existing highway in accordance with the aims of Policies AM2 and AM7 of the Local Plan.

7.11 Urban design, access and security

It is considered that there are no urban design or security issues arising from the proposal. Access is considered in other sections of the report.

7.12 Disabled access

Policies R16 and AM13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seek to ensure that developments of this type incorporate inclusive design, as do Policies 7.1 and 7.2 of the London Plan. Further detailed guidance is provided within the Accessible Hillingdon SPD.

The hotel would be consistent with the London Plan and HDAS Accessibility policy standards including meeting the minimum provision of accessible bedrooms as a percentage of the total number of bedrooms. Other features include disabled toilets on the ground and first floors, lifts from the car park level to the rest of the hotel, four lifts to service the building, and fire refuges on each upper floor.

Subject to an appropriate condition it is considered that the proposal would provide an inclusive environment for future users in accordance with Policies R16 and AM13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policies 7.1 and 7.2 of the London Plan.

7.13 Provision of affordable & special needs housing

No residential units are proposed as part of this application. As such, this is not relevant to the application.

7.14 Trees, landscaping and Ecology

TREES AND LANDSCAPING:

Policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

The site as it stands is largely devoid of vegetation, albeit there are some trees that will be required to be removed to enable the development. An accurate site survey has been submitted with the application which plots trees on to the site, the tree species, and their quality and spread. None of the trees in the vicinity are protected by a Tree Preservation Order or by Conservation Area designations. The most prominent tree is a Cherry, situated on the east boundary towards the north-east access point. Aside from this two small trees to the west (behind the petrol station) will be lost, as will the hedgerow along the northern boundary. The Council's Landscape Officer considers the removal of these trees is not a constraint on development due to their poor condition and landscape value.

With regard to the ground floor site layout the scheme provides an improvement over the existing expanse of hard standing and palisade fencing with details provided of indicative hard and soft landscaping. Subject to the relevant planning conditions in respect of landscape maintenance and revisions/further detail on the planting plan the scheme is considered to provide a satisfactory landscape arrangement that complies with Policy

BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

ECOLOGY:

The site is currently almost entirely given over to hardstanding. In view of this and the safeguarding measures detailing within the application documents in respect to trees and shrubs on neighbouring sites it is not considered the scheme will have an adverse impact on the areas ecology.

7.15 Sustainable waste management

London Plan policies 5.16 and 5.17 requires adequate provision of refuse and recycling facilities for new development and for their location to be appropriate in terms of enabling ease of collection from the site. The bin area is an enclosed area to the north of the site with access for staff and access from Egerton Way for the refuse collectors.

The level of waste and recycling store provision, its location and means of collection by refuse vehicles is considered to comply with the Council's requirements. However, it is recommended that a condition be imposed to ensure the collection of waste is carried out at times to avoid impacts on the neighbouring area. Subject to such a condition, the scheme is considered satisfactory and complies with the standards set out in London Plan policies 5.16 and 5.17.

Notwithstanding the above it should be noted the hotel ultimately has considerable discretion over which waste management methods are used on site.

7.16 Renewable energy / Sustainability

Policy 5.7 of the London Plan advises that boroughs should ensure that developments will achieve a reduction in carbon dioxide emissions of 40% from on site renewable energy generation (which can include sources of decentralised renewable energy) unless it can be demonstrated that such provision is not feasible. Policy 5.4 of the London Plan requires submission of an assessment of the energy demand and carbon dioxide emissions from proposed major developments, which should demonstrate the expected energy and carbon dioxide emission savings from the energy efficiency and renewable energy measures incorporated in the development. The application has been supported by an Energy Statement that is considered satisfactory to determine the application favourably albeit with more information required to be provided by the applicant. This extra information can be handled by planning condition.

Subject to conditions to secure the installation of measures in accordance with the London Plan requirements the scheme complies with London Plan Policies 5.3, 5.4 and 5.7.

7.17 Flooding or Drainage Issues

The site does not fall within a flood zone and no issues relating to flooding have been identified.

London Plan policies 5.12 and 5.13 require that development proposals should use sustainable urban drainage systems (SUDS) unless there are good reasons for not doing so. Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) requires that surface water run off is controlled to ensure the development does not increase the risk of flooding. The scheme would need to investigate rainwater harvesting, including the provision of a ground storage tank, and permeable paving to replace the existing large expanse of non permeable hard standing.

Subject to conditions, the proposal is considered to comply with the intentions of the Hillingdon Local Plan: Part One and Part Two Saved UDP Policies (November 2012) in

respect to water management and London Plan policies 5.12 and 5.13.

The Council's Floodwater Management Officer raises no objection to the scheme, subject to the application of the relevant SUDS and sustainable water management planning condition.

7.18 Noise or Air Quality Issues

The Council's Environmental Protection Unit has been consulted on the application and raises no objection on noise or air quality subject to appropriate conditions and planning obligations in respect of air quality monitoring.

7.19 Comments on Public Consultations

The objections raised during the public consultation are addressed in the report above.

7.20 Planning obligations

Should the application be approved, a range of planning obligations would be sought to mitigate the impact of the development, in line with saved policy R17 of the Council's Unitary Development Plan.

The obligations sought are as follows:

1. Highways: to secure all necessary works and the provision of a Travel Plan, including Sustainable Transport Measures (such as a hopper bus service).
2. Construction Training: either a financial contribution, or an in-kind scheme delivered during the construction phase of the development, should be secured (in either event the 'obligation' should be delivered equal to the formula of £2,500 for every £1 million build cost).
3. Air Quality: in line with the SPD and given the site is located in an air quality management area then a contribution in the sum of £25,000.
4. Project Management and Monitoring Fee: a financial contribution equal to 5% of the total cash contributions towards the management and monitoring of the resulting agreement.

Should the application be approved after the Council's Community Infrastructure Levy (CIL) charge comes into effect on 1 August 2014, obligation 4 would be deleted, as this is covered under the Council's CIL, which would then be payable on the new floorspace created at a rate of £40 per square metre.

In addition to the Council's S106 contributions and CIL requirements, the Mayor of London's CIL has introduced a charging system within Hillingdon of £35 per square metre of gross internal floor area to be paid to the GLA to go towards the funding of Crossrail. This application is liable for the Mayor's CIL with respect to new floorspace being created.

7.21 Expediency of enforcement action

No enforcement action is required in this instance.

7.22 Other Issues

CONTAMINATION:

The most significant potential contamination identified relates to contamination from the adjacent petrol station to the west of the site. The Council has a ground investigation report from 2005 which indicate fuel contamination of the soil and groundwater at the petrol station. However this area was not investigated further in later investigations when soil contamination was identified in other locations.

The Council's EPU states that it appears remedial works may not have taken place, and the contamination appears to be located to the south east of the source in the groundwater. As such, it is recommend to include the standard contaminated land condition on any permission that may be given to ensure risk from contamination is suitably assessed and addressed for the extension and the conversion, as required.

It is noted the proposed development is an extension and conversion of the existing office building to a hotel use. The desk study refers to soft landscaping such as planters, but does not expand any further, however the landscaping specification document and plan seems to suggest there may be more works, therefore the soil imports and landscaping condition is recommended to ensure the soils are suitable for use.

8. Observations of the Borough Solicitor

GENERAL

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

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

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

PLANNING CONDITIONS

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

PLANNING OBLIGATIONS

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

EQUALITIES AND HUMAN RIGHTS

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

The requirement to have "due regard" to the above goals means that members should

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

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

9. Observations of the Director of Finance

None.

10. CONCLUSION

There is no objection to the principle of the development involving the change of use of the site to a hotel.

The general size, height and massing of the proposed building is considered acceptable echoing the height and scale found on the surrounding buildings. It is not considered that the development would have any detrimental impact on the street scene, or upon anyone's residential amenity or upon the setting of the Green Belt land lying opposite.

Consideration has been given to the principal issue of traffic generation, vehicles servicing the hotel, and guest collection and drop off, and these matters taken together are not considered would have any significant detrimental impact on the existing highway network or highway safety given the sightlines outside the site, the bar on cars parking for any length of time (with double yellow lines in place), the small number of vehicular movements anticipated (as a 100 bedroom hotel) serving Heathrow where most guests will arrive by public transport or taxi .

The National Planning Policy Framework is clear that there should be a presumption in favour of sustainable economic development and that the key priority is the delivery of new jobs. The application proposals would deliver on these objectives, bringing a number of full time equivalent jobs on site (plus additional job creation in off site hotel servicing role) and secure the regeneration of a site that presently is unused and does not presently positively contribute to the street scene and with little prospect that the existing building being brought back to active life.

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

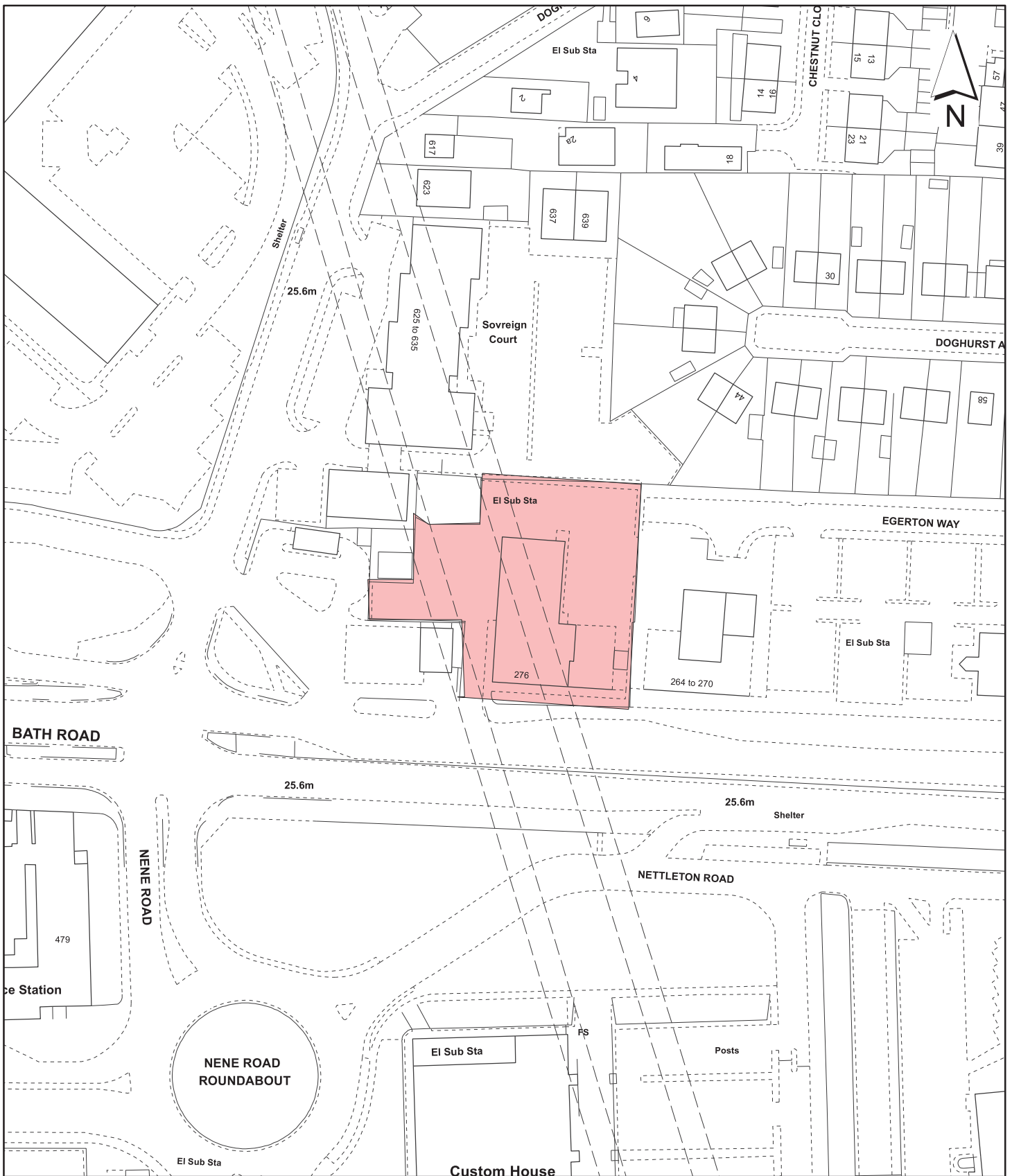
11. Reference Documents



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

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

Contact Officer: Adam Flynn

Telephone No: 01895 250230



<p>Notes</p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.</p> <p>© Crown copyright and database rights 2014 Ordnance Survey 100019283</p>	<p>Site Address</p> <p align="center">272-276 Bath Road Sipson</p>		<p>LONDON BOROUGH OF HILLINGDON</p> <p align="center">Residents Services Planning Section</p> <p align="center">Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p align="center">464/APP/2014/1210</p>	<p>Scale</p> <p align="center">1:1,250</p>	 <p align="center">HILLINGDON LONDON</p>
	<p>Planning Committee</p> <p align="center">Major Page 51</p>	<p>Date</p> <p align="center">July 2014</p>	

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Report of the Head of Planning, Sport and Green Spaces

Address LAND AT SIPSON FARM SIPSON ROAD SIPSON

Development: Application to vary condition 2 of planning permission reference 45408/APP/2009/340 dated 21 May 2009 in order to extend the deadline for completion of permitted operations from 20 May 2014 to 5 August 2017.

LBH Ref Nos: 45408/APP/2014/1678

Drawing Nos: Site Location Plan 1107/10B
Flood Risk Assessment and Surface Water Management Scheme dated April
Archaeological Evaluation Report Reference 60960 dated January 2006
Arboricultural Impact Appraisal and Method Statement with reference 8048-AIA-AS dated 7 March 2008
Statement in supporting of planning application dated February 2009
Environmental Statement Non Technical Summary dated February 2009
Environmental Statement Volume 1 dated January 2009
Environmental Statement Volume 2 dated January 2009
Plan 04 Final Restoration Plan 1107_13D
01 PA Letter_Statement 15 May 2014
Appx 02 Consent
Appx 04 Transport Statement
Plan 03 Method of Working Plan 1107_12E
Appx 05 E-mail Exchange with EA_LBH
Appx 06 02 FRA_SWM April 2009 Update
Appx 06 03 FRA_SWM April 2009 Update Dwg
Appx 07 01 Proposed Layout
Appx 07 02 Ditch Detail
Appx 03 Pre-App Advice
Appx 07 03 Drainage Stats
Appx 07 04 Officer Report
Appx 07 05 Decision Notice
Plan 02 Site Context Plan 1107_11C

Date Plans Received: 15/05/2014 **Date(s) of Amendment(s):** 14/05/2014

Date Application Valid: 15/05/2014

1. SUMMARY

The application seeks seeks to vary condition 2 of planning permission ref: 45408/APP/2009/234 dated 21/5/2009, for the extraction of sand and gravel from the last substantial un-worked area of mineral-bearing land between Sipson and Harlington.

The applicant has submitted that the 5 years referred to in condition 2 has expired, but there are still reserves remaining in situ (approximately 300,000 tonnes) and the site still requires restoration, in accordance with the terms of the consent. This application therefore seeks to vary Condition 2, such that operations are completed by 5 August 2017. This will give the applicant sufficient time to extract the remaining consented mineral reserves and restore the site.

This proposal would make a contribution towards meeting an established and immediate

need for the release of additional mineral sites in London in general and in West London in particular. In addition, national, London Plan and local policy seek to safeguard sand and gravel reserves from sterilization, and given the mitigation measures of the proposal in relation to the surrounding land-uses, it is considered that the development would not result in an unacceptable level of harm in terms of air quality, noise and vibration, visual impact and ground water contamination.

There would be no detriment to highway and traffic conditions on the highway network in the vicinity of the site caused by its continued operation.

Subject to conditions, the application is therefore recommended for approval.

2. RECOMMENDATION

1. That the application be referred back to the Greater London Authority (Stage 2 Referral) if applicable.

2. That subject to (1) above, 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 application be deferred for the determination by Head of Planning, Green Spaces and Culture under delegated powers to approve the application, subject to the following conditions:

1 NONSC Time Limit

All operations hereby authorised by this consent (excluding the 5 year statutory aftercare requirements) shall be completed by 5 August 2017. The site preparation, working and restoration of the site shall be carried out only in accordance with the details set out in the submitted application form, supporting planning statement, mitigation strategies as contained in the Environmental Statement dated January 2009, drawing numbered 1107/10B, 1107/11C, 1107/12E and 1107/13D. No part of the operations specified therein shall be amended or omitted prior written approval from the Minerals Planning Authority.

REASON

To enable the Minerals Planning Authority to control the development and to minimise its impacts on the amenities of the local areas and to ensure the site is restored within the time scale envisaged in the application, in accordance with policy MIN4 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the NPPF.

2 NONSC Site drainage management

The construction of the site drainage system and surface water management system shall be carried out in accordance with the details contained in Section 6 and Appendix 6 of the Environmental Statement, dated September 2007 and drawing numbered 1107/12E, 1107/13D and 1107/11C.

REASON

To prevent pollution of the water environment in accordance with MIN21 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the NPPF.

3 NONSC Control of hours

i) Except with the prior written agreement of the Minerals Planning Authority, no operations authorised or required by this permission shall be carried out, and plant shall not be operated, other than during the following hours:-

0700 to 1800 hours on Mondays to Fridays and 0700 to 1300 hours on Saturdays.

ii) The formation and subsequent removal of material from any screen banks and soil/overburden storage areas shall not be carried out except between the following times:-

0800 to 1800 hours on Mondays to Fridays and 0800 to 1300hours on Saturdays and no such operations shall take place on Sundays or Bank or Public Holidays. This condition shall not, however, operate so as to prevent carrying out, outside these working hours, of essential maintenance to the plant and machinery used on the site.

REASON

For the reasonable protection of residential amenity in accordance with Policy OE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

4 COM4 Accordance with Approved Plans

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

Site Context Plan 1107_11C

Method of Working Plan 1107_12E

Final Restoration Plan 1107_13D

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

REASON

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

5 NONSC In accordance with approved plans

Unless otherwise agreed in writing by the Minerals Planning Authority, no operation hereby permitted by this consent shall commence until the land is fenced in accordance with the approved plans. The fencing shall be maintained in a secure condition throughout the duration of the permitted operations.

REASON

To deter trespass, especially by children or by persons fly tipping, in the interest of public safety and amenity, in accordance with BE18 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

6 COM5 General compliance with supporting documentation

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

Flood Risk Assessment and Surface Water Management Scheme

Archaeological Evaluation Report Reference 60960 dated January 2006

Arboricultural Impact Appraisal and Method Statement reference 8048-AIA-AS dated 7 March 2008

Environmental Statement Non Technical Summary dated February 2009

Environmental Statement Volume 1 dated January 2009

Environmental Statement Volume 2 dated January 2009

Transport Statement

FRA_SWM April 2009 Update

FRA_SWM April 2009 Update Dwg

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

REASON

To ensure that the development complies with the objectives of Policies in the Hillingdon Local Plan, London Plan and NPPF.

7 NONSC Limit for site noise level

Noise levels resultant from the development except the stripping and transportation of soils and construction and removal of screen bunds hereby permitted, shall not exceed 70dB during construction and removal of the bunds and 55dB during the extraction of minerals, as measured at the boundary of the following noise sensitive sites as identified in the Figure 1 of the Noise report dated January 2007:

1. Footpath at Field Close
2. Parking area Raywood Close
3. Parking area to south
4. Corner of Chestnut Close
5. Rear of Kenwood Close
6. End of Vincent Drive
7. Additional - the above shall also apply to Sipson House, Sipson Road (dependant upon use of Sipson House at the time of nearest operations)

REASON

For the protection of residential amenity in accordance with OE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

8 NONSC Noise Monitoring Scheme

Before the development commences a noise monitoring scheme shall be agreed with the Minerals Planning Authority which specifies the provisions to be made for the monitoring of noise levels in accordance with condition 06 shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of the timescale and frequency of noise monitoring to be undertaken.

REASON

For protection of residential amenity, in accordance with OE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

9 NONSC No buildings or structure

Notwithstanding the provision of Part 19 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995, no buildings, structures, fixed or mobile machinery other than that approved by this consent, shall be erected or placed or installed on the site without the prior written approval of the Minerals Planning Authority.

REASON

For the protection of residential amenity, in accordance with Policy BE19 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

10 NONSC Restoration of land for agricultural use

a) Unless otherwise agreed in writing by the Minerals Planning Authority, following the replacement of subsoil and topsoil as required by Condition 10 above, the site shall be subject to 5 year of controlled aftercare in accordance with an initial aftercare strategy previously approved in writing by the Minerals Planning Authority. Such an aftercare strategy shall be submitted within twelve months of the date of this permission an shall

make provision for planting, seeding, (control of weeds) cultivating, fertilising, watering, drainage, failure of planting or seeding and settlement.

b) Agreement of an initial aftercare scheme shall not preclude its subsequent modification or replacement in the light of subsequent annual assessments showing this to be necessary within the 5 year period.

c) In the event of remedial restoration works becoming necessary and negating aftercare already carried out, then a new aftercare scheme shall be carried out on the part of the site for a 5 year period commencing with the date of completion of the remedial work and replacement of restoration soils in accordance with details agreed in writing by the Minerals Planning Authority.

d) Notwithstanding the submitted aftercare strategy the applicant shall undertake checks for landfill gas which should be submitted to the Minerals Planning Authority for approval before the aftercare work commences. If landfill gas is found to be a hazard then the applicant shall install remediation measures to prevent landfill gas releases.

REASON

To provide the best prospect of the land being reasonably fit for agriculture use within the statutory aftercare period after stable restoration has been achieved, in accordance with policy MIN6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the NPPF.

11 NONSC Site management

Site operations shall at all times be conducted so as to minimise dust generation, including the use of water sprinklers or other means. Regard shall be paid to the strength and direction of winds; especially during formation and removal of screen banks. In the event of it not being possible to conduct operations without significant spreading of dust beyond the site boundaries, operations on that part of the site shall cease promptly.

REASON

The Minerals Planning Authority consider that careful site management should contain any problems but that it is essential to safeguard the amenities of residents, in accordance with Policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the NPPF.

12 NONSC Restrict stockpiling

There shall be no long term stockpiling of materials, and any materials shall not be stored in stockpiles exceeding 3 metres in height.

REASON

To minimise the visual impact of operations, in accordance with Policy OL2 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the NPPF.

13 NONSC Watercourse

No excavation shall take place within 5m of public sewer and watercourses.

REASON

So as not to affect the public drainage system, in accordance with Policy MIN21 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the NPPF.

14 NONSC Highway protection

No excavation shall take place within 6 metres of the public highway.

REASON

To ensure that the proposed works do not affect the stability of the public highway in accordance with Policy MIN3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the NPPF.

15 NONSC Archaeology

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

REASON

The site is within an area of archaeological importance where ground works may result in the destruction of archaeological remains, in accordance with policy MIN14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the NPPF.

16 NONSC Habitat Protection

Existing ponds, lakes and bodies of standing water shall be safeguarded during mineral extraction, along with any natural buffer habitat, and integrated into the final restoration/landscaping of the area. Planting adjacent to, or as of a buffer strip to, a water body/feature shall be locally native species of UK generic stock, as far as possible.

REASON

To protect, restore or replace the natural features of importance within or adjoining the watercourse, in accordance with Policy MIN4 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the NPPF.

17 NONSC Landscaping

No development shall take place until a detailed scheme for the landscaping of the site has been submitted to and approved in writing by the Minerals Planning Authority. Such a scheme shall include details of;

- a) The positions of all existing trees and shrubs and hedgerows to be retained, and the proposal for their protection throughout the operations.
- b) The positions, species and density and initial sizes of all new trees and shrubs.
- c) Any hard landscaping proposed.
- d) The programme and implementation of the scheme.
- e) The arrangement for subsequent maintenance.

The scheme as approved shall be carried out in full.

REASON

The provision and maintenance of a satisfactory degree of landscaping is considered essential in the interest of visual amenity, in accordance with policy OL2 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and to avoid endangering the safe movement of aircraft and operation of Heathrow Airport through the attraction of birds and an increase in the bird hazard risk of the application site.

18 NONSC Monitoring

The operator shall notify the Minerals Planning Authority in writing within one month of the dates of commencement/completion of the following:

- a) implementing this planning permission;

- b) soil stripping;
- c) entering each phase of mineral extraction;
- d) completion of each tipping phase;
- e) completion of restoration of each phase;
- f) completion of the landscaping/planting scheme;
- g) completion of final restoration under his planning permission;
- h) estimated date for completion of aftercare.

REASON

To enable the Mineral Planning Authority to control the development and to monitor the site to ensure compliance with the planning permission, in accordance with Policies MIN4, MIN5 and MIN6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

19 NONSC Construction Vehicle

Best practicable means shall be taken at all times to ensure that all vehicles leaving the site are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. In particular, without prejudice to foregoing, efficient means shall be installed, maintained and employed the cleaning of wheels of all vehicles prior to leaving the site.

REASON

In the interest of highway safety and to prevent mud and dust getting on the highway in accordance with Policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

20 NONSC Habitat Protection

No clearing of vegetation or building demolition shall be permitted to take place during the bird nesting season (15th March - 31st August inclusive).

REASON

To minimise disturbance to breeding birds in the interest of nature conservation and in accordance with Policies EC2, EC3 and EC5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the NPPF.

21 NONSC Site Restoration

No later than six months from the cessation of all tipping or within such further period as the Minerals Planning Authority may agree in writing, all plants, machinery, access roads, buildings, foundations, hard standings and any other site facilities no longer required in connection with the workings/landfill operations, restoration or approved afteruse shall be removed from the site.

REASON

In the interest of the amenities of the area and to ensure that proper restoration of the site, in accordance with Policies MIN4, MIN5 and MIN6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

22 NONSC Control of waste materials

Nothing other than clean, dry, non-putrescible waste material (comprising topsoil, subsoil, brickwork, concrete, stone, clay, plaster, sand and silica) shall be deposited on site.

REASON

To prevent water pollution, in accordance with Policy MIN21 of the Hillingdon Local Plan:

Part Two Saved UDP Policies (November 2012).

23 NONSC Habitat Management Plan

No works of demolition or development to take place until a Habitat Management Plan has been submitted to the Minerals Planning Authority for approval in writing. This is to include details of the species to be planted/sown and how the site will be managed for the benefit of appropriate London Biodiversity Action Plan habitats and species. The approved scheme shall be implemented in its entirety in compliance with timeframes specified.

REASON

To protect any existing habitats within the site in accordance with the Policies EC1 and EC5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the NPPF.

24 NONSC Habitat Management

Before the development hereby permitted commences a scheme of measures to prevent disturbance to wildlife from the erection of bunds, mineral extraction and aftercare operations shall be submitted to and agreed in writing by the Minerals Planning Authority. In particular the scheme should address impacts on nesting birds between 1st March to 31st August inclusive and on badgers that might enter the site (precautions should be taken with regard to the prevention of damage to badgers by falling into open holes/trenches at night, or by machinery and excavations damaging newly built setts, such as manual exclusion fencing around workings). The agreed scheme should be implemented in full unless otherwise agreed in writing by the Local Planning Authority.

REASON

To protect wildlife and their habitats in accordance with Policies EC2, EC3 and EC5 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the NPPF.

25 NONSC Highway protection

The excavation shall not exceed the limits shown on plan 1107/12E and shall not exceed 6.3m below ground level near the M4 spur.

REASON

To maintain highway safety and integrity of the M4 in accordance with Policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the NPPF.

26 NONSC Control of Noise

The use of RB38 machinery shall not occur anywhere less than 100m from the eastern and southern boundary and shall not be used anywhere less than 50m from the western site edge.

REASON

To protect residential amenity, in accordance with Policy OE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the NPPF.

27 NONSC Air Quality

Notwithstanding hereby submitted, further details on the predicted NO₂ levels at all receptors with and without the development for the proposed year of operation and any mitigation measures to deal with the impact on the NO₂ levels in the area shall be submitted to and approved in writing by the Minerals Planning Authority.

REASON

To protect residential amenity and in accordance with Policy 7.14 of London Plan (2011) and Hillingdon's Air Quality Supplementary Planning Guidance.

28 NONSC Bird Management Plans

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

- the control of Canada geese within the application boundary

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

REASON

It is necessary to manage the Canada geese on this site in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport in accordance with Policy A6 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the NPPF.

29 NONSC Access maintenance

The existing haul road and access route as shown on plan 1107/12E shall be maintained throughout the operation hereby approved, and no routing arrangement changes shall be made without the prior written approval by the Mineral Planning Authority.

REASON

To protect the amenity of the local residents, in accordance with Policy MIN2 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the NPPF.

30 NONSC Non Standard Condition

Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

The scheme should include:

- a system of swales to provide attenuation on site up to the 1 in 100 year climate change critical storm event, to be disposed of via infiltration.

REASON

To prevent increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system, in accordance with Policies OE7, OE8 and OE9 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and the NPPF.

31 NONSC Non Standard Condition

The extraction of minerals from the application site hereby permitted shall not be undertaken except as an extension to the site at Wall Garden Farm and all material extracted in accordance with this permission shall be taken via conveyor underneath Sipson Lane to the existing washing plant at Wall Garden Farm for processing as set out in the submitted plans and documents.

REASON

To ensure that existing facilities are maintained and utilised for the protection of residential amenity in accordance with Policy BE19 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

32 NONSC Non Standard Condition

Prior to development commencing, the applicant shall submit a construction management plan to the Minerals Planning Authority for its written approval. The plan shall details;

i) Traffic management and access arrangement which includes details of vehicles accessing trunk roads and motorways and measures in which the vehicles avoid local roads and peak hours.

REASON

To protect the amenity of the local residents, in accordance with Policy MIN2 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

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

AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
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
MIN14	Proposals for mineral extraction in locations of archaeological importance
MIN21	Impact of development proposals involving landfilling on the local hydrogeological regime - requirement for monitoring and mitigation measures
MIN3	Restriction on area of land south of the M4 motorway subject to planning consent for sand and gravel extraction and/or waste disposal

MIN4	Restriction on the release of good agricultural land for mineral working and requirement for restoration
MIN5	Phased release of agricultural land for mineral extraction/disposal of waste where requirements of policy MIN4 have been met
MIN6	Consideration of impact on farming of proposals for mineral extraction/disposal of waste
OE1	Protection of the character and amenities of surrounding properties and the local area
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE9	Limitation of development in areas with a potential for sewerage flooding
OL2	Green Belt -landscaping improvements
LPP 5.20	(2011) Aggregates
LPP 7.14	(2011) Improving air quality
NPP13	

3 138 Conditions - Further Advice

The applicant is advised that Condition 5 is not intended to affect your general responsibilities under the Mines and Quarries legislation or other legislation, which may necessitate additional action on your part.

4 11 Building to Approved Drawing

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

5 123 Works affecting the Public Highway - Vehicle Crossover

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

6 158 Opportunities for Work Experience

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

Please refer to the enclosed leaflet and contact Peter Sale, Hillingdon Education and Business Partnership Manager: contact details - c/o British Airways Community Learning Centre, Accommodation Lane, Harmondsworth, UB7 0PD. Tel: 020 8897 7633. Fax: 020 897 7644. email: p.sale@btconnect.com .

7 IT05 Wildlife and Countryside Act 1981

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

8 138 **Conditions - Further Advice**

The applicant is advised that the details of Condition 17 should be in accordance with the appropriate English Heritage guidelines.

9

The applicant is advised that the pollution control and prevention measures are the responsibility of the Environment Agency and will be addressed through the PPC license process.

10

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

11

The applicant is advised that the location of the site falls within both the indicative map published by Department for Transport in the White Paper and falls within the interim land boundary for the third runway development that BAA Heathrow has published its draft Interim Masterplan. Therefore the owner of the site should be aware of the potential implications for the development should a third runway proposal proceed.

12

The applicant is advised to consult with Heathrow Express and obtain any consent as required or necessary, prior to any works commencing on site.

13

The applicant is advised that where the conditions requiring the submission of details have been discharged in connection with the original permission, the Local Planning Authority will not require these details to be re-submitted as part of this new planning permission where those details would remain the same.

3. CONSIDERATIONS

3.1 Site and Locality

The application site is an area of flat land situated to the east of M4 Heathrow spur, in the general area between the main M4 to the north and the A4 to the south. Access to the site would be via an existing haul road access off Sipson Road to the south. The application site is within the Green Belt.

The application site is stated to be 16 hectares in area. It was formally in agricultural use, apart from the haul road on the western side of the site which provides vehicular access to the plant site at Wall Garden Farm (north of the application site, north of Sipson Lane) and to the adjacent extraction site known as 'East of Wall Garden Farm'.

There are no occupied buildings within the application site. Sipson House, which is currently being used as B1 offices, lie immediately adjacent to the southern boundary, and is a listed building. The nearest dwelling is Doghurst House, which is 10-15m from the southern site boundary. Otherwise the nearest dwellings are some 70m to the east of the site, in Raywood Close and Field Close in Harlington (55m between the boundary of the

application site and the back fences of these properties).

The Heathrow Express tunnels run beneath the western part of the application site, at a depth of 22-23 metres below ground level.

The mineral extraction area extends from just south and east of the Heathrow Express railway tunnel vent shaft building and southwards to Sipson Road. The site extends westwards to the quarry haul road and eastwards to the playing fields previously worked and restored in the 1990's by the applicant.

As dug sand and gravel travels to the processing plant on a conveyor that runs through a tunnel passing beneath Sipson Lane. Processed material is road borne and HGV access to the public highway on Sipson Road is via the dedicated access road through the site and a crossing point on Sipson Lane. Restoration of the consent area has not yet commenced although materials for this purpose would arrive via the dedicated haul road.

The total mineral content of the site was originally estimated to be approximately 600,000 tonnes, with approximately 300,000 tonnes remaining in situ.

3.2 Proposed Scheme

The application seeks to vary condition 2 of planning permission ref: 45408/APP/2009/234 dated 21/5/2009 for the extraction of sand and gravel from the last substantial un-worked area of mineral-bearing land between Sipson and Harlington. Mineral extraction has commenced and as dug sand and gravel travels to the processing plant on a conveyor that runs through a tunnel passing beneath Sipson Lane. Processed material is road borne and HGV access to the public highway on Sipson Road is via the dedicated access road through the site and a crossing point on Sipson Lane. Restoration of the consent area has not yet commenced, although materials for this purpose would arrive via the dedicated haul road.

The site would be dewatered during extraction and landfilling, using a submersible pump, as at the current working, East of Wall Garden Farm. The water will be discharged to existing lakes and lagoons. Extraction will be carried out using a dragline excavator, with the material taken via a new field conveyor to the existing plant at Wall Garden Farm for processing. The site will be worked in five phases which will progressively be restored by backfilling with inert construction and demolition wastes (comprising soil, brick, concrete, and naturally-occurring stone). The site would eventually be restored for agricultural use. A five-year aftercare period is proposed for each phase area. Under separate legislation, the site would have to be monitored for water levels and quality, and for gas, for a period of 10 years.

Condition 2 of the original 2009 consent requires that:

'All operations hereby authorised by this consent (excluding the 5 year statutory aftercare requirements) shall be completed within 5 years of the date of this consent.'

The applicant has submitted that the 5 years referred to in condition 2 has expired, but there are still reserves remaining in situ and the site still requires restoration, in accordance with the terms of the consent.

This application therefore seeks to vary Condition 2 such that operations are completed by 5 August 2017. This will give the applicant sufficient time to extract the remaining consented mineral reserves and restore the site.

In justification, the applicant has explained that with a total estimated mineral content of approximately 600,000 tonnes and with an anticipated rate of 200,000 tonnes per annum, it was expected that the removal of minerals would be completed within a 3 year period. Infilling was expected to have been completed after a further one year with an additional 6 months for completion and restoration. This would result in a projected 4 and a half year timescale for completion.

However, although planning permission was granted in May 2009, operations only commenced in 2011. In addition, given the prevailing economic circumstances since 2011, the extraction rate has been lower than originally anticipated. Approximately 300,000 tonnes remain in situ and with the current extraction rate having now risen to approximately 200,000 tonnes per annum, extraction should be completed by late 2015. Completion of the infilling would take a further year, with an additional 6 months needed to complete the restoration works. Extraction and restoration is therefore anticipated to be completed by mid 2017.

3.3 Relevant Planning History

Comment on Relevant Planning History

In May 2009, the applicant was granted planning permission under reference 45408/APP/2009/340 to extract sand and gravel from the site. The site represented an extension to the existing sand and gravel quarry at Wall Garden Farm on the north side of Sipson Lane, which was allowed on appeal in 1978, and since then, various extensions have been permitted both north and south of Sipson Lane.

Condition 2 of the 2009 permission imposed a time limit on the works of five years, expiring on 21st May 2014. However, the site has not been worked as quickly as anticipated, and the applicant therefore requires additional time in order to complete the extraction that was permitted in 2009.

Numerous pre commencement planning conditions attached to the 2009 consent have been approved, including details of a noise monitoring scheme, an archeological scheme of investigation, a landscaping scheme, a habitat management plan, a bird hazard management plan, a surface water drainage scheme and a traffic management plan.

4. Planning Policies and Standards

* National Planning Policy Framework (NPPF)

Para 142. States inter alia that that since minerals are a finite natural resource, and can only be worked where they are found, it is important to make best use of them to secure their long-term conservation.

Para 144. When determining planning applications, local planning authorities should give great weight to the benefits of the mineral extraction and as far as is practical, provide for the maintenance of landbanks of non energy minerals; ensure, in granting planning permission for mineral development, that there are no unacceptable adverse impacts on the natural and historic environment, human health or aviation safety, and take into account the cumulative effect of multiple impacts from individual sites and/or from a number of sites in a locality; ensure that any unavoidable noise, dust and particle emissions; provide for restoration and aftercare at the earliest opportunity; not normally permit other development proposals in mineral safeguarding

areas where they might constrain potential future use for these purposes.

Para 145. Minerals planning authorities should plan for a steady and adequate supply of aggregates by preparing an annual Local Aggregate Assessment (LAA), either individually or jointly by agreement with another or other mineral planning authorities and make provision for the maintenance of landbanks of at least 7 years for sand and gravel.

* National and regional guidelines for aggregates provision in England 2005 to 2020, June 2009

This guidance provides an indication of the total amount of aggregate provision the region should aim to provide and provides support to minerals planning authorities in obtaining data. The aggregate requirements in this guidance filter down into The London Plan and LBHs Local Plan.

* The London Plan, July 2011

The London Plan supports the Government's objective of achieving an essential level of supply of locally sourced land-won aggregates.

Revised Early Minor Alterations to the London Plan (REMA), October 2013

These alterations to the London Plan have been adopted and form part of the development plan for Greater London. There are no changes to this document pertinent to this application.

Draft Further Alterations to the London Plan (FALP), January 2014

This is currently out to consultation so does not yet form part of the adopted Development Plan. The FALP considers the National Planning Policy Framework. The key proposed change relevant to this application is New paragraph 5.94A which supports the requirements set out in the NPPF for mineral planning authorities to preparing an annual Local Aggregates Assessment (LAA).

* The LBH Local Plan

All minerals policies in the former UDP were saved as part of the adopted Local Plan except Policy MIN2 which relates to proposals to work sand and gravel in relation to regional requirements and London wide landbanks. The key saved Local Plan policy relevant to the application is Policy MIN1 -Safeguarding of sand and gravel reserves.

The Hillingdon Local Plan: Part 1- Strategic Policies

The most relevant policies of the Local Plan Part 1 are:

Policy EM9 (Safeguarding Mineral Resources) which safeguard mineral resources in the Borough from other forms of development that would prejudice future mineral extraction.

The plan highlights three 'Preferred Mineral Areas'. These areas are proposed to be safeguarded in the emerging Hillingdon Local Plan: Part 2 - Site Allocations and Designation and Development Management Policies.

Policy EM10: (Mineral Extraction) which ensures the Council will make an appropriate

contribution towards the West London apportionment figure in the London Plan in the form of mineral working and will aim to maintain a minimum land bank equivalent to seven years production for the West London area at a rate of 0.25 million tonnes per annum.

The Emerging Hillingdon Local Plan: Part 2 - Site Allocations and Designation and Development Management Policies will comprise:

- Draft Proposed Site Allocations and Designations -approved by Cabinet for consultation in October 2013.
- Draft Development Management Policies and Policies Map. Within the Draft Site Allocations and Designations section of the plan three sites are to be allocated for Mineral Safeguarding:
 - Land to the West of Harmondsworth Quarry (yield 2.2mt);
 - Land to the North of Harmondsworth (yield 0.75mt); and
 - Land at Sipson Lane, East of the M4 Spur (yield 1.8mt). (Application site)

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.EM10 (2012) Mineral Extraction
- PT1.EM9 (2012) Safeguarding Mineral Resources

Part 2 Policies:

- AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
- AM7 Consideration of traffic generated by proposed developments.
- BE18 Design considerations - pedestrian security and safety
- BE19 New development must improve or complement the character of the area.
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- 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
- MIN14 Proposals for mineral extraction in locations of archaeological importance
- MIN21 Impact of development proposals involving landfilling on the local hydrogeological regime - requirement for monitoring and mitigation measures
- MIN3 Restriction on area of land south of the M4 motorway subject to planning consent for sand and gravel extraction and/or waste disposal
- MIN4 Restriction on the release of good agricultural land for mineral working and requirement for restoration
- MIN5 Phased release of agricultural land for mineral extraction/disposal of waste where requirements of policy MIN4 have been met
- MIN6 Consideration of impact on farming of proposals for mineral extraction/disposal of waste
- OE1 Protection of the character and amenities of surrounding properties and the local

	area
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
OE9	Limitation of development in areas with a potential for sewerage flooding
OL2	Green Belt -landscaping improvements
LPP 5.20	(2011) Aggregates
LPP 7.14	(2011) Improving air quality
NPP13	

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **17th June 2014**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

This application has been advertised under Article 13 of the Town and Country Planning General Development Procedure Order 1995 as a Major Development. Surrounding property owners/occupiers have been consulted. 34 letters were sent to adjoining residents, and site notices were erected at the entrance to the site. 1 letter has been received objecting to the application on the following grounds:

1. This application means that residents in Raywood Close face a further 3 years of noise, dirt and dust from this work. There seems to be nothing to prevent the noise and dust from blowing across into our homes and gardens.
2. If the council recommend approval I would like to know what action is to be taken to compensate the residents most affected - 26, 27, 28 and 29 Raywood Close. These properties should pay a reduced council tax rate. (Not a planning matter)
3. What CIL benefits local residents are receiving from the company who are making a profit from this work. (The application is not CIL liable)

ENVIRONMENT AGENCY

With regards the variation of condition 2 of planning permission reference 45408/APP/2009/340 dated 21 May 2009 in order to extend the deadline for completion of permitted operations from 20 May 2014 to 5 August 2017.

HARMONSWORTH AND SIPSON RESIDENTS ASSOCIATION

As a result of complaints from local residents, HASRA strongly object to this application for the following reasons:

1. This working plan does not reflect the activities taking place on the site south of Sipson Lane, the adjoining land that was previously farmed and now is engulfed in soil and fences. Where is the bund on the eastern boundary?
2. Are we expecting another mountain like the one the applicant is forming to the north of Sipson Lane, south of the M4? The permission on this land has expired, was this landform approved?

3. We have grave concerns over the activities of this company taking place both at Sipson Quarry and in addition, the one in Harlington. We question whether anyone has recently carried out a site visit. We urgently need to enter into further discussion with the council regarding the impact on the environment of these works.

4. HASRA will be approaching our Local Councillors and MP to follow through on our immediate and long term concerns.

GLA RESPONSE to ORIGINAL APPLICATION

The Mayor considers that, in general, the application complies with the London Plan Policies on Waste, the Green Belt and biodiversity for following reasons; The Mayor does not need to be consulted again on this application.

Officer Note: At the time of writing this report, the GLA has not provided a Stage 1 response to this extension of time application. However, given that the Mayor considered that the original scheme was London Plan compliant and there have been no fundamental changes in policy with regard to mineral extraction, Green Belt and biodiversity issues since the 2009 approval, it is not anticipated that the Mayor will raise objections in this case. However, any responses received from the GLA will be reported to Committee and the recommendation has thus been worded accordingly.

Internal Consultees

ENVIRONMENTAL PROTECTION UNIT

No objection to the proposed extension.

HIGHWAY ENGINEER

The site appears not to have been worked as quickly as anticipated hence the need for additional time to complete the extraction that was permitted in 2009. No change to the existing traffic is being proposed. However in order to determine if there has been any change to the background traffic situation on the adjoining public highway traffic counts on Sipson Road have been provided at the Council's request. The automatic traffic counts were for a 7 day period commencing Wednesday, 23, April, 2014.

The surveys show that during the AM peak there is a reduction in two way movements from 545 to 470 and a reduction from 672 to 475 during the PM peak. As such no objections are raised on highway grounds.

TREES AND LANDSCAPE OFFICER

CONDITION 2: Operations complete within 5 years of the consent

This detail application is for an extension of time to conclude the gravel extraction and reinstatement previously approved with a 5 year life. The Landscape Scheme and Habitat Management Plan were originally approved under application ref. 45408/2010/904.

Partridge drawing Nos. 1107/11C Site Context Plan, 1107/12E Method of Working and 13D Final Restoration Plan have been re-submitted. Pick Everard's drawing No. 090163/C/001 Rev B shows a typical drainage ditch detail. This is deep at 1.8 metres with very steep sides. In my view this ditch profile should be fenced off at field level to prevent accidents.

Otherwise there are no objections, subject to a new time limit being imposed.

FLOOD AND DRAINAGE OFFICER

The site has a detailed flood risk assessment detailing how surface water will be managed on site

as long as this continues I have no objections to the extension of time for this application.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The NPPF at paragraph 142 acknowledges the need for a sufficient supply of minerals and their long term conservation. Paragraph 144 requires Local Planning Authorities to give great weight to the benefits of mineral extraction, provide and maintain landbanks, ensure there are no unacceptable adverse impacts and provide for restoration and aftercare.

The London Plan policy 5.20 commits to providing an adequate supply of aggregates, in part from local sources and requires the Borough to maintain a landbank (7 years supply of at least 1.7 million tonnes until 2031), equating to 0.25 million tonnes per annum. The Council's draft 2013 Local Aggregates Assessment notes that the current levels of permitted reserves are not sufficient enough for a seven year landbank (currently only sufficient for 1.8 years). However the Borough is proposing three Mineral Safeguarding Sites (including the application site) in its Local Plan Part 2, which will make up for this shortfall and provide 14 landbank years.

In terms of local policy, the Hillingdon Local Plan Part 1 Strategic Policies (February 2013) acknowledges the need to meet the London Plan mineral apportionment figures. The site is identified in the Council's emerging Site Allocations DPD as a site safeguarded for mineral extraction. Furthermore Policy EM10 (Mineral Extraction) specifically refers to land at Sipson Lane, east of the M4 as a Broad location for mineral development.

It is considered that there is a strong case for supporting this proposal to extend the time frame for gravel extraction and land restoration for the site in terms of mineral policies, for the following reasons:

- a) the principle of the application has already been considered and accepted in the original planning consent (ref. 45408/APP/2009/234);
- b) mineral extraction from the site will make a much-needed contribution to meeting required levels of aggregates provision;
- c) it will also prevent the sterilisation of the remaining mineral reserves;
- d) the site has already been identified, in work on the LDF, as an area where mineral extraction would be acceptable in principle. It has therefore been identified as a 'Preferred Area' in emerging LDF documents published to date;
- e) the proposed restoration of the site to agriculture is in accordance with the restoration achieved on adjacent land, and raises no policy issues. The time extension will allow the applicant to implement the land restoration within an agreed timeframe.

In conclusion, the proposal would help to meet an established and immediate need for the release of additional mineral sites in London in general, and in West London in particular. With respect to the LDF, the site has been identified, albeit not yet finally, as a suitable 'Preferred Area' for future mineral extraction. Subject to no unacceptable adverse impacts on the environment, human health or aviation safety, no objections are raised to operations being completed by 5 August 2017.

7.02 Density of the proposed development

Not applicable to this development.

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

There are remains of local and regional archaeological significance in this area. In

particular, a concentration of Bronze Age, Iron Age and Roman features (c2,000BC - AD400) is present in the south-western corner of the site, although archaeological remains are present across its entirety.

The applicants conducted an archaeological evaluation on the site as part of the original application and English Heritage requested that an appropriately worded condition requiring a programme of archaeological works to prevent damage to archaeological remains be imposed. This was discharged prior to commencement of operations under planning reference 45408/APP/2010/599.

This application only seeks for an extension of time to complete operations previously approved. As such, it is considered that the archaeological position of the site will be safeguarded, in accordance with Policies BE1 and BE3 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

7.04 Airport safeguarding

The original application was referred to BAA and a response was received, which stated that the proposal has been examined from an aerodrome safeguarding perspective and does not conflict with safeguarding criteria, subject to a planning condition for the submission of a Bird Hazard Management Plan and a Landscape scheme, including details of species, number and spacing of trees and shrubs. These matters have been addressed by conditions which were discharged under planning reference 45408/APP/2010/716 and 45408/APP/2010/904 respectively.

In addition, BAA commented that the location of the application site falls within the indicative map for a third runway development that BAA Heathrow has published in their Masterplan. Therefore, BAA confirmed that if the plans are to proceed, it would be likely that the BAA would seek to compulsorily purchase the site to safeguard land for a third runway at Heathrow Airport. However, no policy decision has been taken by BAA as to whether a planning application will be brought forward.

7.05 Impact on the green belt

The site is in the Green Belt. The NPPF states that mineral extraction need not be inappropriate development in the Green Belt, as it need not conflict with the purpose of including land in the Green Belt provided that high environmental standards are maintained and that the site is well restored.

On a similar note, London Plan Policy 5.20 requires development plan documents to ensure that appropriate use is made of planning conditions dealing with aftercare, restoration and re-use of minerals sites following extraction. Subject to the originally imposed conditions, it is considered that the scheme will achieve high environmental standards for aggregate extraction and land restoration, in line with local, London Plan and national minerals policy guidance.

It is also noted that the site is not a new extraction but an extension to an existing operation at Sipson. Much of the land being worked by the applicant company has also been successfully returned to agriculture, which demonstrates that an adequate restoration regime can be achieved. The operational phase of the development is temporary in nature and on this basis, the proposal will have a minimal impact on the Green Belt. Subject to the approved land restoration scheme, it is considered that this part of the Green Belt land would continue to fulfil its function of checking unrestricted urban sprawl and assist in safeguarding the countryside from encroachment, in compliance with Policy OL1 and OL2 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), London Plan Policies 5.20 and 7.16 and the provisions of the NPPF.

7.07 Impact on the character & appearance of the area

The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open. The application site is visible from public vantage points including the M4 spur, with most prominent view from Sipson Road. The original application included a 'Visual Appraisal Report' (VAR), which described the landscape character and context and the significant areas of vegetation.

The site, whilst not of high landscape value, is considered to offer a degree of visual amenity.

The report noted that the bunds, which are intended for sound attenuation, will also serve a valuable function in terms of screening the site. These bunds are 2m to 3m high and have asymmetrical sides, with shallower slopes on the outside face to integrate better into surrounding landform.

With regard to the 'openness' of the site within the Green Belt and the appearance and character of the area, it is not considered that there will be a significant long term impact on the perception of openness, due to the temporary nature of the bunds and the proposed land restoration measures.

The site is proposed to be restored to agriculture. This will be achieved by filling the void with overburden and inert waste before replacing the stored sub and top soils. Finally the site will be seeded for arable cropping. Final contours show a doming effect from the centre of the site (approximately 1m above the existing levels) to allow for effective site drainage.

This form of restoration is considered suitable for the local landscape character and the restrictions enforced by Heathrow Airport. In terms of technical suitability, no concerns are raised in so far as the site will be monitored by Minerals Planning Authority, to ensure required levels are achieved and other regulation authorities will ensure compliance with the pollution control/prevention regime.

The proposed landscaping associated with the restoration of the land as outlined on the 'Final Restoration Plan' would recreate hedgerows/field boundaries, tree planting which would enhance the appearance and landscape quality of the site and provide ecological benefits.

7.08 Impact on neighbours

Doghurst House, to the south of the site, is the closest residential dwellinghouse which is approximately 15m from the boundary of the site. Otherwise, the nearest residential dwellings are more than 65m from the boundaries of the site and benefit from the screening effects of existing vegetation. The nearest site to the working area is Sipson House on Sipson Road. The current approved use of that site is offices and therefore is a less sensitive use. Nevertheless, mitigation measures are in place to reduce the impact, such as bunding, landscaping and noise monitoring.

Mineral operations can be impact upon existing noise sensitive land uses if they are not appropriately managed. The hours of working are be the same as the existing Wall Garden Farm development and the methods of working are designed to ensure that operations which may disturb residential amenities are completed early in the site's development (namely phases 1 to 2). Following on from this, further operations over the four year period are located further away from noise sensitive properties.

The applicant's proposed method of working does to some extent limit the effect on neighbouring residential amenities. Mitigation measures, as proposed, will also reduce noise, air, and traffic problems. A suitable buffer zone exists between the site and residential properties. Retention and strengthening of hedgerow boundaries has also helped to provide a more effective buffer. Furthermore, as required by the Council's Environmental Protection Unit, additional conditions were imposed on the original consent, to limit site noise levels, provide mitigation measures to deal with the impact on the NO2 levels in the area and limit dust levels. These conditions will remain in effect, in the event of an approval to extend the time to complete the development. Subject to these conditions, it is considered that the proposal would not cause undue pollution or disturbance to adjoining occupiers, in accordance with Policy OE1 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

7.09 Living conditions for future occupiers

Not applicable to this development.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

This application represents a continuation of operations at existing production levels, and there will therefore be no increase in traffic generation. The current highway arrangements can also remain as existing, due to vehicles continuing to access the processing plant from Sipson Road.

No change to the existing traffic is being proposed. Recent surveys show that during the AM peak there is a reduction in two way movements from 545 to 470 and a reduction from 672 to 475 during the PM peak. As such the Highway Engineer raises no objections on highway grounds.

The submitted Transport Statement concludes that Sipson Road is operating substantially within its link capacity, and the total traffic flows carried by this highway have decreased during recent years. Recent surveys show that during the AM peak there is a reduction in two way movements from 545 to 470 and a reduction from 672 to 475 during the PM peak.

It is considered that the site traffic can be fully accommodated within the existing road access and site infrastructure arrangements. Any additional impact on local residents can be minimised by maintaining the existing routing arrangements through a suitably worded planning condition.

No change to the existing traffic to an from the site is being proposed. The A408 is thus easily able to accommodate the traffic movements generated by the continued operation of the site. The impact of the traffic generated by the site on the highway network further afield is minimal. The Highway Engineer raises no objections on highway grounds. It is therefore considered that there would be no detriment to highway and traffic conditions on the highway network and the safety of the users in the vicinity of the site caused by its continued operation. The proposal is therefore considered to accord with Policy AM7 of the Hillingdon Local Plan:Part 2 - Saved UDP Policies (November 2012).

7.11 Urban design, access and security

There are no urban design and security issues to consider. With regards to access, the existing routing arrangement will remain same and no new access or haul route will be created.

7.12 Disabled access

Not applicable to this development.

7.13 Provision of affordable & special needs housing

Not applicable to this development.

7.14 Trees, landscaping and Ecology

LANDSCAPE

The Landscape Scheme was originally approved under application ref. 45408/2010/904. A full landscape and visual impact assessment was conducted for the site. This concluded that the proposed bunds and new planting would reduce the impact of the proposed development and therefore the development would be acceptable in landscape terms.

Bunding is a tried and tested method of minimising the visual impact of quarrying operations and has the added benefit as soil storage and as a noise buffer. However, the landscape around Sipson Farm is relatively flat and low-lying, therefore the bunds itself could appear odd in the landscape. However, in determining the original application, taking into account the overall benefits the bunding, their use at this site was considered to be acceptable.

The Council's Landscape and Trees Officer has no objection to the extension of time to complete the extraction and land restoration of the site. It is considered that the proposed scheme would have a minimal if any impact on the landscape and the general character of the area, as the bunds are temporary and will be seen from a limited number of view points. Substantial landscaping is proposed to ensure the bunds are re-vegetated and it is considered that this landscaping will be suitable, subject to conditions of the original consent. It is considered that the scheme is on the whole acceptable and in compliance with Saved Policies OL2 and BE38 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012).

ECOLOGICAL ISSUES

An ecological survey was carried out in 2005 to identify habitat present and the potential for the site to support protected species. A Habitat Management Plan was approved under application ref. 45408/2010/904. The measures in the Plan can be incorporated into the scheme, whilst in operation and obviously during restoration. The proposal is therefore in accord with Policies Policy EC1 of the the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), relevant Local Plan Part 1 policies, the London Plan and the NPPF.

7.15 Sustainable waste management

Not applicable to this development.

7.16 Renewable energy / Sustainability

Not applicable to this development.

7.17 Flooding or Drainage Issues

The site is not located in Flood Zones 2 and 3, but the site exceeds 1 hectare in extent. A Flood risk assessment to address any change in circumstances since their consent was granted has therefore been submitted.

The Flood and Drainage Officer notes that the site has a detailed flood risk assessment, detailing how surface water will be managed on site and as long as this continues, no objections are raised to this application. In addition, the Environment Agency has no comment to make on this extension of time application.

7.18 Noise or Air Quality Issues

Specialist consultants undertook noise and air quality assessments as part of the original application. The noise assessment addressed noise from the site and its effects on the

surrounding area. The assessment concluded that through construction of bunds, this would control the noise from the site. Other mitigation measures include operating the Volvo machinery closest the house rather than the noisier RB 38 machinery.

The Environmental Protection Unit considered that even though the site was an extension to a functional quarry and the noise levels quoted in the noise assessment were within relevant guidance, noise might be a problem for the nearest residents, especially during the construction of the bunds. Therefore a planning condition was imposed, requiring the submission of a noise management scheme which would specify the provisions to be made for the control of noise. This was approved under planning ref: 45408/APP/2010/599, in 2010.

In mineral planning terms, it is considered that the applicant is using tried and tested approaches to control noise and air quality impacts, such as landscape bunds, tree planting, damping down haul roads and dust and air monitoring. Appropriate worded conditions as suggested by Environmental Protection Unit at the time were originally included, to ensure that mitigation measures would be in place. Notably, officers in the Council's Environmental Protection Unit have raised no objections the current application for the extension of time to complete operations at the site.

In terms of air quality, the originally submitted air quality assessment took into account construction and operation from the development and its effect on nitrogen dioxide (NO₂) and particulate matter (PM₁₀) levels as well as dust. The assessment concluded that dust issues can be mitigated but could potentially be a problem to those up to 100m away. In addition, nitrogen dioxide levels are likely to increase by 0.97ugm³, although this is not significant, as it does not exceed the health objectives. Conditions were imposed ensure control of air quality the applicant should also submit a detailed environmental management plan following guidance from GLA Best Practice Guide for Reducing Emissions from Construction.

7.19 Comments on Public Consultations

At the time of writing the report, 1 letter has been received objecting to the proposal. In addition, an objection has been received from the Harmonsworth and Sipson Residents Association. The main issues raised, together with officer's commentary are provided below:

1. A further 3 years of noise, dirt and dust from this work.

The issue of environmental impacts has been addressed elsewhere in this report and where appropriate, suitably worded conditions are proposed to address the impacts. In addition, it should be noted that apart from the extraction of the remaining gravel reserves, the land restoration phase of the development will still need to be implemented as a requirement of the original consent.

2. A reduced council tax rate.

Council tax rating is not a planning matter.

3. CIL benefits to local residents

This application is not CIL liable.

4. This working plan does not reflect the activities taking place on the site

The site has been operational since 2011 and the Council has received no enforcement or noise complaints regarding activities on this site. Officers therefore have no reason to believe that there have been any breaches of conditions imposed on the original planning consent. Should enforcement or noise complaints be received from surrounding residents, these matters will be dealt with through the normal channels.

5. The permission for land to the north of Sipson Lane has expired. Concerns over the activities of this company taking place both at Sipson Quarry and Harlington.

Comments in relation to other mineral extraction sites in the Borough fall outside the remit of this application.

7.20 Planning obligations

None applicable to this development.

7.21 Expediency of enforcement action

Not applicable.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable.

10. CONCLUSION

The Application represents a continuation of the existing operation carried on at Sipson Farm and the the principles of the application have already been considered and accepted in the previous consent (ref. 45408/APP/2009/234). Continued mineral extraction from the site will make a much-needed contribution to meeting required levels of aggregates provision as set out in national, London Plan and local Policy. The extension of time to implement the scheme will give the applicant sufficient time to extract the remaining consented mineral reserves, thereby preventing the sterilisation of the site and also time to restore the site, in accordance with the terms of the original consent. There are therefore no policy objections in principle to the continued mineral extraction at this Green Belt location, subject to satisfactory environmental standards being maintained and land restored to agricultural use.

Due to the mitigation measures put forward, the proposal would have minimal impact on the amenity of nearby residents, with regard to dust, noise and vibration. It is considered that the bunds required would only have limited short term impact and therefore it is not considered to have an adverse impact on visual amenity and the general character of the landscape, or to the appearance of the area in general. The proposal employs mitigation measures to ensure that the environment is protected and it will be continue to be protected through conditions.

Accordingly, the application to extend is recommended for approval

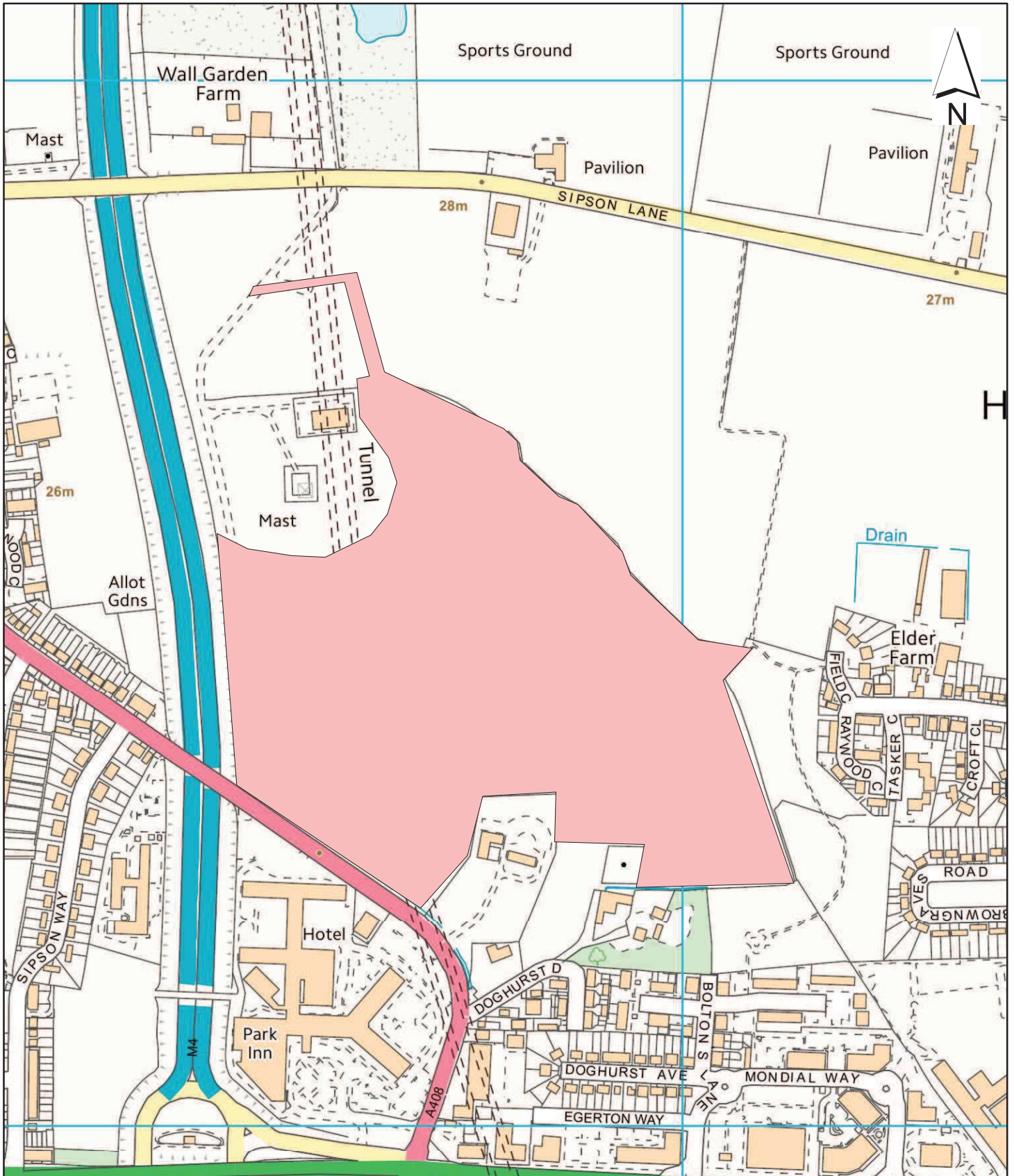
11. Reference Documents

The Hillingdon Local Plan: Part 1- Strategic Policies (8th November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (2011)
National Planning Policy Framework (NPPF)
Draft 2013 Local Aggregates Assessment
Council's Supplementary Planning Guidance - Community Safety by Design

Council's Supplementary Planning Document - Air Quality

Contact Officer: Karl Dafe

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.

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Site Address

**Land At Sipson Farm
Sipson Road**

Planning Application Ref:

45408/APP/2014/1678

Planning Committee

Major Page 80

Scale

1:5,000

Date

July 2014

**LONDON BOROUGH
OF HILLINGDON**

**Residents Services
Planning Section**

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



HILLINGDON
LONDON

Report of the Head of Planning, Sport and Green Spaces

Address RIVERSIDE HEALTH AND RACQUETS CLUB, 18 DUCKS HILL ROAD
NORTHWOOD

Development: Installation of a temporary 3 court tennis dome, fan housing and ancillary facilities.

LBH Ref Nos: 272/APP/2014/1234

Drawing Nos: 35VA-07B
3ctCDI
Aerial Plan of CGI viewpoint 27.03.14
Appendix 1_Design Spec of Fan and Heating Unit
Design and Access Statement
Cover Letter 08.04.2014

Date Plans Received: 08/04/2014 **Date(s) of Amendment(s):**

Date Application Valid: 21/05/2014

1. SUMMARY

This application seeks full planning permission for the installation of an inflatable dome structure over 3 tennis courts for a temporary five year period, plus an associated permanent storage structure for the dome's fan/heating requirements.

The proposal fully complies with the aims of the National Planning Policy Framework (NPPF), London Plan policy 3.19 and UDP policy R10, which seek to encourage the provision of new and/or enhanced sports facilities. It is considered that the proposed development would result in an acceptable impact on the visual amenities of the site. The proposal would not have a significant detrimental impact on the amenities of the occupiers of neighbouring residential properties. The proposal is considered to comply with relevant Local Plan and London Plan policies and, accordingly, approval is recommended.

2. RECOMMENDATION

1. That the application be referred to the Secretary of State as a departure from the provisions of the Development Plan, in accordance with the Town and Country Planning (Consultation) (England) Direction 2009.

2. That should the Secretary of State not call in the application, , the application be deferred for determination by the Head of Planning, Culture and Green Spaces under delegated powers.

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

1 COM3 Time Limit

The dome hereby permitted shall be removed and the land restored to its former condition within 5 years of the date of this consent.

REASON

1) The building, by reason of its siting within the Green Belt and its design is not

considered suitable for permanent retention in compliance with Policies OL1, OL5 and BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 7.16 of the London Plan (July 2011); and

2) The application, as submitted seeks temporary permission, and accordingly is not liable for payments under the Community Infrastructure Levy which would be required to mitigate the impacts of a permanent development on infrastructure. The retention of the development on a permanent basis without making necessary contributions would therefore be unacceptable.

2 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 35VA-07 Rev B, VN071302 and 440000-14 and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

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

3 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

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

4 COM29 No floodlighting

Full details of all proposed lighting shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting that is so installed shall not thereafter be altered without the prior consent in writing of the Local Planning Authority other than for routine maintenance which does not change its details.

REASON

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

5 COM22 Hours of Illumination

The proposed development shall not be illuminated except between:-

[0800 to 2200] Mondays - Fridays

[0800 to 2100] Saturdays

[1000 to 1800] Sundays, Public or Bank Holidays.

REASON

To safeguard the residential amenity of the occupiers of adjoining and nearby properties

in accordance with Policy OE1 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

6 NONSC Non Standard Condition

Prior to the commencement of development an energy assessment shall be submitted showing how the development will reduce and/or offset carbon emissions arising from the development. The assessment shall clearly show:

- 1) the baseline energy demand (kwhr and kgCO₂).
- 2) the methods to improve the energy efficiency of the development, how these impact on the baseline emissions and where they will be included within the development.
- 3) details of renewable energy to reduce CO₂ either within the development or offset elsewhere in the adjoining development

Reason

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

7 NONSC Non Standard Condition

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

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

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

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

- | | |
|------|--|
| AM13 | AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -
(i) Dial-a-ride and mobility bus services
(ii) Shopmobility schemes
(iii) Convenient parking spaces
(iv) Design of road, footway, parking and pedestrian and street furniture schemes |
| AM2 | Development proposals - assessment of traffic generation, impact |

AM7	on congestion and public transport availability and capacity
BE21	Consideration of traffic generated by proposed developments.
OE1	Siting, bulk and proximity of new buildings/extensions.
OE3	Protection of the character and amenities of surrounding properties and the local area
OL1	Buildings or uses likely to cause noise annoyance - mitigation measures
OL15	Green Belt - acceptable open land uses and restrictions on new development
OL4	Protection of Countryside Conservation Areas
OL5	Green Belt - replacement or extension of buildings
LPP 3.19	Development proposals adjacent to the Green Belt
LPP 5.3	(2011) Sports Facilities
LPP 7.16	(2011) Sustainable design and construction
	(2011) Green Belt

3 159 Councils Local Plan : Part 1 - Strategic Policies

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

3. CONSIDERATIONS

3.1 Site and Locality

The Riverside Club is a multi-sports and health complex within extensive landscaped grounds. There is a large essentially single storey building sited on the north western boundary of the site with a large car park to the front, the access to which is obtained from the A4180 (Ducks Hill Road). There are 13 floodlit outdoor tennis courts on the south and east side of the building, with a small lake in front.

The site is adjoined to the north west by the grounds of Mount Vernon Hospital, to the north by the grounds of the Northwood Cricket Club, to the east and south east by residential development fronting Ducks Hill Road and Cygnet Close and to the west by open farm land.

The site is within a Countryside Conservation Area and forms part of the Green Belt, as do the adjoining hospital and cricket grounds and open land to the south, west and north, as identified in the adopted Hillingdon Local Plan (November 2012).

3.2 Proposed Scheme

This application seeks permission for the installation of a de-mountable dome structure over 3 tennis courts with an associated storage structure for the dome's fan/heating requirements.

The proposed dome would be an inflatable polythene membrane structure that would be

erected in order to enable increased use of the existing tennis courts. The structure would be 50.2m long, 36.6m deep and have a maximum height of 9.2m (dimensions taken from the submitted plan no. VN071302). The dome would be fixed to the existing hardstanding area and would be internally lit, with the double skin having a 50% translucency.

The Design and Access Statement submitted in support of the application states that the design 'has been tested in extreme weather and high winds with no discernible impact upon the structure. The structure is sufficiently robust to withstand snowload in the winter months'.

The document also goes on to state that the 'Use of the dome will be strictly controlled by Virgin Active management and only useable by members via prior appointment' and that 'The Tennis Dome...will enable members to play in an outdoors environment as part of a national Lawn Tennis Association programme.'

The proposed storage for the dome's fan and combined heating system would be a permanent structure. This building would be approximately 3.0m maximum height with a central ridged pitched roof, and 3.5m deep by 5.0m in length. It is proposed that this structure is located to the south of the dome.

No alterations to the existing access and parking provision of the site are proposed as part of the application.

3.3 Relevant Planning History

Comment on Relevant Planning History

The application site has an extensive planning history related to the use of the site as a sports and leisure club, the most recent of which are attached. There are no applications within the site's history that related directly to the current proposals.

4. Planning Policies and Standards

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

UDP / LDF Designation and London Plan

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

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.CI1 (2012) Community Infrastructure Provision
- PT1.CI2 (2012) Leisure and Recreation
- PT1.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains
- PT1.T1 (2012) Accessible Local Destinations

Part 2 Policies:

AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
BE21	Siting, bulk and proximity of new buildings/extensions.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OL1	Green Belt - acceptable open land uses and restrictions on new development
OL15	Protection of Countryside Conservation Areas
OL4	Green Belt - replacement or extension of buildings
OL5	Development proposals adjacent to the Green Belt
LPP 3.19	(2011) Sports Facilities
LPP 5.3	(2011) Sustainable design and construction
LPP 7.16	(2011) Green Belt

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **26th June 2014**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to 68 local owner/occupiers on 27/05/2014. The application was also advertised by way of site and press notices. One letter of objection has been received which raises the following concerns:

The 3 tennis courts in question are in a direct line from the rear of my house and can be seen from three upstairs windows. There is currently a gap between planted trees and a hedge within Virgin grounds that could be planted with trees to obscure the sight of a new structure. This would be preferable. Additionally, the proposed structure is listed as "temporary" so I would like to understand exactly what this means in Virgin's and HBC view. Thank you for your consideration.

A response has also been received from the Northwood Residents' Association who object to this application on the following grounds:

The large bulk of the dome would significantly increase the built up appearance of the site, would injure the visual amenities of the green belt and would add to the existing significant light pollution emanating from the health club complex and would be in breach of Policies OL4 and OL5. In particular, the Association strongly disagrees with the contention in the Design and Access Statement that the dome would be "well screened by the existing mature trees".

Case Officer's Comments:

1. The proposed location of the development and its impact on the neighbouring occupiers has been taken into consideration when assessing the impact of the proposals, including existing and potential landscaping.
2. Full details of the 5 year temporary nature of the dome and the permanent fan/heating structure have been submitted as part of the planning application and have been available for inspection throughout the consultation period.
3. The proposed location of the development within the green belt, and therefore its affect on the green belt, has been taken into consideration when assessing the impact of the proposals.

Mayor of London/Greater London Authority:

The GLA have assessed the proposal and concluded that it does not raise any strategic planning issues, and therefore do not need to be consulted further on the application.

Natural England:

The application is not likely to result in significant impacts on statutory designated sites and landscapes.

Transport for London:

I have reviewed the case material and have concluded that we have no comments.

Internal Consultees

SUSTAINABILITY OFFICER:

The application is for a major development and the following condition is therefore required:

Condition

Prior to the commencement of development an energy assessment shall be submitted showing how the development will reduce and/or offset carbon emissions arising from the development. The assessment shall clearly show:

- 1) the baseline energy demand (kwhr and kgCO₂).
- 2) the methods to improve the energy efficiency of the development, how these impact on the baseline emissions and where they will be included within the development.
- 3) details of renewable energy to reduce CO₂ either within the development or offset elsewhere in the adjoining development

Reason

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

It is accepted that this is a temporary development. However, the energy demand has not been set out and there is no clear reference to policy 5.2 let alone compliance. The applicant is advised to discuss the energy solution with the Council to work out the best approach to reducing carbon emissions. An energy solution within the existing neighbouring development may be an acceptable proposal.

FLOOD AND WATER MANAGEMENT OFFICER:

The proposal involves the covering of existing hard standing, therefore not altering the current drainage arrangements. I therefore have no further comments.

ENVIRONMENTAL PROTECTION UNIT:

No objection to the application, subject to full compliance with the noise condition:

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

TREES AND LANDSCAPE:

Scope for new planting (yes/no): There is scope to plant trees to screen the proposed tennis dome. This has been mentioned in the design and access statement, however no details appear to have been provided.

Recommendations: Details of the proposed screening trees should be provided/added to the plans.

Conclusion (in terms of Saved Policy BE38): Acceptable, subject to condition RES9 (part 1).

HIGHWAYS:

Since the dome is over existing tennis courts there are no highways concerns.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Chapter 9 of the Hillingdon Local Plan (2012) seeks to protect and increase the provision of recreational facilities within the borough.

Policy R10 seeks to encourage the provision of enhanced facilities across the borough, stating:

"The Local Planning Authority will regard proposals for new meeting halls, buildings for education, social, community and health services, including libraries, nursery, primary and secondary school buildings, as acceptable in principle subject to other policies of this plan."

This is reiterated in the London Plan Policy 3.19 which states:

"The Mayor's Sports Legacy Plan aims to increase participation in, and tackle inequality of access to, sport and physical activity in London particularly amongst groups/areas with low levels of participation.

Development proposals that increase or enhance the provision of sports and recreation facilities will be supported.... Wherever possible, multi-use public facilities for sport and recreational activity should be encouraged. The provision of floodlighting should be supported in areas where there is an identified need for sports facilities to increase sports participation opportunities, unless the floodlighting gives rise to demonstrable harm to local community or biodiversity."

The application site is located within the green belt and a countryside conservation area. The impact of the development on the openness and character of the green belt is considered acceptable as discussed later in this report.

The proposal fully complies with the aims of the National Planning Policy Framework

(NPPF), London Plan policy 3.19 and UDP policy R10, which seek to encourage the provision of new and/or enhanced sports and educational facilities.

It is considered that the proposed development would result in an acceptable impact on the visual amenities of the site, the green belt and the Countryside Conservation Area. The proposal would not have a significant detrimental impact on the amenities of the occupiers of neighbouring residential units.

7.02 Density of the proposed development

Not applicable to this application.

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

The site is located within a Countryside Conservation Area. This is an area of the borough which is recognised to have a traditional agricultural landscape that is made up of a diverse matrix of small fields, hedges, copses, woods and farm ponds. These landscapes have considerable visual and aesthetic appeal. However, as agricultural practices change, and as land is taken out of agriculture, the elements which make up the character and local distinctiveness of such landscapes often come under threat. Policy OL15 of the Hillingdon Local Plan (November 2012) seeks to protect the landscape of Countryside Conservation areas from development and/or activities which would detract from the special character of these landscapes.

The proposed development will introduce a dome structure over tennis courts adjacent to the existing gym building. As such it is considered that in this immediate locality there are no elements which contribute to the distinctive local character which would be adversely affected by the development. The proposal is therefore deemed to conform with the requirements of Policy OL15 of the Hillingdon Local Plan (November 2012).

7.04 Airport safeguarding

The site is not located within an airport safeguarding area. As such, it would not impact on the safe operation of any airport.

7.05 Impact on the green belt

The application site is located within the green belt and as such the development must be considered against relevant policy and guidance contained within the NPPF.

The proposed development will introduce a dome structure over tennis courts adjacent to the existing gym building. As such the development will not introduce a new or extended land use on the site and instead it is the impact of the temporary dome and additional structure itself that must be taken into consideration. The proposed permanent structure is relatively small scale and will be viewed against the back drop of much larger existing buildings and therefore the impact of this structure is deemed minimal.

The proposed dome structure however is greater in scale and therefore would have a more significant impact. Policies OL1, OL2 and OL4 are relevant for developments that are proposed within the green belt and in particular policy OL1 states that the following land uses are acceptable:

1. Agriculture, horticulture, forestry and nature conservation;
2. Open air recreational facilities;
3. Cemeteries

The existing tennis courts are open air recreational facilities and the introduction of the dome structure would to a degree alter this land use. However policy OL1 goes on to state that the LPA will not grant planning permission for new buildings or for the change of use of existing land and buildings, other than for purposes essential for and associated with

the uses specified.

The proposed dome is clearly associated with the existing land use and is deemed essential for the increased use of the tennis courts during inclement weather or during the winter months. When the proposed development is assessed in association with Policy R10 of the Hillingdon Local Plan (November 2012) and the Policy 3.19 of the London Plan (2011) it is considered that the dome itself is acceptable subject to its physical impact on the green belt.

Policy OL4 states that the LPA will only permit development within the greenbelt so long as:

- (i) The the development would not result in any disproportionate change in the bulk and character of original buildings;
- (ii) The development would not significantly increase the built up appearance of the site;
- (iii) Having regard the character of the surrounding area the development would not injure the visual amenities of the green belt by reason of siting, materials, design, traffic or activities generated.

The proposed dome will be located adjacent to the existing gym buildings and therefore when viewed from the south or west will be seen against the backdrop of this larger structure. The visual impact of the development on the openness of the greenbelt is therefore deemed acceptable and insufficient to warrant a recommendation of refusal. In addition there is existing mature planting that will screen the development to a degree and a condition is recommend to be attached to any consent requiring a full landscaping plan to be agreed with the Council in accordance with Policy OL2. The development is therefore considered to accord with policies OL1, OL2 and OL4 of the Hillingdon Local Plan (November 2012) and Policy 7.16 of the London Plan (2011).

7.07 Impact on the character & appearance of the area

As discussed previously.

7.08 Impact on neighbours

The proposed development will be partially visible to residential properties which are located to the east and south of the site. However the closest residential property is located approximately 220m from the site of the proposed dome structure and there is existing and proposed planting that will help to screen the development. In addition the dome will be viewed against a back drop of the existing gym buildings when viewed from the south.

No details of the proposed additional landscaping have been submitted with the application however and therefore it is recommended that a condition is attached requiring such landscaping details to be submitted to the Council and agreed in writing prior to development.

Conditions are also recommend that control the noise produced from the fan/heating system and the hours of use and lighting for the dome.

When these factors are taken into consideration the impact of the development on the amenity of neighbouring occupiers is considered to be acceptable and the scheme is deemed to be in accordance with Policies OE1 and BE21 of the Hillingdon Local Plan (November 2012).

7.09 Living conditions for future occupiers

Not applicable to this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The Council's Highways and Transportation Officer has reviewed the proposal and considers that as the scheme will provide a dome over existing tennis courts then the impact of the scheme will be minimal in highways terms. It is therefore considered that the development would not be contrary to the Policies of the adopted Hillingdon Local Plan (November 2012).

7.11 Urban design, access and security

Whilst the proposed development would be a sizeable structure, on the whole it would have an acceptable impact on the character of the location as discussed elsewhere in this report. The permanent fan/heating storage structure is minimal in scale and is not considered to have a significant impact.

The proposed design is relatively simple and its form is directly related to its proposed function, with a double membrane construction. The size, scale, height and design of the proposed structure is considered to be acceptable in this location and would be in keeping with the character and appearance of the existing sports facilities immediately adjacent to the site.

The proposal is not considered to raise any specific security concerns.

7.12 Disabled access

The scheme would provide an inflatable dome structure to enable the increased use of existing tennis court facilities. Access to the existing health club buildings will not be affected by the proposal and as such the scheme is considered to be consistent with Policies R16 and AM15 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, landscaping and Ecology

The Council's Trees and Landscaping team have reviewed the proposal and have concluded that there are no trees covered by a TPO or any significant trees or other vegetation of merit that would be adversely affected by the development. There is scope to plant trees to screen the proposed tennis dome. This has been mentioned in the design and access statement, however no details have been submitted in support of the application and therefore an appropriate condition is recommended to be attached to any approval that requires details of the proposed screening trees should be agreed in writing by the Council prior to development. As such the proposed scheme is deemed to accord with Policy BE38 of the Hillingdon Local Plan (2012).

7.15 Sustainable waste management

The scheme would provide an inflatable dome structure to enable the increased use of existing tennis court facilities. No waste management concerns are raised by the proposed development.

7.16 Renewable energy / Sustainability

The application is for a major development and therefore should have been accompanied by an energy statement. It is not clear what the energy use is although the extent of lighting and fans are likely to require a sizable amount of electricity.

Accordingly, the Council's Sustainability Officer has recommended that a condition is attached to any consent requiring that an energy assessment shall be submitted showing how the development will reduce and/or offset carbon emissions. As such the proposal is considered to be in accordance with London Plan Policy 5.2.

7.17 Flooding or Drainage Issues

The proposal involves the covering of existing hard standing, therefore not altering the current drainage arrangements. The Council's specialist Flood and Water Management Officer has therefore raised no objections to the proposal.

7.18 Noise or Air Quality Issues

The proposed dome would be located a minimum of 220m from the nearest residential property. The Council's Environmental Protection Unit have assessed the application and raised no objection to the application, subject to full compliance with a condition relating to noise generation should the application be recommended for approval.

The condition would require that the rating level of noise emitted from the plant and/or machinery should be at least 5 dB below the existing background noise level with the noise levels determined at the nearest residential property. As such it is considered that the proposed development would not result in an unacceptable increase in noise levels sufficient to warrant a recommendation of refusal of the application.

7.19 Comments on Public Consultations

The matters raised in submissions have been either been dealt with by condition in the body of the report or are not material planning matters.

7.20 Planning obligations

Policy R17 of the Hillingdon Local Plan: Part Two Saved UDP Policies (2012) states that the Local Planning Authority will, where appropriate, seek to supplement the provision of recreation open space, facilities to support art, cultural and entertainment activities, and other community, social and educational facilities through planning obligations in conjunction with other development proposals.

It is not considered that any planning obligations would be necessary to mitigate the impact of the development.

As the development is for a temporary structure, it is not liable to make a contribution towards the Mayoral Community Infrastructure Levy.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

None

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable to this application.

10. CONCLUSION

The proposal fully complies with the aims of the National Planning Policy Framework (NPPF), London Plan policy 3.19 and UDP policy R10, which seek to encourage the provision of new and/or enhanced leisure facilities. It is considered that the proposed development would result in an acceptable impact on the visual amenities of the site. The proposal would not have a significant detrimental impact on the amenities of the occupiers of neighbouring residential properties.

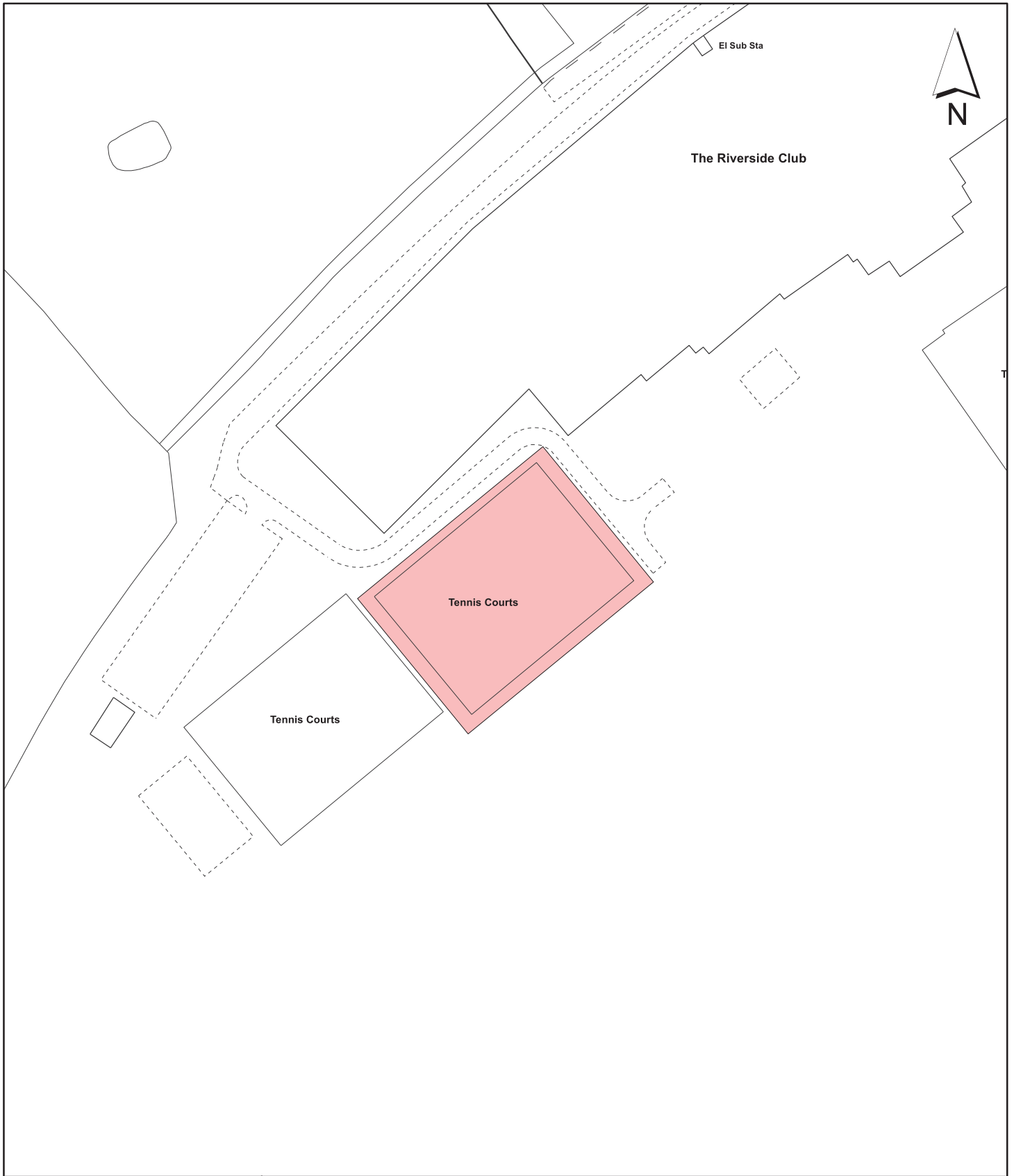
The proposal is considered to comply with relevant Local Plan and London Plan policies and, accordingly, approval is recommended.



11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (July 2011)
National Planning Policy Framework
Hillingdon Supplementary Planning Document - Accessible Hillingdon
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Noise

Contact Officer: Ed Laughton

Telephone No: 01895 250230



<p>Notes</p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.</p> <p>© Crown copyright and database rights 2014 Ordnance Survey 100019283</p>	<p>Site Address</p> <p>Riverside Health & Racquets Club 18 Ducks Hill Road Northwood</p>		<p>LONDON BOROUGH OF HILLINGDON</p> <p>Residents Services Planning Section</p> <p>Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p>272/APP/2014/1234</p>	<p>Scale</p> <p>1:1,250</p>	 <p>HILLINGDON LONDON</p>
	<p>Planning Committee</p> <p>Major Page 95</p>	<p>Date</p> <p>July 2014</p>	

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Report of the Head of Planning, Sport and Green Spaces

Address AIRLINK HOUSE, 18-22 PUMP LANE HAYES

Development: Variation of conditions 13 (Noise) and 23 (Operating Hours) of planning permission ref: 5505/APP/2011/3064 dated 06/11/2012 to extend the hours to which music can be played and to extend the hours during which staff can be in the restaurant, banqueting halls and bar areas (Application to vary condition 2 of planning permission ref: 5505/APP/2010/2455 to make minor internal alterations at the ground, first and second floor level and increase height of rear extension adjoining northern boundary by 1.3m)

LBH Ref Nos: 5505/APP/2014/1499

Drawing Nos: Noise Mitigation Strategy and Management Plan
Planning Design and Access Statement
Noise Assessment of Extended Trading Hours
DWG/AIRLINK/COND/011/DISBEDS/NOV12 - received 04 Mar 2013
DWG/AIRLINK/COND/011/DISBEDS/NOV12 - received 04 Mar 2013
DWG/AIRLINK/COND/012/DISSHOWER/NOV12 - received 04 Mar 2013
DWG/AIRLINK/COND/013/GNDLEVELS/NOV12 - received 04 Mar 2013
DWG/AIRLINK/COND/014/REFUSE/NOV12 - received 04 Mar 2013
DWG/AIRLINK/COND/015/SIGHT/NOV12 - received 04 Mar 2013
DWG/AIRLINK/COND/016/RAMP/NOV12 - received 04 Mar 2013
DWG/AIRLINK/COND/017/FRONELEV/NOV12 - received 04 Mar 2013
DWG/AIRLINK/COND/020/RIGHTTELEV/NOV12 - received 04 Mar 2013
DWG/AIRLINK/COND/021/SOUNDLOBBY/NOV12 - received 24 Apr 2013
SRP/0166523495774/PUMPLANE/PATEL/Apr2013/01/a - received 24 Apr 2013
AIRLINK/LAND/200/PLAND36/FEB12 Rev. 1 - received 24 Apr 2013
DWG/AIRLINK/COND/023/SOUNDLOBBY/NOV12 - received 04 Mar 2013
DWG/AIRLINK/COND/023/SOUNDLOBBY/NOV12 - received 04 Mar 2013
DWG/AIRLINK/COND/024/GNDPLAN/NOV12 - received 04 Mar 2013
DWG/AIRLINK/COND/025/1STPLAN/NOV12 - received 04 Mar 2013
Drawing Number titled - Proposed South East Elevation Rev. 22/12/2012 to address condition 35, November 2012
Drawing Number titled - Proposed North West Elevation Rev. 25/12/2012 to address condition 35 25 November 2012
DWG/AIRLINK/COND/026/2NDPLAN/NOV12 - received 04 Mar 2013
DWG/AIRLINK/COND/010/DISBEDS/NOV12 - received 04 Mar 2013
Location Plan
Letter from agent dated 19 April 2013
AIRLINK/SIGHT/COACHES/PR23A/FEB12 - received 04 Mar 2013
AIRLINK/LAND/200/PLAND36/FEB12 Rev. 1 - received 04 Mar 2013
DWG/AIRLINK/COND/009/CYCLES/NOV12 - received 04 Mar 2013
Noise Breakout Test Report No. 0070.4 Rev. 1 dated 23 April 2013

Date Plans Received: 29/04/2014

Date(s) of Amendment(s):

Date Application Valid: 30/04/2014

1. SUMMARY

Planning permission was granted (Ref: 5505/APP/2010/2455) on the 7th December 2010, for the change of use of the existing office building at Airlink House to a hotel, along with the erection of a single storey rear extension. The application proposed a hotel that would comprise restaurant/banqueting facilities on the ground floor with a seating capacity for up to 200 people. A total of 23 hotel rooms would occupy the first and second floors.

A fresh permission was issued (Ref 5505/APP/2011/3064) on 6 November 2012 following a planning application to vary condition 2 of planning permission (ref: 5505/APP/2010/2455) "to make minor internal alterations at the ground, first and second floor level and increase height of rear extension adjoining northern boundary by 1.3 metre."

Temporary planning permission was then granted for a 12 month period from 19th September 2013 enabling the use of the banqueting suite, restaurant and bar areas of the premises to be until 01:00am on Fridays and Saturdays and 23:00pm from Sunday to Thursday from the current closing time of 22.30am.

The current application seeks the permanent amendment of the conditions relating to noise and operating hours, to those previously approved for a temporary period. The application site has now been operating under the extended operating hours for just under 10 months and an updated noise report has been submitted which takes into account data gathered from actual evening events which have taken place during this period. Further, during the period of extended operation the Council's Environmental Protection Unit have received no complaints.

The Noise Team within the Council's Environmental Protection Unit have considered the application and the details of a scheme including the submitted noise mitigation strategy and management plan and are satisfied the extension of opening hours would not cause unacceptable adverse impacts to neighbouring residential properties from noise or general disturbance. The fact that the premises has been operating under these amended provisions for 10 months and generated no complaints also strongly indicates that there is no material harm in granting this permission. Accordingly the application is recommended for approval.

2. RECOMMENDATION

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

1. That the Council enter into a Deed of Variation, in order to insert the new planning reference number into the existing Agreement dated 6-11-2012, attached to planning permission ref 5505/APP/2011/3064.

2. That in respect of the application for planning permission, the applicant meets the Council's reasonable costs in the preparation of the Deed of Variation and any abortive work as a result of the agreement not being completed.

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

4. If the Deed of Variation has not been finalised by 30th July 2014 of the date of this resolution, that delegated authority be granted to the Head of Planning,

Culture and Green Spaces to refuse the application for the following reason:

The applicant has failed to provide contributions towards the improvement of services and facilities as a consequence of demands created by the proposed development (in respect of air quality and a Green Travel Plan). The proposal therefore conflicts with Policy R17 of the adopted Hillingdon Unitary Development Plan Saved Policies (September 2007).

1 T8 Time Limit - full planning application 3 years

The development hereby permitted shall be begun before the 19th December 2014.

REASON

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

2 HO2 Accordance with approved

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers /100P01, P02, P03, P04, P09, P12, P13, Dwg titled "Proposed North West Elevation Rev. 25/12/2012 to address condition 35 25 November 2012" and Dwg titled "Proposed South East Elevation Rev. 22/12/2012 to address condition 35, November 2012".

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 M1 Details/Samples to be Submitted

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

REASON

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

4 M3 Boundary treatment - details

The boundary treatment shall be as previously approved (505/APP/2013/512) dated 30 April 2013 of planning permission 5505/APP/2011/3064. The boundary treatment shall be completed before the building is occupied. Development shall be carried out in accordance with the approved details.

REASON

To safeguard the visual amenities of the area in accordance with Policy BE13 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

5 MCD13 Extraction Vent or Chimney

No development shall take place until details of the height, position, design and materials of any chimney or extraction vent to be provided in connection with the development have been submitted to and approved in writing by the Local Planning Authority. The vent/chimney shall be installed in accordance with the approved details. Thereafter the vent/chimney shall be permanently retained and maintained in good working order for so long as the use continues.

REASON

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

6 H8 Surfacing and marking

The development shall not be occupied until the parking and servicing areas shown on the approved plans have been drained, surfaced and marked out in accordance with details to be submitted to and approved in writing by the Local Planning Authority. Thereafter these areas shall be permanently retained and used for no other purpose.

REASON

To ensure that the vehicular access, servicing and parking areas are satisfactorily laid out on site in accordance with Policy AM14 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

7 H13 Installation of gates onto a highway

No gates to control pedestrian or vehicle movements shall be installed without the prior approval of the Local Planning Authority.

REASON

To ensure that pedestrian and vehicular safety is not prejudiced in accordance with Policies AM3 and AM8 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

8 DIS1 Facilities for People with Disabilities

All the facilities within the accessible bedrooms in compliance with BS 8300:2009 to meet the needs of people with disabilities that are shown in the previously approved plans (505/APP/2013/512) dated 30 April 2013 of planning permission 5505/APP/2011/3064 shall be provided prior to the occupation of the development and thereafter permanently retained.

REASON

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

9 DIS4 Signposting for People with Disabilities

Signplates, incorporating a representation of the Universal Wheelchair Symbol, should be displayed to indicate the location of convenient facilities to meet the needs of people with disabilities. Such signplates should identify or advertise accessible entrances to buildings, reserved parking spaces, accessible lifts and lavatory accommodation, manageable routes through buildings and availability of additional services. Signs for direction and location should have large characters or numerals and clearly contrast with the background colour.

REASON

To ensure that people with disabilities are aware of the location of convenient facilities in accordance with Policy AM13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

10 NONSC Parking Management

Prior to the commencement of development, a scheme for the co-ordination and management of deliveries, car, taxi and mini-bus parking (which seeks to ensure that the

development does not result in any on street parking in neighbouring streets), shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall then be implemented for as long as the development remains in existence.

REASON

To ensure that an adequate level of parking provision is provided for the proposed use and to prevent inappropriate parking of vehicles associated with the use hereby approved in surrounding streets, and to accord with Policies AM7 and AM14 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

11 N12 Air extraction system - noise and odour

The rating level of noise emitted from the plant and/or machinery 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'.

The approved 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 safeguard the amenity of the occupants of surrounding properties in accordance with Policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and Policy 7.15 of the London Plan (July 2011).

12 N14 Control of music and noise

A. No loud music or other noise (amplified or otherwise) shall be made externally.

B. No loud music or other noise (amplified or otherwise), shall be made/played at the site, nor shall any persons (other than staff) be permitted to be in the restaurant, banqueting or bar areas of the premises between 23:00 hours and 08:00 hours except on Friday night or Saturday night where an additional 2 hours up until 01:00 hours the following morning will be permitted.

C. Prior to the occupation of the building a noise-limiting device shall be installed. It shall be fitted and thereafter maintained in such a manner as to control all sources of amplified music or any other noise at the premises in accordance with the levels specified in part E of this condition.

D. At no time shall noise emitted from the site exceed 5db below background levels when measured from the nearest sensitive receptor

REASON:

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

13 H1 Traffic Arrangements and Parking

Development shall not begin until details of all traffic arrangements (including footways, turning space, sight lines at road junctions, kerb radii, car parking areas and marking out of spaces, loading facilities and means of surfacing) have been submitted to and approved in writing by the Local Planning Authority. The approved development shall not

be occupied until all such works have been constructed in accordance with the approved details. Thereafter, the parking areas, sight lines and loading areas must be permanently retained and used for no other purpose at any time. Disabled parking bays shall be a minimum of 4.8m long by 3.6m wide, or at least 3.0m wide where two adjacent bays may share an unloading area.

REASON

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

14 NONSC No Contaminated Soils

No contaminated soils or other materials shall be imported to the site. All imported soils for landscaping purposes shall be clean and free of contamination. All imported soils shall be tested for chemical contamination, and the results of this testing shall be submitted and approved by the Local Planning Authority.

REASON

To ensure that the occupants of the development are not subject to any risks from soil contamination in accordance with Policy OE1 of the Hillingdon Unitary Development Plan Saved Policies (September 2007).

15 TL6 Landscaping Scheme - implementation

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

Any tree, shrub or area of turfing or seeding shown on the approved landscaping scheme which within a period of 5 years from the completion of development dies, is removed or in the opinion of the Local Planning Authority becomes seriously damaged or diseased shall be replaced in the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority in the next planting season with another such tree, shrub or area of turfing or seeding of similar size and species unless the Local Planning Authority first gives written consent to any variation.

REASON

To ensure that the landscaped areas are laid out and retained in accordance with the approved plans in order to preserve and enhance the visual amenities of the locality in compliance with policy BE38 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

16 MCD14 Ventilation System - details

No development shall take place until details of the air ventilation system has been submitted to and approved in writing by the Local Planning Authority. No part of the development shall be occupied until the ventilation system has been installed in accordance with the approved details.

REASON

To protect the amenities of the occupiers of residential accommodation in the vicinity in accordance with Policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

17 NONSC Kitchen Access Door

The kitchen door on the eastern facade of the single storey rear extension is to be used for kitchen access only and otherwise kept closed at all times.

REASON

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

18 OM11 Floodlighting

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

REASON

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

19 NONSC Delivery hours

The premises shall not be used for delivery and the loading or unloading of goods outside the hours of 08:00 and 18:00, Monday to Friday, and between the hours of 08:00 and 13.00 on Saturdays. The site shall not be used for delivery and the loading or unloading of goods on Sundays, Public or Bank Holidays.

REASON:

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

20 MCD10 Refuse Facilities

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

REASON

In order to safeguard the amenities of the area, in accordance with Policy OE1 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and London Plan (July 2011).

21 OM19 Construction Management Plan

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

- (i) The phasing of development works
- (ii) The hours during which development works will occur (please refer to informative I15 for maximum permitted working hours).
- (iii) A programme to demonstrate that the most valuable or potentially contaminating materials and fittings can be removed safely and intact for later re-use or processing.
- (iv) Measures to prevent mud and dirt tracking onto footways and adjoining roads (including wheel washing facilities).
- (v) Traffic management and access arrangements (vehicular and pedestrian) and parking provisions for contractors during the development process (including measures to reduce the numbers of construction vehicles accessing the site during peak hours).
- (vi) Measures to reduce the impact of the development on local air quality and dust through minimising emissions throughout the demolition and construction process.
- (vii) The storage of demolition/construction materials on site.

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

REASON

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

22 SUS8 Electric Charging Points

Before development commences, plans and details of 2 electric vehicle charging points, serving the development and capable of charging multiple vehicles simultaneously, shall be submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be implemented in accordance with the approved plans and thereafter permanently maintained as long as the development remains in existence.

REASON

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

23 OM14 Secured by Design

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

REASON

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

24 NONSC CCTV

Prior to commencement of the development for which full planning permission is hereby approved a scheme for the provision of Closed Circuit Television (CCTV) for the relevant phase/relevant component of the full planning element shall be submitted to and

approved in writing by the Local Planning Authority. The scheme for the provision of Closed Circuit Television (CCTV) shall include the following:

- i) Details of how the proposed CCTV system will be compatible with the Council's CCTV system;
- ii) Details of CCTV cameras, including type and specification;
- iii) Details of the location of CCTV cameras to be mounted on and/or around the buildings, amenity areas and bicycle storage areas

Thereafter the development shall be carried out in accordance with the approved scheme and thereafter maintained for the life of the development.

REASON

In pursuance of the Local Planning Authority'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 Local Planning Authority'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 that the development provides a safe and secure environment in accordance with Policies contained in the London Plan (July 2011).

25 NONSC Antenna

Unless otherwise agreed in writing by the Local Planning Authority, no antenna, masts, poles, satellite dishes or the like shall be erected on the development hereby approved

REASON

To ensure that the apparatus is not erected which would detract from the visual amenities of the and in accordance with Policies BE13 and BE19 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

26 NONSC No use of roof area

No access onto, use of, activity, storage whatsoever shall occur on the roof of the new single storey rear extension hereby approved, other than for maintenance and repair as may be required on occasion for the lifetime of the development.

REASON

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

27 SUS5 Sustainable Urban Drainage

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

REASON

To ensure that surface water run off is handled as close to its source as possible in compliance with Policy 5.13 of the London Plan (July 2011) and to ensure the development does not increase the risk of flooding in accordance with Policy OE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

28 NONSC Coaches

No access onto, use of, activity, storage whatsoever shall occur on the roof of the new

single storey rear extension hereby approved, other than for maintenance and repair as may be required on occasion for the lifetime of the development.

REASON

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

29 SUS3 Energy Efficiency

The application shall be carried out in accordance with the energy strategy, and in particular the energy efficiency measures set out in the report titled 'Energy Statement' (prepared by Blue Sky Unlimited dated 2-11-2010) shall be integrated within the development and thereafter permanently retained and maintained.

REASON

To ensure that the development incorporates appropriate energy efficiency measures in accordance with policies contained in the London Plan (July 2011).

30 NONSC Non Standard Condition

The car parking facilities provided at the hotel shall be used by hotel guests only and strictly for the duration of their stay in the hotel. Prior to occupation of the development a car parking management strategy shall be submitted to demonstrate how this will be managed and to ensure the efficient operation of the car park, especially at peak demand periods. The approved strategy shall be implemented as soon as the hotel is brought into use and the strategy shall remain in place thereafter. Any changes to the strategy shall be agreed in writing by the Local Planning Authority.

REASON

The use of the site for long-stay parking for Heathrow Airport passengers is directly related to the operation of Heathrow Airport but is located outside the airport boundary, contrary to Policy A4 of the Hillingdon Unitary Development Plan Saved Policies September 2007. Furthermore, this would provide airport related car parking in addition to the 42,000 car parking spaces that have been 'capped' at Heathrow Airport as a condition of the Terminal 5 approval and is contrary to Policies AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012), Policies in the London Plan (July 2011).

31 COM5 General compliance with supporting documentation

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

Noise Mitigation Strategy and Management Plan

Noise Breakout Test Report No. 0070.4 Rev. 1 dated 23 April 2013

Noise Assessment Of Proposed Extension To Trading Hours - Report 0070.3 Rev. 1, dated March 2013

Landscape Scheme and Written Specification and Schedule of Plants

SRP/0166523495774/PUMPLANE/PATEL/Apr2013/01/a (soft landscape maintenance specification and maintenance schedule)

Bicycle Provision: DWG/AIRLINK/COND/014/REFUSE/NOV12

Refuse Provision: DWG/AIRLINK/COND/009/CYCLES/NOV12

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 OE1, OE3, AM9 and BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

INFORMATIVES

1 152 **Compulsory Informative (1)**

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

2 153 **Compulsory Informative (2)**

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

BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures

3 124 **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

4 113 **Asbestos Removal**

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

5 12 **Encroachment**

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

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 should only be carried out between the hours of 08.00 hours and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank and Public Holidays.

B) All noise generated during such works should be controlled in compliance with British Standard Code of Practice BS 5228: 1984.

C) The elimination of the release of dust or odours that could create a public health nuisance.

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

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

7 123 **Works affecting the Public Highway - Vehicle Crossover**

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

8

Noise mitigation measures should include but not be limited to those outlined in section 5.23 of the DKN Acoustics noise report ref. 0070.1 dated September 2010. The application will also need to include the measures necessary to control plant noise such as that from deliveries and provide details confirming that the noise criteria recommended in the noise report will be met.

9

With regard to surface water drainage, it is the responsibility of the developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off-site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of ground water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

10

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

11

A Trade Effluent Consent will be required for any effluent discharge other than domestic discharge. Any discharge without the consent is illegal and may result in prosecution. Note that domestic use includes for example, toilets, showers, washbasins baths and contains.

Trade effluent processes include: laundrette/laundry, PCB manufacture, photographic/printing, food preparation, abattoir, farm wastes, vehicle washing, metal plating/finishing, cattle market wash down, chemical manufacture, treating cooling water and any other process which produces contaminated water. Pre-treatment, separate metering, sampling access etc, may be required before Thames Water can give its consent. Applications should be made to Waste Water Quality, Crossness STW, Belvedere Road, Abbeywood, London SE2 9AQ. Tel 0208 507 4321.

12

With regards to water supply, this site is within the area covered by the Veolia Water Company. It is recommended that Veolia Water company are contacted to establish the requirements for supply connection. The address to write to is Veolia Water Company, The Hub, Tamblin Way, Hartfield, Herts AL10 9EZ. Tel 0845 782 3333.

13 112 **Notification to Building Contractors**

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

14 125A **The Party Wall etc. Act 1996**

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

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

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

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

15 160 **Cranes**

Given the nature of the proposed development it is possible that a crane may be required during its construction. The applicant's attention is drawn to the requirement within the

British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at www.aoa.org.uk/publications/safeguarding.asp)

16 I28 **Food Hygiene**

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

17 I25 **Consent for the Display of Adverts and Illuminated Signs**

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

18 I47 **Damage to Verge**

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

3. CONSIDERATIONS

3.1 Site and Locality

The site is located on the northern side of Pump Lane, approximately 75m east of the junction of Pump Lane and Coldharbour Lane. The site is approximately 1,440sqm in area and is located within the Hayes Town Centre.

The area adjoining the site to the north is characterised by two storey dwellings fronting Mount Street. To the east is an open air car park, and to the west, the site is adjoined by single and two storey commercial buildings. Across Pump Lane to the south is a 3 to 4 storey residential housing estate.

Occupying an area of approximately 0.14 hectares, the site accommodates a three storey office building with car parking to the rear (accessed from Pump Lane, via drive way at eastern end to building).

The main access to the proposed development is proposed from Pump Lane, which in its continuation is characterised by industrial and commercial development, and relatively well maintained, such as the Argent Centre. Hayes and Harlington railway station is approximately 600m walk from the site.

The site does not fall within an Archaeological Priority Area and there are no Conservation Areas, listed buildings or Areas of Special Local Character within the immediate vicinity of the site.

3.2 Proposed Scheme

The proposed scheme would vary condition 13 and condition 23, to allow for the approved banquet hall and associated bar and restaurant to be open until 23:00 Sunday to Thursday and to 01:00am Friday and Saturday and to extend the hours loud music can be played to the same hours on each day, namely to 23:00 Sunday to Thursday and to 01:00am Friday and Saturday.

3.3 Relevant Planning History

5505/APP/2010/2455 Airlink House, 18-22 Pump Lane Hayes

Single storey rear extension and change of use of building from offices to a restaurant / banquet hall at ground floor level with 23 hotel rooms above.

Decision: 28-07-2011 Approved

5505/APP/2011/3064 Airlink House, 18-22 Pump Lane Hayes

Application to vary condition 2 of planning permission ref: 5505/APP/2010/2455 to make minor internal alterations at the ground, first and second floor level and increase height of rear extension adjoining northern boundary by 1.3m

Decision: 14-08-2012 Approved

5505/APP/2013/727 Airlink House, 18-22 Pump Lane Hayes

Amendment to planning permission ref (5505/APP/2011/3064) to make minor internal alterations and to amend the location of grilles, doors and windows on the single storey extension (Application for a non-material amendment).

Decision: 03-04-2013 Approved

5505/APP/2013/996 Airlink House, 18-22 Pump Lane Hayes

Application to vary conditions 13 and 23 for a temporary period of 12 months only to planning permission (ref: 5505/APP/2011/3064) for single storey rear extension and change of use of building from offices to a restaurant/banquet hall at ground floor level with 23 hotel rooms above) dated 06/11/2012 to extend the opening hours of the premises.

Decision: 19-07-2013 Approved

Comment on Relevant Planning History

As stated above planning permission (Ref 5505/APP/2011/3064) was granted on the 6 November 2012 for the change of use of the existing office building at Airlink House to a hotel, along with the erection of a single storey rear extension to provide restaurant/banqueting facilities on the ground floor with seating capacity for up to 200 people and 23 hotel rooms on the first and second floors. As part of the decision notice for this application, the following conditions were added:

CONDITION 13

The development shall not begin until a scheme for the control of noise (amplified or otherwise, including music or any noise from a tannoy system) emanating from the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of physical, administrative and other measures as may be approved by the Local Planning Authority. The scheme shall be fully implemented before the development is use commences and thereafter shall be retained and maintained in good working order for so long as the building remains in use.

No persons other than staff shall be permitted to be in the restaurant, banqueting or bar areas of the premises between the hours of 22.30 hours and 08.00 hours on any day.

REASON

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

CONDITION 23

No persons other than staff shall be permitted to be in the restaurant, banqueting or bar areas of the premises between the hours of 22.30 hours and 08.00 hours on any day.

REASON:

To ensure that the amenity of the occupiers of adjoining or nearby properties is not adversely affected in accordance with Policy OE3 of the Hillingdon Unitary Development Plan.

Planning permission 5505/APP/2013/996 granted amendments to these conditions for a temporary 12 month period from the 19th September 2013. On the temporary consent Conditions 13 and 24 were combined into a single condition 12 (it should be noted that conditions were renumbered and altered as certain requirements had already been met). The amended condition read:

CONDITION 12

A. No loud music or other noise (amplified or otherwise) shall be made externally.

B. With the exception of the trial period set out in part C of this condition, no loud music or other noise (amplified or otherwise), shall be made/played at the site, nor shall any persons (other than staff) be permitted to be in the restaurant, banqueting or bar areas of the premises between 22:00 hours and 08:00 hours Monday to Saturdays and at no time on Sundays, Bank and Public Holidays.

C. For a period of 12 months from the date of this permission, no loud music or other noise (amplified or otherwise), shall be made/played at the site, nor shall any persons (other than staff) be permitted to be in the restaurant, banqueting or bar areas of the premises between 23:00 hours and 08:00 hours except on Friday night or Saturday night where an additional 2 hours up until 01:00 hours the following morning will be permitted.

D. Prior to the occupation of the building a noise-limiting device shall be installed. It shall be fitted and thereafter maintained in such a manner as to control all sources of amplified music or any other noise at the premises in accordance with the levels specified in part E of this condition.

E. At no time shall noise emitted from the site exceed 5db below background levels when

measured from the nearest sensitive receptor

REASON:

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

It should be noted that since the grant of the temporary consent the Council's Environmental Protection Unit have not received any complaints associated with the operation of the premises.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

Part 2 Policies:

BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

48 neighbouring owner/occupiers were consulted in writing on the application. A site notice was also displayed.

1 letters of objection was received from a nearby property stating:

'I acknowledge that an attempt has been made to be mindful of the concerns of residents regarding the noise from music and disturbance from guests leaving the premises I would seek assurance

that steps will continue to be taken to minimise noise during functions and measures will be taken to ensure that the large numbers of guests it is proposed to accommodate in functions in the banqueting hall leave without disturbing residents so late at night and from staff and their cars who from the proposal will be able to work and therefore leave at any time during the night or early morning and that steps are taken to minimise the disturbance from the flood lights in the car park which shine directly into 1st floor bedrooms at night.'

Internal Consultees

ENVIRONMENTAL PROTECTION UNIT - Noise Team recommend the following conditions:

- 1) The rating level of noise emitted from the plant and/or machinery 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'. The permitted noise control measures shall be retained and maintained in good working order for so long as the building remains in use.
- 2) The development shall not be operated other than in accordance with the noise control measures submitted to the Council under application no. 5505/APP/2013/997 in order to prevent amplified music breakout.
- 3) No loud music or other noise, whether amplified or otherwise, shall be played in the premises or externally between 23:00 hours and 08:00 hours Sunday to Thursday and between the hours of 01:00 and 08:00 on Fridays and Saturday. The permitted noise control measures shall be retained and maintained in good working order for so long as the building remains in use.
- 5) No persons other than staff shall be permitted to be in the restaurant, banqueting or bar areas of the premises between the hours of i) 23:00 hours and 08:00 hours on Sunday to Thursday and ii) 01:00 hours and 08:00 hours Friday and Saturday.
- 4) An appropriate noise-limiting device shall be fitted and thereafter maintained in such a manner as to control all sources of amplified music & speech at the premises in accordance with the levels specified.
- 6) The operator shall ensure strict adherence to the terms of the Noise Mitigation Strategy and Management Plan submitted with this application, unless otherwise approved by the Local Planning authority. Any changes to the Noise Mitigation Strategy to be consulted with the Local Authority prior to implementation.

Officer Comment: The comments/requirements of the Environmental Protection Unit have been incorporated into the amended conditions which, due to renumbering, are nos. 12 and 31 within the recommendation.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The principle of the hotel use and the single storey rear extension was established and full planning permission was granted. This scheme relates to change of opening hours that does not impact upon the already established acceptability of the principle of the development.

7.02 Density of the proposed development

Not applicable to this variation of condition application.

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

Not applicable to this variation of conditon application.

7.04 Airport safeguarding

Not applicable to this variation of conditon application.

7.05 Impact on the green belt

Not applicable, the site is not in Green Belt.

7.06 Environmental Impact

The application to vary the opening hours does not raise any broad environmental issues. With regard to Policy BE19 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) requires the consideration of the potential impacts of a proposal upon neighbouring amenity and this matter is dealt with in Section 7.18 of this report.

7.07 Impact on the character & appearance of the area

Not applicable to this variation of conditon application.

7.08 Impact on neighbours

This application involves no physical changes to the interior or exterior of the building.

Consideration of the impact to neighbours of the sought variation of condition in respect to opening hours to the banqueting suite and associated bar relate to the potential issues of noise breakout and noise and general disturbance to neighbours as guest leave the premises late at night. Policy BE19 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) requires the consideration of the potential impacts of a proposal upon neighbouring amenity and these matters are dealt with in detail in Section 7.18.

7.09 Living conditions for future occupiers

Not applicable to this application.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Not applicable to this variation of conditon application.

7.11 Urban design, access and security

The issues of access and crime prevention design measures have been dealt with in the original approval (ref: 5505/APP/2010/2455). These matters are dealt with by planning conditions that will be carried over should this variation of condition application including a condition concerning the scheme achieving a Secure by Design accreditation. The sought change of hours dealt with in this current variation of condition application are not considered to raise any fresh adverse impact in respect to either access or security.

7.12 Disabled access

Not applicable to this variation of conditon application.

7.13 Provision of affordable & special needs housing

Not applicable to this variation of conditon application.

7.14 Trees, landscaping and Ecology

Not applicable to this variation of conditon application.

7.15 Sustainable waste management

Not applicable to this variation of conditon application for extension of opening hours.

7.16 Renewable energy / Sustainability

Not applicable to this variation of conditon application for extension of opening hours.

7.17 Flooding or Drainage Issues

Not applicable to this variation of conditon application.

7.18 Noise or Air Quality Issues

To seek to address issues with noise breakout from amplified music within the building and noise and general disturbance as guests leave late at night the applicant has

provided a Noise Assessment of Extended Trading Hours and a Noise Mitigation Strategy and Management Plan in respect to the sought extended opening hours. These reports have been updated since the previous temporary grant of planning permission and now take into account actual data gathered during operation of the site during the extended hours.

Noise measurements were recorded at various locations i) inside the banqueting hall over short-term periods of up to two minutes and ii) externally above the perimeter wall of the site boundary/car park with the residences in Mount Road to the rear (north) over a series of five minute measurements. This external measurement location was the closest accessible position to the residences in Mount Road, as there was no access directly to the residences.

At the time of the data being gathered it was evident that noise levels inside the premises when amplified music was playing ranged from 86-94 dB LAeq depending on location. However, amplified music was not audible at the site boundary measurement position at any time during the assessment with noise levels at the boundary arising from other noise sources in the area unrelated to the premises such as road traffic, industrial noise, trains and vehicle movements in the hotel car park and adjacent public car park.

For a noise source to be inaudible, it is a generally accepted rule of thumb that the noise source is at least 10 dB below the ambient LAeq noise level. As such, it has been evidenced that the operation of the premises in these hours, subject to the existing controls, fully complies with the Council's adopted Noise SPD which seeks for noise to be 5dB below ambient levels.

The site Management Plan details a series of measures to manage guests as they leave the premises. They include:

1. On any day the premises trades after 23:00, there will be a minimum of 1 door supervisor stationed at the entrance/exit from this time until 30 minutes after the premises closes to guests. The door supervisor will encourage persons to disperse quickly and quietly mindful of the local residents. The internal acoustic lobby will be used to ensure that internal doors remain shut before the external doors are opened, none of these doors are to be held open.
2. On any day the premises trades after 23:00 until 30 minutes after the premises closes to the guests, there will a minimum of 1 street supervisor wearing a high visibility jacket to provide a presence in the vicinity of Pump Lane. The supervisor will encourage persons to disperse quickly and quietly in the direction of the busier roads and the public car park.
3. Staff and security within the venue will be regularly briefed in relation to the dispersal of patrons.
4. The door supervisor shall be employed after 23:00 to manage entry and dispersal and monitor and control the use of the pavement area for smoking. The door supervisor will be stationed at the entrance of the premises, where smokers tend to congregate, and will discourage smokers from socialising in a loud manner and ensure that no smokers are allowed to take their drinks with them.
5. Staff and security within the venue will be regularly briefed in relation to the management

of the smoking area and entrance.

6. A taxi ordering service will be available to guests. These cars are booked within the venue and the patrons who are travelling in the vehicles will be required to wait inside the venue until the taxi arrives. There will be no waiting on the street.

7. Staff and security within the venue will be regularly briefed in relation to the taxi scheme.

Staff will be instructed to enquire of patrons when they are leaving if they would like assistance in arranging a licensed taxi and to ensure they remain inside the venue until the taxi arrives.

8. All staff will be trained and aware of the operating conditions and the obligations to the residents nearby.

9. Guests to the banquet hall, if travelling by private vehicle, will be encouraged to park in the adjacent pay and display car park. Their dispersal from the venue to car park will be managed and monitored by the street supervisor.

10. The approved fire exit door serving the ground floor east elevation is to serve as a fire exit only and will not be used for any other purpose than in an emergency.

With regard to noise breakout from the building a series of measures were designed into the scheme previously and were scheduled in a previously submitted noise breakout report. These measures include:-

- All doors and windows, including fire exits, serving the banqueting hall remain closed (except to allow access) and are not propped open during use of the banqueting hall.

- Use of comfort cooling plant will remove the need to open windows and doors for ventilation purposes, so will assist noise containment.

- A distributed speaker system comprising a larger number of smaller speakers, rather than the use of a smaller number of larger speakers.

- Zone areas accordingly near entrances/exits to ensure lower noise levels are generated in these spaces and do not orientate speakers towards such openings.

- Speakers placed on anti-vibration mounts to reduce structure-borne noise/vibration transmission to the building.

- Up-rated glazing specifications, including high specification laminated double glazing and secondary glazing;

- Use of comfort cooling/heating to eliminate the need to open doors/windows for ventilation;

- Up-rated and acoustically-rated and well-sealed doors/fire exits;

- Installation of sound lobby doors to entrances;

- Acoustic wall linings on independent frames to external walls;

- Multi-layer acoustic ceilings on resilient acoustic mounts;
- Use of high mass sedum roof to extended area;
- Intention to keep all doors closed except to allow access;
- Use of acoustically lined plenums/boxing, attenuators and termination cowls for ventilation duct runs serving banqueting hall.

All the above design and management measures are contained within the submitted and the applicant has agreed to adhere with all the measures detailed in the Noise Mitigation Strategy & Management Plan and this would be controlled by planning conditions.

Further, it has been demonstrated through actual data gathered during the operation of the premises during the evening that the measures are adequate and ensure that the level of noise at the boundary of the nearest residential property is well below the standards required by the Council's adopted Noise SPD. The fact that the use of the premises has been ongoing for almost 10 months and generated no noise complaints also strongly demonstrates that no material harm would arise from the grant of permission.

Policies BE21 and OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) requires the consideration of the potential impacts of a proposal upon neighbouring amenity and consideration of the necessary steps within a scheme to protect residents amenity.

Policy OE3 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) states "Buildings or uses which have the potential to cause noise annoyance will only be permitted if the impact is mitigated within acceptable levels by engineering, lay-out or administrative measures"

The Council's Noise Team set within the Environmental Protection Unit have reviewed the submitted documents detailing noise mitigation and are satisfied with the provisions which would be secured. As such, subject to condition and adherence with the supporting documentation including the Noise Mitigation Strategy & Management Plan the scheme to vary the hours of operation are considered acceptable and would accord with policies OE1 and OE3 which seek to protect the amenity of neighbouring properties from noise and other disturbance.

7.19 Comments on Public Consultations

The public comment relates to measures to minimise noise arising from people leaving the premises and issues relating to light within the car park. The submitted Noise Mitigation Strategy and Management Plan sets out adequate and appropriate measures to deal manage impacts of people leaving the premises. The issue of floodlighting is outside the scope of consideration of this application which seeks to amend conditions which were imposed solely to control noise impacts.

7.20 Planning obligations

It will be necessary to enter into a deed of variation to insert the new planning reference number into the existing Agreement attached to planning permission ref: 5505/APP/2011/3064.

7.21 Expediency of enforcement action

None.

7.22 Other Issues

There is no other matter requiring consideration.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

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

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

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

9. Observations of the Director of Finance

Not applicable to this application.

10. CONCLUSION

Planning permission (Ref:5505/APP/2011/3064) was granted on the 6 November 2011 for the change of use of the existing office building at Airlink House to a hotel, along with the erection of a single storey rear extension.

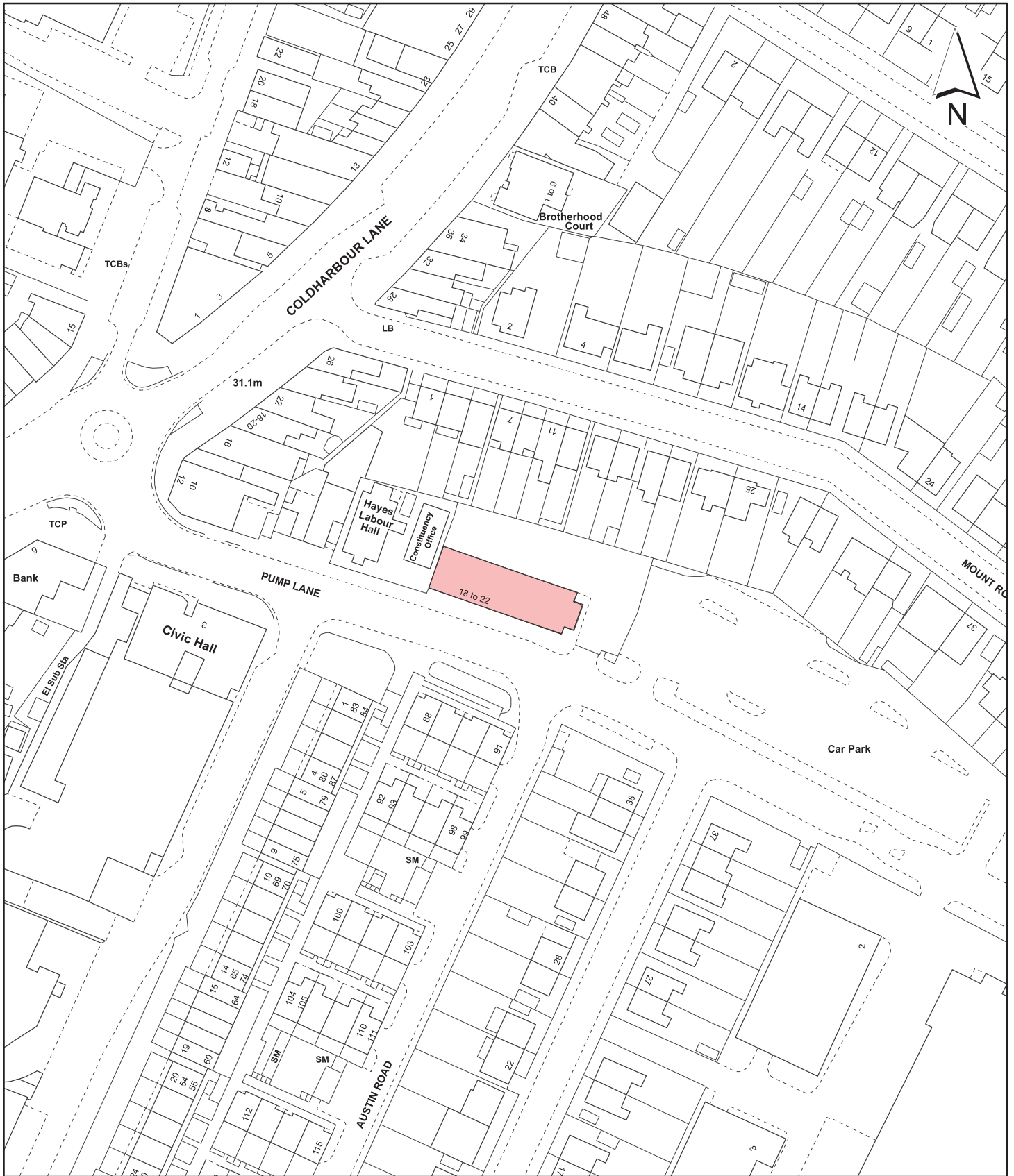
This current planning application seeks planning permission to vary conditions 13 and 23, to allow an extension of the opening hours. This proposal is not considered to impact upon the amenities of the adjoining residential occupiers and is therefore considered acceptable. For consistency and to avoid the need for unnecessary re-submissions the recommendation also incorporates amendments to conditions and numbering to avoid the need for re-submissions where details have already been submitted and found acceptable, or where their requirements are superseded by the requirements of amended conditions.

11. Reference Documents


Hillingdon Local Plan: Part One (November 2012)
Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)
Hillingdon adopted Noise Supplementary Planning Document (May 2006)
National Planning Policy Framework (March 2012)
London Plan (July 2011)

Contact Officer: Jazz Ghandial

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.

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Site Address	
Airlink House 18-22 Pump Lane Hayes	
Planning Application Ref:	Scale
5505/APP/2014/1499	1:1,250
Planning Committee	Date
Major Page 121	July 2014

LONDON BOROUGH OF HILLINGDON

Residents Services Planning Section

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



HILLINGDON
LONDON

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Report of the Head of Planning, Sport and Green Spaces

Address FORMER SUNLIGHT SERVICES, SILVERDALE INDUSTRIAL ESTATE
SILVERDALE ROAD HAYES

Development: Change of use from B1c/B2 (Light/General Industry) to B1c/B2/B8 (Light /General Industry and Storage and Distribution)

LBH Ref Nos: 36529/APP/2014/1450

Drawing Nos: LOCATION PLAN
03C
02C
01C

Date Plans Received: 25/04/2014 **Date(s) of Amendment(s):** 08/05/2014

Date Application Valid: 08/05/2014

1. SUMMARY

The application seeks planning permission for the change of use from B1c/B2 (Light/General Industry) to B1c/B2/B8 (Light /General Industry and Storage and Distribution). No external alterations are proposed to the building and no objection is raised on highway grounds. Furthermore there is no objection in principle to the additional B8 use of the industrial building which lies within the 'Pump Lane, Hayes' Industrial and Business Area (IBA). The application is therefore recommended for approval.

2. RECOMMENDATION

APPROVAL subject to the following:

1 HO1 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 HO2 Accordance with approved

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers Location Plan; 01C;02C and 03C.

REASON

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

INFORMATIVES

1 I52 Compulsory Informative (1)

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act

incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2 153 Compulsory Informative (2)

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

AM14	New development and car parking standards.
AM7	Consideration of traffic generated by proposed developments.
LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
NPPF	National Planning Policy Framework

3 159 Councils Local Plan : Part 1 - Strategic Policies

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

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

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located on the southern side of Silverdale Road and is situated between a number of buildings fronting this road and the railway lines to the rear. The site contains a substantial industrial unit, with parking area on the east side of the building and a delivery/external storage area on the west side. The area to which this application relates is on the western side of the building. The site lies within the 'Pump Lane, Hayes' Industrial and Business Area (IBA) as identified in the Hillingdon Local plan - Saved UDP Policies (November 2012).

3.2 Proposed Scheme

The application seeks planning permission for the change of use from B1c/B2 (Light/General Industry) to B1c/B2/B8 (Light /General Industry and Storage and Distribution). No external alterations are proposed to the building.

3.3 Relevant Planning History

Comment on Relevant Planning History

Planning application reference 36529/APP/2010/1914 was granted for a variation of condition 3 of application 36529/APP/2010/303, for an extension to the existing building, including a mezzanine level. This condition specified the development must be carried out in strict accordance with the approved plans. The application sought to vary this condition to allow for a bigger footprint of the previously approved scheme.

Planning consent 36529/APP/2010/303 was approved in June 2010 for an extension to the existing building (240sqm additional floor space).

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

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

Part 2 Policies:

- AM14 New development and car parking standards.
- AM7 Consideration of traffic generated by proposed developments.
- LDF-AH Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
- NPPF National Planning Policy Framework

5. Advertisement and Site Notice

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

6. Consultations

External Consultees

15 neighbouring properties were consulted by letter dated 12.5.14 and a site notice was displayed which expired on 11.6.14. No responses have been received.

Internal Consultees

Highways Officer -

It is noted that there are no changes proposed in relation to the means of access to the site. In addition, there is no requirement to provide additional car or cycle parking above that of the existing use. Therefore, it is considered that the development would not be contrary to Policies of the adopted Hillingdon Local Plan, 2012 and an objection is not raised in relation to the highway and transportation aspect of the proposals.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

There is no objection in principle to the additional B8 use of the industrial building which lies within the 'Pump Lane, Hayes' Industrial and Business Area (IBA).

7.02 Density of the proposed development

Not applicable to this application.

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

Not applicable to this application.

7.04 Airport safeguarding

Not applicable to this application.

7.05 Impact on the green belt

Not applicable to this application.

7.07 Impact on the character & appearance of the area

Policy BE1 of the Hillingdon Local Plan: Part One - Strategic Policies (November 2012) requires all new development to maintain the quality of the built environment including providing high quality urban design. Furthermore policies BE13 and BE15 of the Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012) resist any development which would fail to harmonise with the existing street scene or would fail to safeguard the design of existing and adjoining sites.

No external alterations are proposed to the building and as such it is considered that the proposal would not have any impact upon the character and appearance of the street scene which is industrial in character.

7.08 Impact on neighbours

Due to the proximity/distances of the adjacent buildings, it is not considered that the development will impact on any of these adjoining occupiers. Furthermore, there are no nearby residential properties that would be affected by this proposal. As such, the development would accord with Policies BE20 and BE21 of the Hillingdon Local Plan - Saved UDP Policies (November 2012).

7.09 Living conditions for future occupiers

Not applicable to this application,

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policy AM7 of the Hillingdon Local Plan: Part Two - Saved Unitary Development Plan Policies (November 2012) considers whether the traffic generated by proposed developments is acceptable in terms of the local highway and junction capacity, traffic flows and conditions of general highway or pedestrian safety.

Policy AM14 states that new development will only be permitted where it is in accordance with the Council's adopted Car Parking Standards.

The application does not seek permission for any changes to the means of access to the site. In addition, there is no requirement to provide additional car or cycle parking above that of the existing use. The Highways Officer has confirmed that the proposed development would not be contrary to Policies of the adopted Hillingdon Local Plan, 2012 and an objection is not raised in relation to the highway and transportation aspect of the proposals.

7.11 Urban design, access and security

Not applicable to this application.

7.12 Disabled access

Not applicable to this application.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, landscaping and Ecology

Not applicable to this application.

7.15 Sustainable waste management

Not applicable to this application.

7.16 Renewable energy / Sustainability

Not applicable to this application.

7.17 Flooding or Drainage Issues

Not applicable to this application.

7.18 Noise or Air Quality Issues

Not applicable to this application.

7.19 Comments on Public Consultations

No comments received.

7.20 Planning obligations

Not applicable to this application.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

No other issues raised.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

Section 149 of the Equalities Act 2010, requires the Council, in considering planning applications to have due regard to the need to eliminate discrimination, advance equality of opportunities and foster good relations between people who have different protected

characteristics. The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

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

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

9. Observations of the Director of Finance

10. CONCLUSION

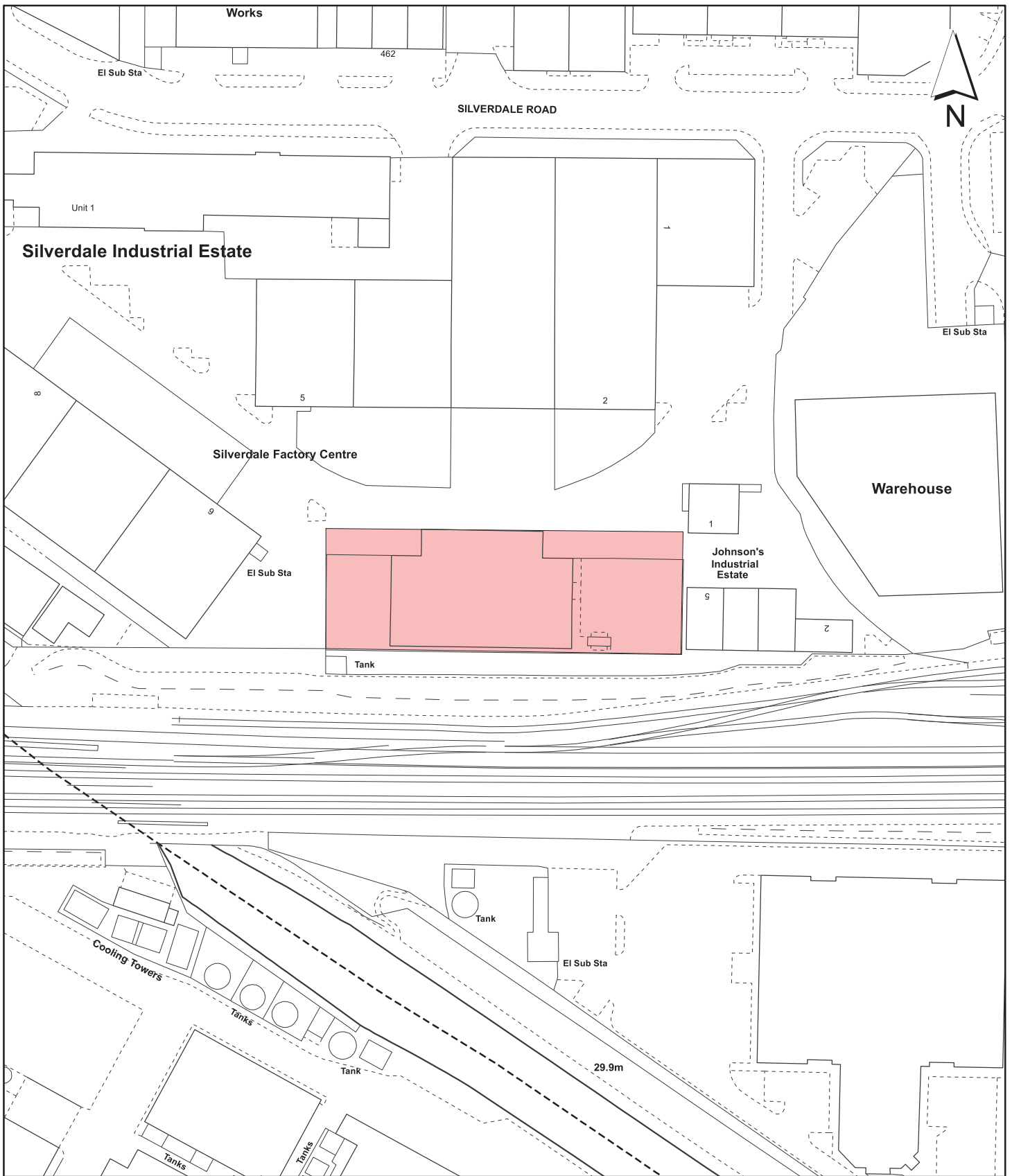
The application seeks planning permission for the change of use from B1c/B2 (Light/General Industry) to B1c/B2/B8 (Light /General Industry and Storage and Distribution). No external alterations are proposed to the building and no objection is raised on highway grounds. Furthermore there is no objection in principle to the additional B8 use of the industrial building which lies within the 'Pump Lane, Hayes' Industrial and Business Area (IBA). The application is therefore recommended for approval.

11. Reference Documents


Hillingdon Local Plan: Part One - Strategic Policies (November 2012)
Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012)
London Plan 2011.

Contact Officer: Nicola Taplin

Telephone No: 01895 250230



Notes

 Site boundary

For identification purposes only.

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Site Address	
Former Sunlight Services Silverdale Industrial Estate Silverdale Road Hayes	
Planning Application Ref:	Scale
36529/APP/2014/1450	1:1,250
Planning Committee	Date
Major Page 129	July 2014

LONDON BOROUGH OF HILLINGDON

**Residents Services
Planning Section**

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



HILLINGDON
LONDON

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Report of the Head of Planning, Sport and Green Spaces

- Address** CHARTER PLACE VINE STREET UXBRIDGE
- Development:** Refurbishment and extension of existing office building (Class B1a) with up to 1000sqm of ancillary Class A1, A3, D2 uses, including a 6-storey extension to the Vine Street elevation, a 3-storey extension to the Windsor Street elevation, and an extension at roof level, together with revised parking and servicing arrangements, enhanced landscaping and associated public realm improvements.
- LBH Ref Nos:** 30675/APP/2014/1345
- Drawing Nos:**
- 1189-PL-3016
 - 1189-PL-3017
 - Sun Path Analysis - 23/06/2014
 - 1189-PL-1000
 - Archaeological Assessment - April 2014
 - 1189-PL-1002 Rev A
 - 1189-PL-1100 Rev A
 - 1189-PL-1101 Rev A
 - 1189-PL-1102
 - 1189-PL-1103
 - 1189-PL-1104
 - 1189-PL-1105
 - 1189-PL-1106
 - 1189-PL-1107
 - 1189-PL-1108
 - 1189-PL-1109
 - 1189-PL-1110
 - 1189-PL-2100 Rev D
 - 1189-PL-2101 Rev D
 - 1189-PL-2102
 - 1189-PL-2103
 - 1189-PL-2104
 - 1189-PL-2105 Rev A
 - 1189-PL-2106 Rev B
 - 1189-PL-2107 Rev B
 - 1189-PL-2108 Rev B
 - 1189-PL-2109 Rev C
 - 1189-PL-2110 Rev B
 - 1189-PL-2111
 - 1189-PL-3000
 - 1189-PL-3001 Rev A
 - 1189-PL-3002 Rev A
 - 1189-PL-3003 Rev A
 - 1189-PL-3004 Rev A
 - 1189-PL-3005
 - 1189-PL-3006
 - 1189-PL-3007
 - 1189-PL-3008
 - 1189-PL-3009 Rev A
 - 1189-PL-3011

1189-PL-3012
 1189-PL-3013
 1189-PL-3014
 1189-PL-3015
 155-L01 Rev D
 155-L02
 155-L03 Rev B
 155-L04
 Design & Access Statement - 17/04/2014
 Design & Access - Supplementary Statement - 30/04/2014
 Flood Risk Assessment - Issue 2 (April 2014)
 Addendum to Flood Risk Assessment - 15/05/2014
 Transport Statement - Rev. 1.1 (April 2014)
 Travel Plan - Rev. 1.1 (April 2014)
 Highways Technical Note - 28/05/2014
 Wing Elevation Details - 28/05/14
 1189-PL-1001
 Planning Statement - April 2014
 Noise Assessment - 17/04/2014
 Air Quality Planning Statement - Revision A (15/04/14)
 Energy Strategy and Sustainability Statement - 16/04/2014
 Landscape Strategy - April 2014
 Landscape Management and Maintenance Plan - Charter Place
 Arboricultural Impact Assessment and Tree Protection Plan - March 2014
 Planting Specification - April 2014

Date Plans Received:	17/04/2014	Date(s) of Amendment(s):	23/06/2014
Date Application Valid:	17/04/2014		17/04/2014
			29/05/2014
			02/07/2014
			03/07/2014
			09/06/2014
			01/05/2014
			16/05/2014

1. SUMMARY

The application seeks planning permission for the refurbishment and extension of existing office building (Class B1a) with up to 1000sqm of ancillary Class A1, A3, D2 uses, including a 6-storey extension to the Vine Street elevation, a 3-storey extension to the Windsor Street elevation, and an extension at roof level, together with revised parking and servicing arrangements, enhanced landscaping and associated public realm improvements.

It is not considered that the proposed development would result in an unacceptable visual impact on the visual amenities of the site, the wider town centre area, the adjacent conservation area, or the nearby listed and locally listed buildings. The proposal would not have any detrimental impact on the amenities of the occupiers of neighbouring units and it is not considered that the development would lead to such a significant increase in traffic that refusal could be justified on highway grounds. The proposal is considered to comply with relevant Local Plan and London Plan policies and, accordingly, approval is

recommended subject to the completion of a S106 Legal Agreement.

2. RECOMMENDATION

That delegated powers be given to the Head of Planning, Green Spaces and Culture to grant planning permission subject to the relevant conditions set out below:

EITHER:

A)(1) That prior to the Council's Community Infrastructure Levy coming into force, the Council enters into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or other appropriate legislation to secure:

- 1. Highways: To secure all necessary highways works as required.**
- 2. Travel Plan: Securing a Travel Plan, including a £20,000 bond.**
- 3. Public Realm: A scheme of works to the Windsor Street / Charter Place area to be agreed between the Developer and the Council, to be carried out at the applicant's expense.**
- 4. Construction Training: Either a financial contribution, or an in-kind scheme delivered during the construction phase of the development, should be secured (in either event the 'obligation' should be delivered equal to the formula of £2,500 for every £1 million build cost + $14/160 \times £71,675$ = total contribution).**
- 5. Project Management and Monitoring Fee: a financial contribution equal to 5% of the total cash contributions towards the management and monitoring of the resulting agreement.**

OR:

A)(2) That following the Council's Community Infrastructure Levy coming into force, the Council enters into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or other appropriate legislation to secure:

- 1. Highways: To secure all necessary highways works as required.**
- 2. Travel Plan: Securing a Travel Plan, including a £20,000 bond.**
- 3. Public Realm: A scheme of works to the Windsor Street / Charter Place area to be agreed between the Developer and the Council, to be carried out at the applicant's expense.**
- 4. Construction Training: Either a financial contribution, or an in-kind scheme delivered during the construction phase of the development, should be secured (in either event the 'obligation' should be delivered equal to the formula of £2,500 for every £1 million build cost + $14/160 \times £71,675$ = total contribution).**

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

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

D) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised before 31/10/2014, or such other date as agreed by the Head of Planning, Green Spaces and Culture, delegated authority be given to the Head of Planning, Green Spaces and Culture to refuse planning permission for the following reason:

'The applicant has failed to provide contributions towards the improvement of services and the environment as a consequence of demands created by the proposed development (in respect of highways, sustainable transport, public realm, and construction training). The proposal therefore conflicts with Policy R17 of the adopted Local Plan and the Council's Planning Obligations SPD and Air Quality SPG.'

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

F) That should the application be approved following the Council's Community Infrastructure Levy coming into force, the applicant shall pay the required levy on the additional floorspace created.

G) That if the application is approved, the following conditions be imposed:

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 1189-PL-1000; 1189-PL-1001; 1189-PL-1002 Rev A; 1189-PL-1100 Rev A; 1189-PL-1101 Rev A; 1189-PL-1102; 1189-PL-1103; 1189-PL-1104; 1189-PL-1105; 1189-PL-1106; 1189-PL-1107; 1189-PL-1108; 1189-PL-1109; 1189-PL-1110; 1189-PL-2100 Rev D; 1189-PL-2101 Rev D; 1189-PL-2102; 1189-PL-2103; 1189-PL-2104; 1189-PL-2105 Rev A; 1189-PL-2106 Rev B; 1189-PL-2107 Rev B; 1189-PL-2108 Rev B; 1189-PL-2109 Rev C; 1189-PL-2110 Rev B; 1189-PL-2111; 1189-PL-3000; 1189-PL-3001 Rev A; 1189-PL-3002 Rev A; 1189-PL-3003 Rev A; 1189-PL-3004 Rev A; 1189-PL-3005; 1189-PL-3006; 1189-PL-3007; 1189-PL-3008; 1189-PL-3009 Rev A; 1189-PL-3011; 1189-PL-3012; 1189-PL-3013; 1189-PL-3014; 1189-PL-3015; 1189-PL-3016; 1189-PL-3017; 155-L01 Rev D; 155-L02; 155-L03 Rev B; 155-L04, and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

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

3 COM5 General compliance with supporting documentation

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

Design & Access Statement - 17/04/2014
Design & Access - Supplementary Statement - 30/04/2014
Flood Risk Assessment - Issue 2 (April 2014)
Addendum to Flood Risk Assessment - 15/05/2014
Transport Statement - Rev. 1.1 (April 2014)
Travel Plan - Rev. 1.1 (April 2014)
Highways Technical Note - 28/05/2014
Wing Elevation Details - 28/05/14
Planning Statement - April 2014
Noise Assessment - 17/04/2014
Air Quality Planning Statement - Revision A (15/04/14)
Energy Strategy and Sustainability Statement - 16/04/2014
Landscape Strategy - April 2014
Landscape Management and Maintenance Plan - Charter Place
Arboricultural Impact Assessment and Tree Protection Plan - March 2014
Planting Specification - April 2014
Sun Path Analysis - 23/06/2014
Archaeological Assessment - April 2014

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

REASON

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

4 COM7 Materials

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

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

REASON

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

5 NONSC Living Screens

Prior to the occupation of the development, a scheme for the inclusion of living screens at ground floor level 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, the locations of screens as well as the methods of maintenance where necessary. The development should proceed in accordance with the approved plans.

REASON

To ensure the development contributes to a number of sustainability objectives in compliance with policy EM1 of the Hillingdon Local Plan: Part One (November 2012), and policy 5.11 of the London Plan (July 2011).

6 COM9 Landscaping

Prior to the commencement of the landscaping works hereby approved, the following landscape details shall be submitted to and approved in writing by the Local Planning Authority. The details shall include:

1. Plant selection
2. Climbing plant supports
3. Site perimeter treatments (where walls are to be removed)
4. Tree pit detailing

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 and BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

7 COM10 Tree to be retained

Trees, hedges and shrubs shown to be retained on the approved plan shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during construction, or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'. Remedial work should be carried out to BS BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

REASON

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

8 NONSC Air Quality

Prior to the installation of any plant, boilers or machinery for energy provision, full details of any plant, machinery or fuel burnt as part of the energy provision, together with the location and height of the flue for the development, shall be submitted to and approved by the Local Planning Authority. This shall include pollutant emission rates at the flue with or without mitigation technologies. The use of ultra low NOx emission gas CHPs and boilers is recommended. The development should as a minimum be 'air quality neutral' and demonstrably below the building emissions benchmark for this type of development.

REASON

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

9 NONSC Imported Soils

All imported soils used for landscaping purposes shall be clean and free of contamination.

REASON

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

10 COM17 Control of site noise rating level

The LAeq,T noise level of any plant and/or machinery hereby approved and determined at the site boundary shall be at least 5 dB below the background noise level LA90,TT. The reference time T shall be 1 hour at any time during the day, evening or night.

REASON

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

11 NONSC Electric Vehicles

Prior to the occupation of the development, 32 (16 active and 16 passive) car parking spaces shall be provided with electrical charging points.

REASON

To ensure the development contributes to a number of sustainability objectives in compliance with policy EM1 of the Hillingdon Local Plan: Part One (November 2012), and policy 5.11 of the London Plan (July 2011).

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) as incorporated into the Hillingdon Local Plan (2012) set out below,

including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
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	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
BE4	New development within or on the fringes of conservation areas
BE8	Planning applications for alteration or extension of listed buildings
BE10	Proposals detrimental to the setting of a listed building
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE18	Design considerations - pedestrian security and safety
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE26	Town centres - design, layout and landscaping of new buildings
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
LE1	Proposals for industry, warehousing and business development
LE6	Major office and other business proposals in town centres
LE7	Provision of planning benefits from industry, warehousing and business development
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R2	Provision of recreation, entertainment and leisure facilities in Town Centres
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities

LPP 2.15	(2011) Town Centres
LPP 2.6	(2011) Outer London: vision and strategy
LPP 2.7	(2011) Outer London: economy
LPP 2.8	(2011) Outer London: Transport
LPP 4.1	(2011) Developing London's economy
LPP 4.2	(2011) Offices
LPP 4.3	(2011) Mixed use development and offices
LPP 4.7	(2011) Retail and town centre development
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.2	(2011) Minimising Carbon Dioxide Emissions
LPP 5.3	(2011) Sustainable design and construction
LPP 5.4	(2011) Retrofitting
LPP 5.7	(2011) Renewable energy
LPP 5.9	(2011) Overheating and cooling
LPP 5.10	(2011) Urban Greening
LPP 5.11	(2011) Green roofs and development site environs
LPP 5.13	(2011) Sustainable drainage
LPP 6.1	(2011) Strategic Approach
LPP 6.3	(2011) Assessing effects of development on transport capacity
LPP 6.5	(2011) Funding Crossrail and other strategically important transport infrastructure
LPP 6.9	(2011) Cycling
LPP 6.10	(2011) Walking
LPP 6.11	(2011) Smoothing Traffic Flow and Tackling Congestion and reducing traffic
LPP 6.13	(2011) Parking
LPP 7.1	(2011) Building London's neighbourhoods and communities
LPP 7.2	(2011) An inclusive environment
LPP 7.3	(2011) Designing out crime
LPP 7.4	(2011) Local character
LPP 7.5	(2011) Public realm
LPP 7.6	(2011) Architecture
LPP 7.8	(2011) Heritage assets and archaeology
LPP 7.15	(2011) Reducing noise and enhancing soundscapes
LPP 7.21	(2011) Trees and woodland
LPP 8.1	(2011) Implementation
LPP 8.2	(2011) Planning obligations
LPP 8.3	(2011) Community infrastructure levy

3 11 Building to Approved Drawing

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

4 115 Control of Environmental Nuisance from Construction Work

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

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

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

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

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

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

5 118 Storage and Collection of Refuse

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

6 133 Tree(s) Protected by a Tree Preservation Order

Within the application site there is a tree that is / there are trees that are subject of a Tree Preservation Order (TPO). You are advised that no tree that is the subject of a TPO may be lopped, topped, felled or uprooted without the permission of the Local Planning Authority. Please contact the Trees and Landscapes Officer, Residents Services, 3N/02, Civic Centre, Uxbridge, UB8 1UW for further advice.

7 134 Building Regulations 'Access to and use of buildings'

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

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

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

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

You may also be required make provisions to comply with the Disability Discrimination Act 1995. The Act gives disabled people various rights. Under the Act it is unlawful for employers and persons who provide services to members of the public to discriminate against disabled people by treating them less favourably for any reason related to their

disability, or by failing to comply with a duty to provide reasonable adjustments. This duty can require the removal or modification of physical features of buildings provided it is reasonable.

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

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

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

8 160 Cranes

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

3. CONSIDERATIONS

3.1 Site and Locality

Charter Place occupies a significant central site, some 1.24 Ha in Uxbridge town centre, adjoining the Old Uxbridge / Windsor Street Conservation Area and adjacent to the Grade II* Listed St. Margaret's Church and listed and locally listed buildings in the High Street and Windsor Street. The building itself is also locally listed.

The main entrance of the building is located behind the old Market Hall via a triangular court off Windsor Street. A service road called Charter Place runs around the building, ramping down under the main entrance. A secondary entrance faces Vine Street and Hillingdon Road, which bypasses the old High Street. The south facade is highly visible, but offers little in the way of active frontages to Vine Street.

The complex is a large, low rise office building designed in 1985. The building plan is set around a square courtyard rising to 5 storeys with arms extending out east and west at 4 storeys, and two further arms extending north at 3 storeys. The total existing floor area of the building is some 21,436sqm. The building was designed with full blue/black glass curtain walling with a skeleton of white steel brise-soleil and access gantries defining the structural grid and storey heights. The whole building sits on a reddish brick plinth which

houses 4 split levels of car parking, totalling some 383 spaces, which rises to a complete storey along the southern boundaries.

3.2 Proposed Scheme

The application seeks planning permission for the refurbishment and extension of existing office building (Class B1a) with up to 1000sqm of ancillary Class A1, A3, D2 uses, including a 6-storey extension to the Vine Street elevation, a 3-storey extension to the Windsor Street elevation, and an extension at roof level, together with revised parking and servicing arrangements, enhanced landscaping and associated public realm improvements. The re-configuration and renewal of Charter Place will increase the floor area by 8,497sqm of predominantly for office use (Class B1a) with ancillary class A1, A3, D2 uses.

To the Windsor Street frontage, the proposals seeks to clear away the clutter of gates, barriers and outbuildings to create a new public square and main entrance facade for the building. This will increase permeability and ensure the new Charter Place is fully integrated into the surrounding public setting. The existing entrance is set back between two disconnected wings of accommodation. The removal of the gates and sentry out buildings allows an extension between the front wings allowing the front entrance to be drawn forward and address the newly created public square. This allows the new front entrance to be highly visible and visitors to the building are no longer presented with an un-welcoming gated and gloomy entrance. The new northern elevational treatment will compliment the conservation area.

On the Vine Street elevation, the proposal is to extend the central six bays of the Vine Street elevation forward on the footprint created by the original design intentions. These central bays are then extended to match the existing roof height of the building giving a total of six storeys. The existing extensive elevation is articulated using a horizontal proportion that relates to the proportions of all the other existing facades.

The internal office space created will flow around the existing cores and lifts to provide the flexibility demanded by modern tenants. To define this elevation and to address its future importance as a major entrance we propose a double storey order vertically whilst expressing the structural columns and six bays horizontally.

A glazed penthouse floor, set well back from the parapet will provide an excellent opportunity for meeting and conference rooms and/or catering and executive facilities all with views. The principle of a penthouse screen at this level has already been established by the previous permission on the site.

The existing elevation has a central vertical glass feature including a small six storey atrium adjoining the lifts and cumulating in an expressed glazed barrel vault roof. This will be removed as it is inappropriate in design terms to introduce a vertical glass feature into the centre of this new facade as it would be purely decorative and serve no purpose.

The existing central courtyard will be replaced with an internal glazed street and covered atrium suitable for year round amenity. The form of the atrium roof will be articulated to provide north light to the interior and south facing inclined planes suitable for the installation of photo-voltaic panels.

The existing curtain walling will be removed in its entirety and replaced with a new and high performance facade with a more appropriated solid to glazed rating of 35-40%. This percentage ratio provides a balance between a facade delivering good quality daylight and

solar gain. This in turn will reduce the cooling load for the building and subsequent reduction in mechanical plant. The removal of the existing facade also gives rise to the opportunity of improving the building space planning grid.

Finally the intention is to utilise the new south entrance as the primary drop off and pick up for taxis and cars. This will reduce traffic to the congested north entrance and Charter Place.

3.3 Relevant Planning History

30675/APP/2000/2016 Charter Place Vine Street Uxbridge
ELEVATIONAL ALTERATIONS AND VARIATION OF CONDITION 3 (TO ALLOW ORIGINAL LANDSCAPING TO BE REPLACED) OF PLANNING PERMISSION REF.30675A81/1607 DATED 27/06/84; MIXED DEVELOPMENT

Decision: 02-07-2001 Approved

30675/APP/2005/2710 Charter Place Vine Street Uxbridge
ALTERATIONS TO NORTH AND SOUTH ENTRANCES

Decision: 18-11-2005 Approved

30675/APP/2005/620 Unit 1 And W/C Block To Rear Charter Place Uxbridge
CONVERSION OF PUBLIC CONVENIENCES TO BE USED IN CONJUNCTION WITH EXISTING ANCILLARY RETAIL UNIT (UNIT 1) TO FORM A SEPARATE RESTAURANT/SNACK BAR/CAFE USE (CLASS A3)

Decision: 28-07-2005 Approved

30675/APP/2005/621 Unit 1 And W/C Block To Rear Charter Place Uxbridge
CONVERSION OF PUBLIC CONVENIENCES TO BE USED IN CONJUNCTION WITH EXISTING ANCILLARY RETAIL UNIT (UNIT 1) TO FORM A SEPARATE CLASS B1(A) OFFICE

Decision: 28-07-2005 Approved

30675/APP/2005/622 Unit 1 And W/C Block To Rear Charter Place Uxbridge
CONVERSION OF PUBLIC CONVENIENCES TO BE USED IN CONJUNCTION WITH EXISTING ANCILLARY RETAIL UNIT (UNIT 1) TO FORM A SEPARATE RETAIL UNIT (CLASS A1)

Decision: 28-07-2005 Approved

30675/APP/2012/1157 Charter Place Charter Place Uxbridge
Refurbishment of Charter Place (Class B1(a)) including demolition of the existing marketing suite, construction of a new glazed atrium at the northern entrance and upgrades to the building's external envelope and services.

Decision: 27-09-2012 Approved

Comment on Relevant Planning History

The relevant history is listed above.

4. Planning Policies and Standards

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (July 2011)
Revised Early Minor Alterations to the London Plan (October 2013)
National Planning Policy Framework
Hillingdon Supplementary Planning Document - Accessible Hillingdon
Hillingdon Supplementary Planning Document - Noise
Hillingdon Supplementary Planning Document - Planning Obligations
Hillingdon Supplementary Planning Guidance - Air Quality
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Land Contamination

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.BE1 (2012) Built Environment
PT1.E1 (2012) Managing the Supply of Employment Land
PT1.E4 (2012) Uxbridge
PT1.E5 (2012) Town and Local Centres
PT1.EM1 (2012) Climate Change Adaptation and Mitigation
PT1.EM6 (2012) Flood Risk Management
PT1.EM8 (2012) Land, Water, Air and Noise
PT1.EM11 (2012) Sustainable Waste Management
PT1.HE1 (2012) Heritage
PT1.T1 (2012) Accessible Local Destinations
PT1.T3 (2012) North-South Sustainable Transport Links

Part 2 Policies:

AM2 Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7 Consideration of traffic generated by proposed developments.
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
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 AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): -
(i) Dial-a-ride and mobility bus services
(ii) Shopmobility schemes
(iii) Convenient parking spaces
(iv) Design of road, footway, parking and pedestrian and street furniture schemes
- AM14 New development and car parking standards.
- AM15 Provision of reserved parking spaces for disabled persons
- BE4 New development within or on the fringes of conservation areas
- BE8 Planning applications for alteration or extension of listed buildings
- BE10 Proposals detrimental to the setting of a listed building
- BE13 New development must harmonise with the existing street scene.
- BE15 Alterations and extensions to existing buildings
- BE18 Design considerations - pedestrian security and safety
- BE21 Siting, bulk and proximity of new buildings/extensions.
- BE24 Requires new development to ensure adequate levels of privacy to neighbours.
- BE25 Modernisation and improvement of industrial and business areas
- BE26 Town centres - design, layout and landscaping of new buildings
- BE38 Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
- LE1 Proposals for industry, warehousing and business development
- LE6 Major officer and other business proposals in town centres
- LE7 Provision of planning benefits from industry, warehousing and business development
- OE1 Protection of the character and amenities of surrounding properties and the local area
- OE3 Buildings or uses likely to cause noise annoyance - mitigation measures
- OE8 Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
- R2 Provision of recreation, entertainment and leisure facilities in Town Centres
- R17 Use of planning obligations to supplement the provision of recreation, leisure and community facilities
- LPP 2.15 (2011) Town Centres
- LPP 2.6 (2011) Outer London: vision and strategy
- LPP 2.7 (2011) Outer London: economy
- LPP 2.8 (2011) Outer London: Transport
- LPP 4.1 (2011) Developing London's economy
- LPP 4.2 (2011) Offices
- LPP 4.3 (2011) Mixed use development and offices
- LPP 4.7 (2011) Retail and town centre development
- LPP 5.1 (2011) Climate Change Mitigation

- LPP 5.2 (2011) Minimising Carbon Dioxide Emissions
- LPP 5.3 (2011) Sustainable design and construction
- LPP 5.4 (2011) Retrofitting
- LPP 5.7 (2011) Renewable energy
- LPP 5.9 (2011) Overheating and cooling
- LPP 5.10 (2011) Urban Greening
- LPP 5.11 (2011) Green roofs and development site environs
- LPP 5.13 (2011) Sustainable drainage
- LPP 6.1 (2011) Strategic Approach
- LPP 6.3 (2011) Assessing effects of development on transport capacity
- LPP 6.5 (2011) Funding Crossrail and other strategically important transport infrastructure
- LPP 6.9 (2011) Cycling
- LPP 6.10 (2011) Walking
- LPP 6.11 (2011) Smoothing Traffic Flow and Tackling Congestion and reducing traffic
- LPP 6.13 (2011) Parking
- LPP 7.1 (2011) Building London's neighbourhoods and communities
- LPP 7.2 (2011) An inclusive environment
- LPP 7.3 (2011) Designing out crime
- LPP 7.4 (2011) Local character
- LPP 7.5 (2011) Public realm
- LPP 7.6 (2011) Architecture
- LPP 7.8 (2011) Heritage assets and archaeology
- LPP 7.15 (2011) Reducing noise and enhancing soundscapes
- LPP 7.21 (2011) Trees and woodland
- LPP 8.1 (2011) Implementation
- LPP 8.2 (2011) Planning obligations
- LPP 8.3 (2011) Community infrastructure levy

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **30th May 2014**

5.2 Site Notice Expiry Date:- **30th May 2014**

6. Consultations

External Consultees

Consultation letters were sent to 154 local owner/occupiers on 08/05/2014. The application was also advertised by way of site and press notices. One response was received, seeking clarification of the management of the development.

ENVIRONMENT AGENCY:

We are not required to be consulted on applications where surface water flood risk is the only

constraint and we will not be providing any comments on this application

ENGLISH HERITAGE:

Our specialist staff have considered the information received and we do not wish to offer comments on this occasion. This application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice.

TRANSPORT FOR LONDON:

- The site of the proposed development is located on the A4020 Cross Street which forms part of the Strategic Road Network (SRN). TfL have a duty under the Traffic Management Act 2004 to ensure that any development does not have an impact on the SRN.
- The development is proposing a reduction in car parking spaces from 383 to 337, plus an increase in cycle parking provision from six spaces to 212, both of which is supported by TfL. If feasible TfL would however recommend that the proposed number of lockers is increased from 190 to 212 so there is one available for each cycle parking space.
- Details of the proposed servicing arrangements for the site have been included within the submitted Transport Assessment, however in order to formalise this TfL would recommend that the requirement to submit and implement a Delivery and Servicing Plan for the site is secured by condition.

In summary, TfL is satisfied the proposals will not result in an unacceptable impact on the SRN.

HEATHROW:

We have now assessed the application against safeguarding criteria and can confirm that we have no safeguarding objections to the proposed development.

NATS:

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Limited has no safeguarding objections to this proposal.

Internal Consultees

URBAN DESIGN AND CONSERVATION:

Charter Place, a locally listed building designed by Sir Frederick Gibberd and Partners, occupies a key site in Uxbridge Town Centre. Its large, triangular footprint is flanked on two sides by the Old Uxbridge and Windsor Street Conservation Area and it provides the backdrop for dozens of listed and locally listed buildings of late Medieval and Georgian date, with views through to the rear from the High Street and Windsor Street.

Extensive pre-application discussion at meetings has emphasised that this striking 1980's building is now looking shabby and dated, while its energy consumption does not comply with modern standards. The proposals, which will involve infilling part of the central courtyard, opening up the entrance on the Windsor Street frontage, extending the Vine Street elevation forwards and adding a glazed storey at roof level, are extensive, but the quality of the architectural detail, not shown to best advantage in the application drawings, has been persuasive.

Whilst the scheme in general is considered acceptable, the detailing of the window systems, the

nature of the glazed roof storey and the colour of the cladding material will be crucial to the overall acceptability of the scheme. There is also a potential issue with the end walls of the side wings. These have been shown as being covered with solid cladding, likely to seem too harsh in relation to the surrounding tight knit grain of the historic town. These end walls should preferably be clad with matching glazing systems, even though they house the lift and plant cores.

Recommendation:

Details of window systems, the glazed roof storey and the glazed cladding of the end walls of the side wings are required at this stage. Colour of cladding system could be conditioned as a detail.

Case Officer Comment:

Further information has been supplied that has satisfied the issues raised, together with additional design details. Details of materials will be reserved by a condition on any permission.

HIGHWAYS:

The development is for the refurbishment and extension of the existing office building to provide an additional 8,497sqm of floor area, with 1,000sqm to be used as either ancillary A1 Retail, A3 Restaurant/Cafe or D2 Assembly and Leisure uses. There is no change to the means of access to the site, which will remain as a one-way system from Cross Street, exiting onto Vine Street. Servicing of the site will be undertaken from the internal site access road as existing. In addition, 212 cycle parking spaces will be provided within the site.

As part of the proposals, the layout of the existing car park within the site will be reconfigured, which will result in a reduction of 15 parking spaces. In addition, the existing car parking located along the internal site access road will be reduced from 25 to 12 car parking spaces. As a result, the development will provide a total of 392 car parking spaces including 25 spaces for disabled users.

However, when reviewing the submitted Transport Statement (TS) and Addendum, it is noted that some of the parking spaces within the existing car park are substandard in size. As a result, it is considered that development will provide a total of 332 parking spaces including 19 spaces for disabled users.

Notwithstanding the above, when assessing the proposed car parking provision, it is noted that there is no requirement to provide additional car parking within the site. As a result, the proposed car parking provision is considered acceptable to serve the development. Furthermore, it is noted that the PTAL index within the area of the site is 5, which indicates very good accessibility to public transport facilities including by bus and rail.

When reviewing the likely multi modal trip generation at the site, the TS has used sample sites from within the TRAVL Database and local Census information. However, it is noted that the number of selected sample sites are limited and not all sites are representative. In addition, the TS assumes, that as there will be a reduction in the existing car parking provision within the site, there will be no increase in net vehicular trip generation, which is not accepted.

Nevertheless, it is considered that any increase in vehicle trips, as a result of the development, would not have a material impact along the local highway network.

Therefore, it is considered that the development will not be contrary to the Policies of the adopted Hillingdon Local Plan, 2012, Part 2, and an objection is not raised in relation to the proposals, provided that the details below are provided under a suitably worded planning condition or S106

agreement.

Conditions / S106 Requirements:

1. Prior to the commencement of the development, a Construction Management plan is required to be submitted and approved in writing by the LPA prior to commencement of any works at the site. The Traffic Management plan shall provide the details in relation to access (vehicular and pedestrian) and the parking provision for contracting staff and the delivery of materials during construction.
2. Prior to the occupation of the development, 10% (5% active and 5% passive) of all car parking spaces shall be provided with electrical charging points.
3. The objectives and initiatives identified within the submitted Travel Plan are required to be implemented upon first occupation of the development site. Within six months of occupation, the Travel Plan is required to be reviewed, which will include undertaking travel pattern surveys. Thereafter, the Travel Plan will be reviewed annually and updated in order to identify future initiatives that will be implemented.

Case Officer Comment:

Condition 1 is not considered necessary, as this is covered under other legislation. Condition 2 is recommended on any grant of permission, and condition 3 will be controlled by a S106 legal agreement.

ENVIRONMENTAL PROTECTION UNIT:

Noise:

Please can the following condition be added:

1. The LAeq,T noise level of any plant and/or machinery hereby approved and determined at the site boundary shall be at least 5 dB below the background noise level LA90,TT. The reference time T shall be 1 hour at any time during the day, evening or night.

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

Air Quality:

The air quality statement overall is ok for the most part with regard to building ventilation, but it doesn't look at energy NOx emissions from the building. The transport emissions for the operational phase of the development is indicated to be unchanged.

The construction phase impacts were not considered further as there would be less than 200 HDV movements increase per day. Dust impacts were considered to be negligible, provided the mitigation measures outlined in the assessment were followed.

The planning statement indicates in paragraph 6.37 'the proposed development incorporates a number of measures to minimise emissions to air.' I have to assume this refers to carbon reduction, and perhaps reduced energy use in general due to better building insulation only, as no real NOx reduction measures are indicated. The BREEAM assessment in the Energy Strategy & Sustainability Statement indicates zero credits out of 3 will be picked up NOx emissions from heating source. How will they go about reducing NOx emissions? What are they comparing it to?

The lack of CHP is noted in the air quality assessment but it is not clear what the emissions from the existing or new boiler will be. This will help to determine if emissions could or need to be reduced, but also because the 'proposed' drawings (note I couldn't identify the flue location on the 'existing' drawings) appears to show the flue located between two areas of external plant which are assumed to be part of the ventilation system. Could they please clarify if this is correct and the thinking behind the layout, the flue height above the ventilation units and also if NOx emissions from the flue was considered alongside background NOx/NO2 at this location and found to be ok? Could they then also clarify the location of the air inlet? If the ventilation units on the roof are not air inlets, it shouldn't be a problem. The air quality assessment referred to the ventilation being located on the northern side of the site and also refers to openable windows on the northern facade, so clarification is needed.

The Energy Strategy & Sustainability Statement also refers to assumptions being made about the boiler on site working at 95 per cent efficiency, and the heating for the office would be supplied by a high efficiency boiler central heating system. If this is likely to be the case, I'm going to assume a new boiler will be needed. They need to ensure they get a low or ultra low NOx boiler so NOx emissions are reduced as far as feasible. Absolute minimum requirement would be that it can meet the 'air quality neutral' building emissions benchmark as set out in the GLA SPG on Sustainable Design and Construction. Ideally, they would need to bring the NOx emissions down to pick up 2 to 3 points under BREEAM.

We could condition for the ventilation (ingress of polluted air), so relevant details can be submitted then. I am assuming as 'services' are referred to in the planning application, we can condition for a new boiler. Is this correct? Could you please clarify if these details can be addressed by condition, or if it needs to be resolved now.

Case Officer Comment:

Further to the receipt of additional information, the Council's EPU Officer has stated it is acceptable to leave out the ingress of polluted air condition as the building will continue to be mechanically ventilated, and also not going to be for a residential use.

However, to ensure a low NOx boiler is installed at the site to reduce building emissions (nothing in the original submission to indicate this will happen, other than what is in the email below) the following condition is advised.

Air Quality Condition 1 - Details of Energy Provision:

Prior to the installation of any plant, boilers or machinery for energy provision, full details of any plant, machinery or fuel burnt as part of the energy provision, together with the location and height of the flue for the development, shall be submitted to and approved by the Local Planning Authority. This shall include pollutant emission rates at the flue with or without mitigation technologies. The use of ultra low NOx emission gas CHPs and boilers is recommended. The development should as a minimum be 'air quality neutral' and demonstrably below the building emissions benchmark for this type of development.

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

If any soils should be imported as part of the landscaping works, and to ensure the existing soils are suitable for use, the following soil condition is recommended for inclusion in any permission given.

Condition to minimise risk of contamination from garden and landscaped area:

All imported soils used for landscaping purposes shall be clean and free of contamination.

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

TREES AND LANDSCAPING:

Landscape Character/Context:

The site is occupied by a 1980's office block which has a relatively restricted main northern entrance, opposite St Margaret's Church, onto Windsor Street in Uxbridge Town Centre. There is also a southern entrance onto Vine Street. The 1.24Ha site is bounded to the north-west and north-east by the Old Uxbridge and Windsor Street Conservation Area which contains locally listed buildings. The building varies between three and five storeys in height and is set around a square courtyard.

The existing landscape features include a formal grove of ornamental pear tree at the Windsor Street entrance, ground level planting including pollarded London Planes and birch around the southern elevation (fronting onto Vine Street and the roundabout), and the building is raised on series of terraces with podium level planters, some of which have failed or are now empty. The brick retaining walls which support the terraces and step up to the podium on which the building sits is visually dominant as is the free-standing brick wall with railings around the southern boundary. These details appear defensive and citadel-like.

The visual contribution of selected trees around the site has been recognised by the Council which protected them by inclusion in Tree Preservation No. 538. These trees contribute to the original design and setting of the building and contribute to the street scene and public realm. According to the TPO schedule, the protected trees which currently remain on site include London Planes T3 (T250), T5 (T26), T8 (T30), T10 (T31) and the group of 10No. ornamental pears G1 (T8-T17).

Proposal:

The proposal is to refurbish and extend the existing office building (Class B1a) with up to 1000sqm of ancillary Class A1, A3, D2 uses, including a 6-storey extension to the Vine Street elevation, a 3-storey extension to the Windsor Street elevation, and an extension at roof level, together with revised parking and servicing arrangements, enhanced landscaping and associated public realm improvements.

Considerations:

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

- A Tree Survey, Arboricultural Impact Assessment and Tree Protection Plan, by Treework Environmental Practice (TEP) has assessed 38No. individual specimens, in accordance with the recommendations of BS5837:2012.
- According to the Tree Schedule, in Appendix 1, the assessment concludes that there are no grade 'A' (good quality and value) trees, 13No. grade 'B' (moderate), 23No. grade 'C' (poor) and 2No. grade 'U'. Table 1 in the main report summarises the grades of the 'Trees recorded on site' - which does not appear to tally with the Schedule in Appendix A. Aside from this detail, there is no objection to the conclusions of the tree assessments.
- Appendix B of the report provides a summary of the design / decision process which informs the tree retention / protection and removal strategy
- Appendix C provides a Tree Protection Plan, ref. 140416-CP-TPP-NC-1.3 and the Tree Constraints Plan, ref. 140416-CP-TCP-NC-1.1. This illustrates the tree categories, together with

root protection areas (RPA), canopy spreads and tag numbers.

- Appendix D provides details of Tree Protection Measures.
- The Tree Retention / Removal Plan, drawing No. 155-L02 confirms that the four protected London Planes (T25, T26, T30 and T31) on the southern boundary will be retained, together with a Holm Oak (C grade) and three 'C' grade trees in the north-east corner of the site.
- In section 5.0 Table 3 provides a schedule of 30No. trees which have been identified for removal with justification for removal falling into one of the following categories: to facilitate construction, inappropriate species for their location / causing structural damage / to facilitate project proposals. Most, but not all, of these trees are 'C' grade trees and 'U' - which would not normally be considered a constraint on development.
- On balance the removal strategy can be justified because the new / replacement planting proposals should inject new life and longevity into the landscape through an enhanced comprehensive landscape scheme.
- The Design & Access Statement confirms (section 5.06) that the 'defensive' railings will be removed around the southern perimeter as part of the soft landscape strategy to enhance the setting of the building and integrate it better with the public realm.
- The D&AS is reinforced by Turkington Martin's Landscape Strategy which analyses the existing landscape and sets out design objectives for the enhancement of the site.
- In addition to new /replacement tree planting, climbing and cascading plants are to be used adjacent to the retaining walls which will effectively create a green and attractive - plinth softening the existing brick facades.
- The re-design of the front courtyard to improve the access to the building and the relationship with Windsor Street necessitates the removal of the ornamental pear trees, several of which are in poor condition. Replanting of this area will enhance the new layout.
- A redundant area of land (and a former single-storey marketing office) fronting onto Cross Street (south-west corner of the site) will be incorporated into the landscape which will be a further significant improvement.
- The replanting of the terraces seeks to provide seasonal interest which can be seen and enjoyed both from the offices and the public realm.
- The Landscape Strategy also provides illustrative palettes of hard landscape materials and a range of specimen trees.
- Green roofs, using a combination of sedum and wildflower mixes, on the 3rd, 4th and 5th floors will provide attractive and valuable benefits to biodiversity and the ecology of this urban site.
- The landscape proposals are supported by document ref. 155-SF01 Planting Specification and a Landscape Management & Maintenance Plan.
- If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and local distinctiveness of the surrounding natural and built environment.

Recommendations:

This application has been subject to pre-application discussions with the landscape consultant. The information submitted reflects the outcome of the discussions. Some further details/minor amendments are required regarding plant selection, climbing plant supports, site perimeter treatments (where walls are to be removed) and tree pit detailing. These can be dealt with via a condition.

SUSTAINABILITY:

I have no objections to the proposed development subject to it proceeding in accordance with the submitted details.

One area of concern though relates to the overheating from solar gain. The Energy and Sustainability report does not make reference overheating which is a problem on the existing

building which was subject to planning discussions for the re-cladding to reduce solar gain.

I am therefore keen to ensure that this has been considered for the new proposals. I am surprised that, given the previous planning discussions, the report does not clearly reference how solar gain will be managed.

To that end, if there is time for the applicant to respond to this concern, I would welcome further discussion. However, if there is a need to determine the application shortly, then the following condition should be attached to any subsequent approval:

1. Prior to the commencement of development a sun path analysis should be submitted and approved in writing by the Local Planning Authority. The analysis shall determine the extent to which the building will benefit from solar gain and also the possibility of overheating. The analysis shall be accompanied by a report that proposes mitigation measures to manage solar gain to appropriate levels so as not to revert to excessive lighting or mechanical cooling. The development must proceed in accordance with the approved plans.

Reason: To ensure the development reduces overheating and the need for mechanical cooling in accordance with policy 5.9 of the London Plan.

In addition to the above, I believe this major large scale urban development provides an opportunity to include living walls within the design of the building at ground level and as part of the landscaping. The development is within an air quality management area and needs to improve opportunities for wildlife. Living walls and roofs can improve air quality, operate as carbon sinks and also be of importance for nature conservation. The following condition is therefore necessary:

2. Prior to commencement of development a scheme for the inclusion of living walls, 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, the locations of walls/screens as well as the methods of maintenance where necessary. The development should proceed in accordance with the approved plans.

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

Case Officer Comment:

A Sun Path Analysis has been subsequently submitted by the applicant. The Council's Sustainability Officer has confirmed that this is satisfactory, and the condition is no longer required.

The applicant has demonstrated that living walls are not possible for the development. However, living screens should still be investigated at ground floor level. As such, the following condition is recommended:

Prior to the occupation of the development a scheme for the inclusion of living screens at ground floor level 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, the locations of screens as well as the methods of maintenance where necessary. The development should proceed in accordance with the approved plans.

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

FLOODWATER MANAGEMENT:

Additional information has been received regarding this application. As a result of this I would be happy to recommend the standard SuDs condition.

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

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

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

- iv. incorporate water saving measures and equipment.
- 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 that surface water run-off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) Policy 5.12 Flood Risk Management of the London Plan (July 2011) and National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014). To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (July 2011), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (July 2011).

Case Officer Comment:

It has been confirmed by the applicant that the details required by such a condition have been submitted as part of the Flood Risk Assessment and addendum. As such, the Floodwater Management Officer has confirmed that this condition is no longer required.

WASTE:

Waste and recycling storage areas are shown on the plan which is good practice.

The application appears only to be for office use (B1), thus the separation of recyclable office waste (paper, cardboard, glass, and plastics is important). The existing development receives recycling collections from the Council.

One concern is the design of bin stores. The bin enclosures must be built to ensure there is at least 150 mm clearance in between the bulk bins and the walls of storage area. The size and shape of the bin enclosures must also allow good access to bins by people using them. The openings through which the bins are moved out for collection should allow clearance of 150 mm either side of the bin when it is being moved for collection.

The collectors should not have to cart a 1,100 litre bulk bin more than 10 metres from the point of storage to the collection vehicle (BS 5906 standard).

Case Officer Comment:

Additional clarification has been received from the applicant which satisfies the concerns of the Waste Officer.

ACCESS OFFICER:

No objections.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The proposal consists of the creation of additional office space to an existing commercial office building, together with the refurbishment and upgrade of the existing office floorspace. As such, the use of the site is not altering in character, and is considered to be a suitable use for a building within a town centre setting.

7.02 Density of the proposed development

No residential units are proposed as part of this application. As such, density is not relevant to the application.

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

The site is not located within a Conservation Area, Area of Special Local Character or Archaeological Priority Area, and there are no statutorily Listed Buildings on the site. However, the site adjoins the Old Uxbridge/Windsor Street Conservation Area to the north, east, and west. A number of listed buildings adjoin the site, the most prominent being the Market House and St Margaret's Church to the north. The building is locally listed.

The proposal would improve the external appearance of the building, and provide a more modern, fit-for-purpose office building. This is considered to be a positive impact on the building, and the wider town centre area, including the conservation area and listed buildings surrounding the site.

7.04 Airport safeguarding

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

7.05 Impact on the green belt

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

7.07 Impact on the character & appearance of the area

Policies BE13 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seeks to ensure that new development will complement and improve the character and amenity of the area.

Charter Place, a locally listed building designed by Sir Frederick Gibberd and Partners,

occupies a key site in Uxbridge Town Centre. Its large, triangular footprint is flanked on two sides by the Old Uxbridge and Windsor Street Conservation Area and it provides the backdrop for a number of listed and locally listed buildings with views through to the rear from the High Street and Windsor Street.

The envelope of the proposed building would remain, in the main, as existing, and would be extended to the north, between the two extending 'arms', and to the south. A glazed penthouse storey would also be added to the southern portion of the building, and the central courtyard would be infilled to create an atrium.

This building is flanked to the northwest by 2-3-storey buildings in Windsor Street, to the north by St Margaret's Church and the Market House (both listed), and to the east by 3-4-storey buildings on the High Street. Directly to the west is the 5-storey library building, together with similar height commercial buildings. To the south of the site across Vine Street are other 4-5 storey commercial buildings. The nearest residential properties lie to the southwest, some 40 metres across Hillingdon Road.

Extensive pre-application discussion at meetings has emphasised that this 1980's building is now looking shabby and dated, while its energy consumption does not comply with modern standards. The proposals are extensive, but the quality of the architectural detail has been persuasive. Whilst the scheme in general is considered acceptable, the detailing of the window systems, the nature of the glazed roof storey and the colour of the cladding material will be crucial to the overall resulting quality of the scheme.

The proposal seeks to create a high-quality, modern office environment, with improved sustainability features. It seeks to open up the Windsor Street frontage of the site to provide a more positive link with the town centre, and from the High Street to Windsor Street. High quality design, materials, and landscaping will serve to assist this aim, whilst ensuring the scheme does not impact on the nearby listed buildings, conservation area, or town centre area generally. The overall development is considered to be a well designed proposal which will have a positive impact on the visual amenities of the surrounding area, in accordance with policies BE13, BE25, and BE26 of the Hillingdon Local Plan.

7.08 Impact on neighbours

Policies BE20, BE21 and BE24 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seeks to ensure that new developments do not have a detrimental impact on the residential amenity of neighbouring occupiers through loss of light, dominance or loss of privacy.

The proposed extensions are not considered to be over-dominant when viewed in conjunction with the existing building, and the wider context of the site, with numerous large commercial buildings, and as such, is unlikely to impact on the visual amenities of neighbouring properties from loss of light, over-dominance or loss of privacy.

Policy OE1 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) states permission will not be granted for uses which are likely to become detrimental to the character or amenities of surrounding properties. Given the nature of the use of the building will not change as a result of this proposal, the scheme will not give cause to noise annoyance to surrounding properties.

It is not considered that there would be a material loss of amenity to neighbouring properties. The proposed development is considered to be consistent with policies BE20, BE21 and BE24 of the UDP.

7.09 Living conditions for future occupiers

The proposal is for an office building, accordingly there will be no future residential occupiers.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

Policies AM2 and AM7 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) are concerned with traffic generation, and access to public transport. Policies AM14 and AM15 are concerned with on-site parking.

The site has a PTAL of 5 and is located on the edge of Uxbridge Town Centre, less than 100 metres from Uxbridge Underground Station. There is no change to the means of access to the site, which will remain as a one-way system from Cross Street, exiting onto Vine Street. Servicing of the site will be undertaken from the internal site access road as existing. In addition, 212 cycle parking spaces will be provided within the site.

As part of the proposals, the layout of the existing car park within the site will be reconfigured, which will result in a reduction of 15 parking spaces. In addition, the existing car parking located along the internal site access road will be reduced from 25 to 12 car parking spaces. As a result, the development will provide a total of 392 car parking spaces including 25 spaces for disabled users. However, it is noted that some of the parking spaces within the existing car park are substandard in size. As a result, it is considered that development will provide a total of 332 parking spaces including 19 spaces for disabled users.

When assessing the proposed car parking provision, the Council's Highway Officer states that there is no requirement to provide additional car parking within the site. As a result, the proposed car parking provision is considered acceptable to serve the development. Furthermore, it is noted that the PTAL index within the area of the site is 5, which indicates very good accessibility to public transport facilities including by bus and rail.

It is noted that there may be some increase in trip generation as a result of the development. However, it is considered that any increase in vehicle trips would not have a material impact along the local highway network.

Therefore, it is considered that the development would not be contrary to the Policies of the adopted Hillingdon Local Plan, 2012, Part 2, and an objection is not raised in relation to the proposals, subject to a condition requiring electric vehicle charging points to be provided, and the securing of a travel plan as part of the S106 legal agreement.

7.11 Urban design, access and security

It is considered that there are no urban design or security issues arising from the proposal. Access is considered in other sections of the report.

7.12 Disabled access

The scheme would provide for an accessible building on all floors with the provision of DDA compliant lifts to access the extensions to the building. Level access is provided from the building to the external areas and to the car park. Disabled WC facilities will be provided and all new doors and finishes will fully comply with Part M of the Building Regulations. Accordingly the scheme is considered to be consistent with Policies R16 and AM15 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

7.13 Provision of affordable & special needs housing

No residential units are proposed as part of this application. As such, this is not relevant to the application.

7.14 Trees, landscaping and Ecology

Policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) seeks the retention and utilisation of topographical and landscape features of merit and the provision of new planting and landscaping wherever it is appropriate.

The existing landscape features include a formal grove of ornamental pear tree at the Windsor Street entrance, ground level planting including pollarded London Planes and birch around the southern elevation, and the building is raised on series of terraces with podium level planters, some of which have failed or are now empty. The brick retaining walls which support the terraces and step up to the podium on which the building sits is visually dominant as is the free-standing brick wall with railings around the southern boundary. These details appear defensive and citadel-like. The visual contribution of selected trees around the site has been recognised by the Council which protected them by inclusion in Tree Preservation No. 538. These trees contribute to the original design and setting of the building and contribute to the street scene and public realm.

The submitted tree assessment concludes that there are no grade 'A' (good quality and value) trees, 13No. grade 'B' (moderate), 23No. grade 'C' (poor) and 2No. grade 'U'. The Council's Tree Officer has stated there is no objection to the conclusions of the tree assessments. The Tree Retention / Removal Plan confirms that the four protected London Planes on the southern boundary will be retained, together with a Holm Oak (C grade) and three 'C' grade trees in the north-east corner of the site.

A schedule of 30No. trees have been identified for removal, with justification for removal falling into one of the following categories: to facilitate construction, inappropriate species for their location / causing structural damage / to facilitate project proposals. Most, but not all, of these trees are 'C' grade trees and 'U' - which would not normally be considered a constraint on development. On balance the removal strategy can be justified because the new / replacement planting proposals should inject new life and longevity into the landscape through an enhanced comprehensive landscape scheme.

The Design & Access Statement states that the 'defensive' railings will be removed around the southern perimeter as part of the soft landscape strategy to enhance the setting of the building and integrate it better with the public realm. In addition to new /replacement tree planting, climbing and cascading plants are to be used adjacent to the retaining walls which will effectively create a green and attractive plinth, softening the existing brick facades.

The re-design of the front courtyard to improve the access to the building and the relationship with Windsor Street necessitates the removal of the ornamental pear trees, several of which are in poor condition. Replanting of this area will enhance the new layout. A redundant area of land (and a former single-storey marketing office) fronting onto Cross Street (south-west corner of the site) will be incorporated into the landscape which will be a further significant improvement. The replanting of the terraces seeks to provide seasonal interest which can be seen and enjoyed both from the offices and the public realm.

Green roofs, using a combination of sedum and wildflower mixes, on the 3rd, 4th and 5th floors will provide attractive and valuable benefits to biodiversity and the ecology of this urban site.

It is considered that trees to be retained on the site should be protected via condition. An additional condition is also recommended to ensure future landscaping arrangements are acceptable. Subject to these conditions, it is considered that the proposal which would

achieve appropriate outcomes in terms of policy BE38.

7.15 Sustainable waste management

London Plan policies 5.16 and 5.17 requires adequate provision of refuse and recycling facilities for new development and for their location to be appropriate in terms of enabling ease of collection from the site.

The application is accompanied by plans provides details of a dedicated space within the building allocated to store the bins for refuse and recycling. The bin area is an enclosed area to the north of the building, and will be accessed via the existing loading bay area (which is to be moved more centrally on the site).

The level of waste and recycling store provision, its location and means of collection by refuse vehicles is considered to comply with the Council's requirements. As such, the scheme is considered satisfactory and complies with the standards set out in London Plan policies 5.16 and 5.17.

7.16 Renewable energy / Sustainability

Policy 5.2 of the London Plan (July 2011) requires development proposals to make the fullest contribution possible to reducing carbon emissions. Every major development proposal should be accompanied by an energy assessment demonstrating how the targets for carbon dioxide emissions reduction will be met within the framework of the energy hierarchy. Boroughs are also encouraged to require energy assessments for other development proposals where appropriate.

In accordance with this policy the applicant has submitted an Energy Statement to demonstrate how the London Plan objectives will be met. The proposal features both passive and active design features including low U-value materials, low energy lighting with occupancy sensing and daylight controls, high efficiency boiler, high efficiency chillers, and high efficiency heat recovery systems. Photovoltaic panels would be provided on the roof of the building to provide a portion of the site's energy needs through the use of a renewable energy. These measures aim to achieve a 32% reduction in carbon dioxide emissions above Part L of the Building Regulations, for the building, which is marginally below the London Plan requirement of 40%. However, it is noted that the proposal is in the main a refurbishment, so this is considered to be a satisfactory gain given the constraints of the existing building envelope.

London Plan policy 5.11 states that major development proposals should provide green roofs. Restrictions due to the existing building form mean that the green roof provision is limited, however a small amount of green roof is proposed. The development also proposes green screening to the lower levels of the building. As such, the proposed scheme is considered to comply with relevant London Plan policies.

7.17 Flooding or Drainage Issues

The site does not fall within a flood zone and no issues relating to flooding have been identified.

London Plan policy 5.13 states that development proposals should use sustainable urban drainage systems (SUDS) unless there are good reasons for not doing so. Given the scale of the development, it is considered that additional water efficiency measures should be incorporated into the scheme, in accordance with London Plan policy. This would be required by way of condition ensuring the development is carried out in accordance with the details included within the submitted Flood Risk Assessment.

7.18 Noise or Air Quality Issues

The Council's Environmental Protection Unit has been consulted on the application and raises no objection on noise or air quality subject to appropriate.

7.19 Comments on Public Consultations

No objections were received on the application.

7.20 Planning obligations

Should the application be approved, a range of planning obligations would be sought to mitigate the impact of the development, in line with saved policy R17 of the Council's Unitary Development Plan.

The obligations sought are as follows:

1. Highways: To secure all necessary highways works as required.
2. Travel Plan: Securing a Travel Plan, including a £20,000 bond.
3. Public Realm: A scheme of works to the Windsor Street / Charter Place area to be agreed between the Developer and the Council, to be carried out at the applicant's expense.
4. Construction Training: Either a financial contribution, or an in-kind scheme delivered during the construction phase of the development, should be secured (in either event the 'obligation' should be delivered equal to the formula of £2,500 for every £1 million build cost + $14/160 \times £71,675$ = total contribution).
5. Project Management and Monitoring Fee: a financial contribution equal to 5% of the total cash contributions towards the management and monitoring of the resulting agreement.

Should the application be approved after the Council's Community Infrastructure Levy (CIL) charge comes into effect on 1 August 2014, obligation 5 would be deleted, as this is covered under the Council's CIL, which would then be payable on the new floorspace created at a rate of £35 per square metre for the office floorspace.

In addition to the Council's S106 contributions and CIL requirements, the Mayor of London's CIL has introduced a charging system within Hillingdon of £35 per square metre of gross internal floor area to be paid to the GLA to go towards the funding of Crossrail. This application is liable for the Mayor's CIL with respect to new floorspace being created.

7.21 Expediency of enforcement action

No enforcement action is required in this instance.

7.22 Other Issues

CONTAMINATION:

As soils are likely to be imported as part of the landscaping works, to ensure the existing soils are suitable for use, an imported soils condition is recommended for inclusion in any permission given.

8. Observations of the Borough Solicitor

GENERAL

Members must determine planning applications having due regard to the provisions of the development plan so far as material to the application, any local finance considerations so

far as material to the application, and to any other material considerations (including regional and national policy and guidance). Members must also determine applications in accordance with all relevant primary and secondary legislation.

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

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

PLANNING CONDITIONS

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

PLANNING OBLIGATIONS

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

EQUALITIES AND HUMAN RIGHTS

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

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

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

9. Observations of the Director of Finance

None.

10. CONCLUSION

The proposed development is considered to be in keeping with the character and appearance of the site, and the town centre area, and would not have any significant detrimental impact on the visual amenities of the surrounding area. It would not have any significant detrimental impact on the amenity of the nearest residential occupants and would not result in such an increase in traffic or parking demand such that it would have an unacceptable impact on the surrounding road network sufficient to justify refusal.

The applicant has demonstrated that the proposal will achieve high levels of accessibility and London Plan standards relating to sustainability and carbon reductions have been achieved.

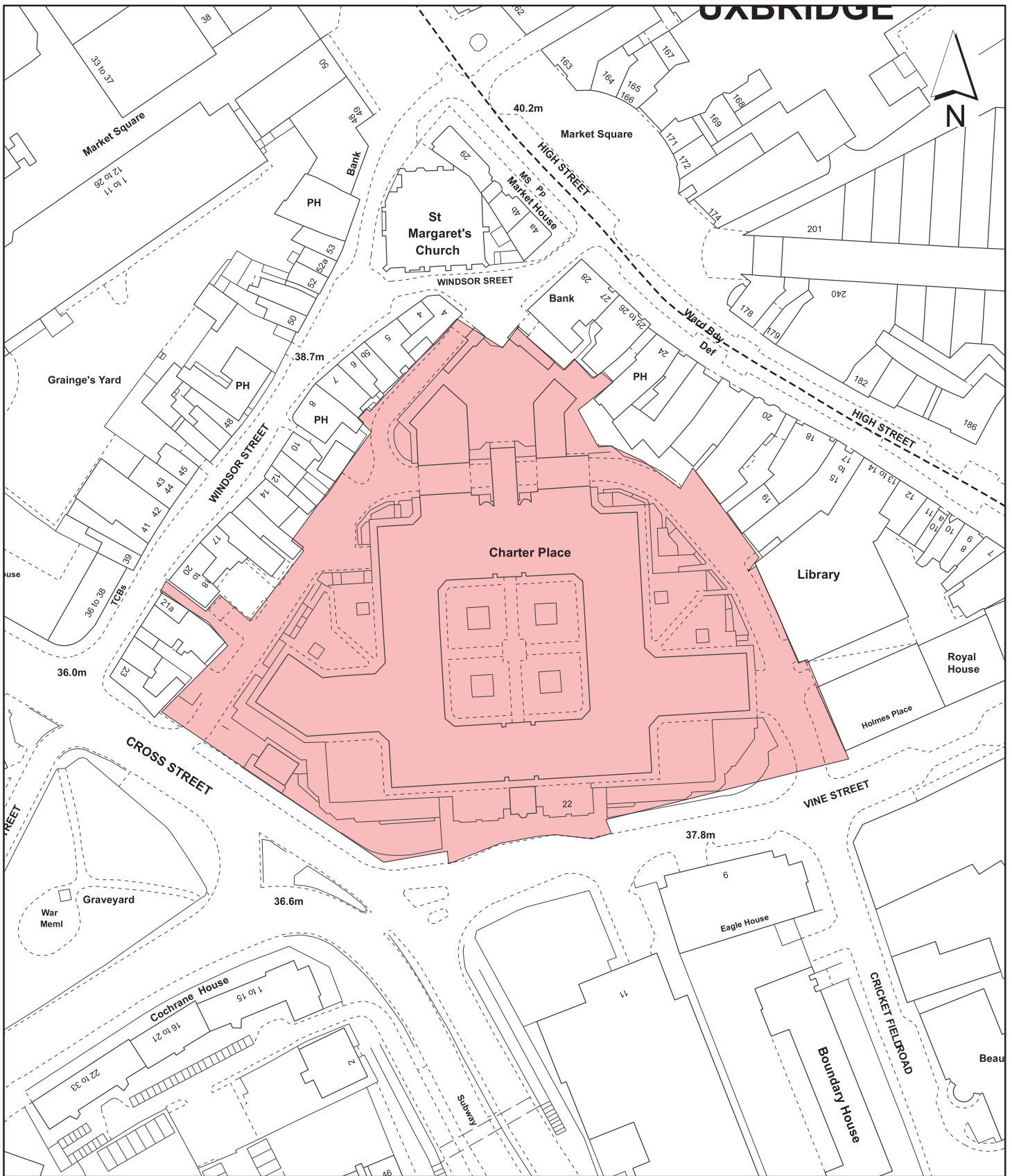
In view of the above, the proposal is considered to comply with relevant national, regional and local planning policy and, as such, approval is recommended, subject to the completion of a S106 Legal Agreement.



11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (July 2011)
Revised Early Minor Alterations to the London Plan (October 2013)
National Planning Policy Framework
Hillingdon Supplementary Planning Document - Accessible Hillingdon
Hillingdon Supplementary Planning Document - Noise
Hillingdon Supplementary Planning Document - Planning Obligations
Hillingdon Supplementary Planning Guidance - Air Quality
Hillingdon Supplementary Planning Guidance - Community Safety by Design
Hillingdon Supplementary Planning Guidance - Land Contamination

Contact Officer: Adam Flynn

Telephone No: 01895 250230



<p>Notes</p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.</p> <p>© Crown copyright and database rights 2014 Ordnance Survey 100019283</p>	<p>Site Address</p> <p style="text-align: center;">Charter Place Vine Street Uxbridge</p>		<p>LONDON BOROUGH OF HILLINGDON</p> <p>Residents Services Planning Section</p> <p>Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p style="text-align: center;">30675/APP/2014/1345</p>	<p>Scale</p> <p style="text-align: center;">1:1,250</p>	
	<p>Planning Committee</p> <p style="text-align: center;">Major Page 163</p>	<p>Date</p> <p style="text-align: center;">July 2014</p>	
		 HILLINGDON LONDON	

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Report of the Head of Planning, Sport and Green Spaces

Address 21 HIGH STREET YIEWSLEY

Development: Erection of part 4, part 5 storey building to provide 51 self-contained residential units (22 x 1 bedroom and 29 x 2 bedroom) and two retail units Use Class A1 and one restaurant/ cafe Use Class A3 with 47 car parking spaces, 4 motorcycle spaces and 52 cycle parking spaces, communal and private amenity areas and landscaping works.

LBH Ref Nos: 26628/APP/2014/675

Drawing Nos: Title Register Plan
010-00
702-01
700-01
Elevation 3 and 4 - 2281-PL-301-01
Amenity Areas 270-01
Roof Plan 205-01
5th Floor - 204-02
4th Floor - 203-02
3th Floor - 202-02
stackers detail amended - Klaus Triple Stackers 58650230
MEDIUM AND LARGE CAR SWEPT PATHS - SK07
SK08 - ALTERNATIVE PARKING ARRANGEMENT
Preston Bennet Feb 2014
1st Floor Plan - 200-03
2nd Floor Plan - 201-01
Level 0 Floor Plan - 209-02
Appendices Preston Bennet Feb 2014

Date Plans Received: 28/02/2014 **Date(s) of Amendment(s):**

Date Application Valid: 24/03/2014

1. SUMMARY

Planning permission is sought for a mixed-use development providing a total of 51 new private residential apartments (22 x 1-bed and 29 x 2-bed) within a part four part five storey L-shaped block arranged alongside the High Street and the Grand Union Canal. The scheme would also provide three units with a combined 335m² of commercial floorspace at High Street and Grand Union Canal levels, flexibly designed and capable of accommodating a full range of town centre compatible commercial uses/activities.

The site is located within the Secondary Shopping Frontage of the Yiewsley/West Drayton Town Centre, and in close proximity to the West Drayton Rail Station. The Grand Union Canal forms the site's northern boundary and the High Road is to the east. An existing residential building is located adjacent to the site to the west. The site is currently cleared and vacant but was previously used for office purposes.

A scheme for the re-development of the site with a mixed use development comprising a 44-unit apartment hotel, 1,320 m² of office space and 135 m² restaurant/bar, with associated access, car parking and landscaping was granted planning permission in 2010 at appeal.

The current proposal for the redevelopment of the site with a residential led mixed use building with a similar scale to the previously approved scheme is considered to be acceptable in this location and will represent an enhancement to the Yiewsley/West Drayton Town Centre. The building itself is considered to considerably improve the appearance of the existing site as the proposal is for a high quality contemporary design development which would enhance the appearance of the streetscene whilst respecting the setting of adjacent buildings and the area's natural features.

The proposed mix of uses is welcome in principle as the proposal would provide a good level of employment and retail opportunities within the site through the new commercial uses at first floor level. It is considered that the proposal would provide an increase in modern and flexible retail floor space, which would promote, in turn, a greater footfall to the site and increase the vitality of this part of the town centre.

The height and bulk on this site can satisfactorily be accommodated in this town centre location without appearing overbearing on the surrounding area and will not unacceptably detract from the amenities of adjoining occupiers by reason of loss of light, privacy or outlook. Indeed, the height bulk and massing are consistent with those considered acceptable in the previously approved scheme. The proposal would not cause unacceptable harm to neighbouring occupiers through increased noise, disturbance or fumes.

The site has good access to public transport including local services and facilities in the vicinity of the site. The proposal is acceptable with respect to highway and pedestrian safety or traffic flows.

There are existing trees within the site which are worthy of retention and additional landscaping and biodiversity improvements can be secured by condition.

The scheme includes a range of energy efficient measures and the proposed sustainability measures will enable a reduction in CO2 emissions together with the production of onsite renewable energy. The development will also achieve Code 4 Sustainable Homes and Lifetime Homes accreditation. The Council's Sustainability officer is satisfied with the development in this respect.

Therefore, it is recommended that the application is approved subject to the conditions and the satisfactory completion of a section 106 Legal Agreement securing affordable housing monetary contributions towards the funding of additional school places, health provision, public realm improvements, air quality monitoring, libraries and construction training.

2. RECOMMENDATION

That delegated powers be given to the Head of Planning, Green Spaces and Culture to grant planning permission subject to the relevant conditions set out below:

A)(1) That prior to the Council's Community Infrastructure Levy coming into force, the Council enters into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or other appropriate legislation to secure:

i. Affordable Housing: that the scheme to be delivered with 5 units as Affordable with the tenure to be agreed.

- ii. Education: a contribution in the sum of £123,825.00 is sought.
- iii. Health: a contribution in the sum of £16,622.00 (£216.67 x 76.72) is sought.
- iv. Libraries: a contribution in the sum of £1,762.00 is sought.
- v. Public Realm/Town Centre: a contribution in the sum of £10,000 is sought.
- vi. Canalside improvements: a contribution in the sum of £20,000.00 is sought.
- vii. Air Quality: a contribution in the sum of £25,000 is sought.
- viii. Construction Training: either a contribution equal to the formula (£2,500 for every £1m build cost number of units/160 x£71,675 = 22,821.00 Total Contribution) or an in kind training scheme equal to the financial contribution delivered during the construction period of the development. As discussed our preference is for an in kind scheme to be delivered.
- ix. The provision of a travel plan including £20,000.00 Bond
- x. Project Management and Monitoring Fee: a contribution equal to 5% of the total cash contributions secured from the scheme to enable the management and monitoring of the resulting agreement, is sought.

or

A)(2) That following the Council's Community Infrastructure Levy coming into force, the Council enters into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or other appropriate legislation to secure:

- i. Affordable Housing: that the scheme to be delivered with 5 units as Affordable with the tenure to be agreed.
- ii. Canalside improvements: a contribution in the sum of £20,000.00 is sought.
- iii. Air Quality: a contribution in the sum of £25,000 is sought.
- iv. The provision of a travel plan including £20,000.00 Bond

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

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

D) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised before 28/07/2014, or such other date as agreed by the Head of Planning, Green Spaces and Culture, delegated authority be given to the Head of Planning, Green Spaces and Culture to refuse planning permission for the following reason:

'The applicant has failed to provide contributions towards the improvement of services and the environment as a consequence of demands created by the proposed development (in respect of construction training and air quality). The proposal therefore conflicts with Policy R17 of the adopted Local Plan and the Council's Planning Obligations SPD and Air Quality SPG.'

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

F) That should the application be approved following the Council's Community Infrastructure Levy coming into force, the applicant shall pay the required levy on the additional floorspace created.

G) That if the application is approved, the following conditions be imposed:

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 702-01, 700-01, 270-01, 205-01, 204-02, 203-02, 202-02, 200-03, 201-01, 209-02 & 010-00 and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

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

3 COM5 General compliance with supporting documentation

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

The recommendations in the Planning Noise Assessment by Noise Solution Ltd February 2014, Ground levels indicated in the Topographical Survey by EAS, recommendations in the Air Quality Assessment Bureau Veritas January 2014, recommendations in the Flood Risk Assessment and Drainage Strategy EAS February 2014, recommendations in the Transport Statement January 2014 EAS Transport Planning, Geo-Environmental Report Wde Consulting April 2014 & measures recommended in the Energy And Sustainability Statement OG Energy Ltd 23 March 2014.

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

REASON

To ensure that the development complies with the objectives of Policies . Specify Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

4 COM6 Levels

No development shall take place until plans of the site showing the existing and proposed ground levels and the proposed finished floor levels of all proposed buildings have been submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and 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)

5 NONSC Non Standard Condition

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

REASON

To restrict access onto the public highway where it is necessary in the interest of highway safety in accordance with policy AM7 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

6 NONSC Non Standard Condition

The development shall not be occupied until full details of the proposed vehicular access have been provided in a manner to be agreed in writing with the Local Planning Authority; and only the approved details shall be implemented. The details of the vehicular access shall include details of the pedestrian/vehicle visibility splays of 2.4 metres by 2.4 metres on each side of the access, the depth measured from the back of the footway and the widths outwards from the edges of the access and thereafter permanently retained; no fence, wall or other obstruction to visibility exceeding 0.6 metres in height above the surface of the adjoining highway shall be erected within the area of the pedestrian visibility splays. The visibility splays shall thereafter be permanently maintained.

REASON

To ensure that the proposed development does not interfere with the free flow of traffic and conditions of safety on the public highway in accordance with policy AM7 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

7 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).

8 NONSC Non Standard Condition

No development shall take place until plans, manufactures details and a scheme for the maintenance of the 10 car parking stackers has been submitted to and approved in

writing by the Local Planning Authority. Thereafter the 10 car parking stackers shall be installed and maintained in accordance with the approved details in the locations shown on plan 209-202 for as long as the building remains in use. The details pursuant to this condition shall include a final parking layout with 53 parking spaces.

REASON

To ensure that the vehicular access, servicing and parking areas are satisfactorily laid out on site in accordance with Policy AM14 of the adopted Hillingdon Local Plan (November 2012) and Chapter 6 of the London Plan (July 2011).

9 NONSC Non Standard Condition

Notwithstanding the details submitted, full details of the physical measures to prevent overlooking between the inner corner flats, including the height, colour and material of balcony privacy screens shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to first occupation of the flats hereby approved and shall be retained thereafter.

Reason

To safeguard the amenity of future occupiers in accordance with policy BE24 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (November 2012).

10 COM7 Materials (Submission)

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

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

REASON

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

11 COM31 Secured by Design

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

REASON

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

12 RES16 Code for Sustainable Homes

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

The development must be completed in accordance with the principles of the design

stage certificate and the applicant shall ensure that completion stage certificate has been attained prior to occupancy of each dwelling.

REASON

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

13 NONSC Non Standard Condition

A statement demonstrating the measures that will be incorporated to ensure that the non residential uses, where applicable, will achieve a BREEAM rating of excellent shall be submitted for approval in writing by the Local Planning Authority. The scheme shall be completed in accordance with the approved details and thereafter maintained for the life of the development unless otherwise agreed in writing by the Local Planning Authority.

REASON

To ensure that the non-residential elements of the scheme are designed to incorporate energy efficiency and sustainability principles in compliance with the requirements of Policy 5.3 of the London Plan (July 2011).

14 COM10 Tree to be retained

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

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

REASON

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

15 COM8 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 COM9 Landscaping (car parking & refuse/cycle storage)

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

- 1. Details of Soft Landscaping
 - 1.a Planting plans (at not less than a scale of 1:100),
 - 1.b Written specification of planting and cultivation works to be undertaken,
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate
- 2. Details of Hard Landscaping
 - 2.a Refuse Storage for the commercial and residential elements of the scheme
 - 2.b Means of enclosure/boundary treatments
 - 2.c Hard Surfacing Materials
 - 2.d External Lighting
 - 2.e Other structures (such as play equipment and furniture)
- 3. Living Walls and Roofs
 - 3.a Details of the inclusion of living walls and roofs
 - 3.b Justification as to why no part of the development can include living walls and roofs
- 4. Details of Landscape Maintenance
 - 4.a Landscape Maintenance Schedule for a minimum period of 5 years.
 - 4.b Proposals for the replacement of any tree, shrub, or area of surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.
- 5. Schedule for Implementation

6. Other

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

6.b Proposed finishing levels or contours

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

REASON

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

17 NONSC Non Standard Condition

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

REASON

To ensure the proposed works do not have any adverse impact on the safety of waterway users and the integrity of the Navigation in accordance with policy OL21 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

18 NONSC Non Standard Condition

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

REASON

To encourage the use of the canal for transporting waste and bulk materials in accordance with Policy 2.17 of the the London Plan (July 2011).

19 NONSC Non Standard Condition

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

REASON

To determine the potential for pollution of the waterway and likely volume of water. Potential contamination of the waterway and ground water from wind blow, seepage or spillage at the site, and high volumes of water should be avoided to safeguard the waterway environment and integrity of the waterway infrastructure in accordance with policy OL21 Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

20 COM15 Sustainable Water Management

Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it follows the strategy set out in Flood Risk Assessment produced by EAS dated the 3/02/2014 and incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

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

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

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

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

REASON

To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (November 2012) Policy 5.12 Flood Risk Management of the London Plan (July 2011) and National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014). To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (July 2011 or Jan 2014), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (July 2011).

21 NONSC Non Standard Condition

Before the development is commenced details of any plant, machinery or fuel burnt, as part of the energy provision for the development shall be submitted for each unit to the LPA for approval. This shall include pollutant emission rates with or without mitigation technologies. The use of ultra low NOx emission gas CHPs and boilers is recommended.

REASON

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

22 NONSC Non Standard 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

(d) Before any part of the development is occupied, site derived soils and imported soils shall be independently tested for chemical contamination. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

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

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

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

REASON

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems and the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy OE11 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (November 2012).

23 NONSC Non Standard Condition

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

REASON

To ensure that the amenity of the occupiers of the proposed development is not adversely affected by road traffic noise in accordance with policy OE5 of the Hillingdon

Local Plan: Part 2 Saved UDP Policies (November 2012) and London Plan (July 2011) Policy 7.15.

24 NONSC Non Standard Condition

The development shall not begin until detailed drawings for the proposed wall fronting Bentinck Road has been submitted to and approved in writing by the Local Planning Authority. Unless otherwise agreed in writing the proposed wall shall not exceed 3 metres in height and shall include regular and even gaps to allow visual permeability and interest. 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 safeguard the visual amenity of the surrounding area in accordance with policy OE1 of the Hillingdon Local Plan: Part 2 Saved UDP Policies (November 2012).

25 NONSC Non Standard Condition

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

REASON

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

26 NONSC Non Standard Condition

No cooking shall take place in the commercial part of the development until full details, with calculations, of the proposed fume/ odour extraction system have been submitted to and approved in writing by the Local Planning Authority, unless otherwise agreed in writing. The submission shall include details of:

- (i) The extract fan, silencers, anti-vibration mounts, high velocity cowl, correctly sized carbon filter and electrostatic precipitator systems and any other items of plant;
- (ii) The velocity of air flowing through the cooker hood, the carbon filters, electrostatic precipitator and at the duct termination;
- (iii) The retention time of gases in the carbon filters;
- (iv) A maintenance schedule;

Before commencement of the approved ground floor use, the approved extraction system shall be installed on site in accordance with the approved details and shall be retained and maintained thereafter. Any variations thereafter shall be agreed in writing by the Local Planning Authority.

REASON

To safeguard the amenity of the future occupiers of the development and of occupiers of adjacent premises in accordance with Policy S6 Hillingdon Local Plan: Part 2 Saved UDP Policies (November 2012).

27 COM21 Sound insulation /mitigation

The development shall not begin until a scheme for the control of noise transmission

from the commercial premises to the residential units has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of sound insulation and other measures as may be approved by the LPA. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

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

28 COM25 Loading/unloading/deliveries

There shall be no loading or unloading of vehicles in connection with the commercial units, except between:-

[0800 and 1800] Mondays - Fridays

[0800 and 1300] Saturdays

Not at all on Sundays, Public or Bank Holidays.

REASON

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

29 COM22 Operating Hours

The restaurant/ cafe premises located on the north eastern corner of the building shall not be used except between 0800 hours and 2300 hours.

REASON

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

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

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

LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002

SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM18	Developments adjoining the Grand Union Canal - securing facilities for canal borne freight
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE13	New development must harmonise with the existing street scene.
BE14	Development of sites in isolation
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
S12	Service uses in Secondary Shopping Areas
H4	Mix of housing units
OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE32	Development proposals adjacent to or affecting the Grand Union Canal
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.
S6	Change of use of shops - safeguarding the amenities of shopping areas
R1	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
R6	Ancillary recreational facilities
LPP 2.15	(2011) Town Centres
LPP 2.7	(2011) Outer London: economy
LPP 3.10	(2011) Definition of affordable housing
LPP 3.11	(2011) Affordable housing targets
LPP 3.12	(2011) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 3.13	(2011) Affordable housing thresholds
LPP 3.3	(2011) Increasing housing supply
LPP 3.4	(2011) Optimising housing potential
LPP 3.5	(2011) Quality and design of housing developments
LPP 3.8	(2011) Housing Choice
LPP 3.9	(2011) Mixed and Balanced Communities
LPP 4.7	(2011) Retail and town centre development
LPP 4.8	(2011) Supporting a Successful and Diverse Retail Sector
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.10	(2011) Urban Greening
LPP 5.13	(2011) Sustainable drainage
LPP 5.21	(2011) Contaminated land
LPP 6.13	(2011) Parking
LPP 6.9	(2011) Cycling
LPP 7.1	(2011) Building London's neighbourhoods and communities
LPP 7.15	(2011) Reducing noise and enhancing soundscapes
LPP 7.19	(2011) Biodiversity and access to nature
LPP 7.2	(2011) An inclusive environment
LPP 7.21	(2011) Trees and woodland
LPP 7.24	(2011) Blue Ribbon Network
LPP 7.3	(2011) Designing out crime
LPP 7.30	(2011) London's canals and other rivers and waterspaces
LPP 7.4	(2011) Local character
LPP 7.6	(2011) Architecture
LPP 7.8	(2011) Heritage assets and archaeology
LPP 8.2	(2011) Planning obligations
LPP 8.3	(2011) Community infrastructure levy
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006

3 115 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.

4 158 Opportunities for Work Experience

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

Please contact: Mr Peter Sale, Chief Executive Officer, Hillingdon Training Ltd: contact details - c/o Hillingdon Training Ltd, Unit A, Eagle Office Centre, The Runway, South Ruislip, HA4 6SE Tel: 01895 671 976 email: petersale@hillingdontraining.co.uk

5 159 Councils Local Plan : Part 1 - Strategic Policies

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

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

6 11 Building to Approved Drawing

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

7 12 Encroachment

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

8 121 Street Naming and Numbering

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

9 13 Building Regulations - Demolition and Building Works

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

10 148 Refuse/Storage Areas

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

11 159 Councils Local Plan : Part 1 - Strategic Policies

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

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

12 160 Cranes

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

13

Wind Turbines can impact on the safe operation of aircraft through interference with aviation radar and/or due to their height. Any proposal that incorporates wind turbines must be assessed in more detail to determine the potential impacts on aviation interests. This is explained further in Advice Note 7, Wind Turbines and Aviation (available at <http://www.aoa.org.uk/policy-safeguarding.htm>).

14

New planting should seek to enhance biodiversity, by including appropriate species of known value to wildlife which produce berries and / or nectar. This may include selected native species but should not be restricted to them.

15

The applicant/developer should refer to the current "Code of Practice for Works affecting the Canal & River Trust" to ensure that any necessary consents are obtained

(<http://canalrivertrust.org.uk/about-us/for-businesses/undertaking-works-on-our-property>). "The applicant is advised that surface water discharge to the Navigation will require prior consent from the Canal & River Trust. Please contact Nick Pogson from the Canal & River Trust Utilities team (nick.pogson@canalrivertrust.org.uk).

16

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

3. CONSIDERATIONS

3.1 Site and Locality

The application site is located in a central position within the designated Yiewsley/West Drayton Town Centre. It is bounded by the Grand Union Canal to its north east and the High Street to the east and south. Bentinck Road is to its west and a 5 storey residential building was recently built to its north. The site is located within a five minute walk of the West Drayton Station, which provides regular overland rail services to London Paddington, with an average journey time of 20 minutes. The site is also within a 3 PTAL area indicating reasonable levels of public transport accessibility.

The site itself has a trapezoid shape and measures approximately 0.2 hectare, and, although it is currently vacant, it formerly comprised a three-storey 1980's brick-built office block and associated car parking. This building was demolished in 2009. Whilst relatively isolated, there are specimen of trees found along the High Street and Bentinck Road frontages which include one white beech with good visual amenity value located in the grass verge alongside Bentinck Road.

The site's immediate context is largely characterised by a mix of development ranging between 3 and 5-storeys in height and incorporating a mixture of retail, office, community and residential uses. Adjacent to the west is Union Wharf, a four storey residential block containing 38 residential flats. Directly opposite the application and beyond the Grand Union Canal, within the site formerly occupied by the Bentley's public house/club, works are currently under way to provide a building comprising 28 new self-contained residential units, and further beyond to the north, is the Morrisons Supermarket.

To the south east by the High Street, the townscape is largely characterised by a mix of retail, office and residential uses; and to the south west beyond Bentinck Road are service areas serving the rear of shops and residential properties along the High Street, and opposite Bentinck Road is the Global House with the Padcroft Works which are substantial office and factory buildings with outline planning permission for comprehensive residential re-development with buildings up to 7 storey high.

The site falls within the Yiewsley/West Drayton Town Centre, and the Hayes/West Drayton Corridor, as shown on the Hillingdon Unitary Development Plan Proposals Map.

3.2 Proposed Scheme

Planning permission is sought for a mixed-use development providing a total of 51 new residential apartments (22 x 1-bed and 29 x 2-bed), including five affordable units, within a part four part five storey L-shaped block arranged alongside the High Street and the

Grand Union Canal. The scheme would also provide three units with a combined 335m² of commercial floorspace at High Street and Grand Union Canal levels, flexibly designed and capable of accommodating a full range of town centre compatible commercial uses/activities.

The main entrance to the building is positioned to address the High Street while secure car and cycle parking is to be provided on site at ground floor level and to the rear of the site adjacent to Bentinck Road. There are 50 parking spaces, including 5 disabled space, and 4 motorcycle bays, dedicated to the residential units (ratio of 0.98 space per flat inclusive of visitor parking) plus 3 space for the commercial units and 51 cycle spaces. Servicing is entirely accommodated on site. The new access route into the site is to be positioned off Bentinck Road at the south western most edge of the site, located well clear of the junction with the High Street.

The development would have a canal side and upper floor roof terrace amenity spaces of sufficiently large dimensions to be able to offer a range of passive recreational activities as well as a 35m² outdoor siting area alongside the Grand Union Canal for the commercial unit located on the north eastern corner of the proposed building. All but seven of the 51 flats have their own private balcony.

Further detail:

The development comprises a distinct 5-6 storey 'building' with 51 flats. The building is set with an L-shape arrangement addressing the High Street and the Grand Union Canal and backing onto Bentinck Road. The ground floor is level with Bentinck Road and provides car and cycle parking and general servicing to the commercial units and a communal amenity area fronting the Grand Union Canal. The first floor is level with the High Street and provides three commercial units and the main entrance to the block of flats.

The highest part of the building is most appropriately located to the north eastern edge adjacent to the Grand Union Canal and Colham Bridge where it reads as a residential element in scale with adjacent development. To the eastern edge with the High Street, the building is at its lowest height at part 4 part 5 storey which reflects and respects the change in ground levels and the scale of the surrounding context.

The upper floor is proposed with 5 relatively shallow pitched roof profiles orientated towards the canal taking cues from the site's industrial past with the overall built form at roof level set back from the street and canal side edges to reduce the mass of the resulting terrace. The residential units occupy the first to fifth floors and are accessed via a recess fronting the High Street.

The principal communal entrance to the building fronts the High Street and is recessed into the elevation as to create a spacious atrium, which when seen together with the shop front designs and architectural articulation of the elevation itself creates an animated and active frontage appropriate within its High Street context.

In addition, the development proposes to reinstate the Foundation Stone of 1796 for Colham Wharf - Grand Union Canal, which was retrieved upon the demolition of the Harrier House in 2009. The stone remains in place in the brick site boundary wall along the High Street. However, the scheme seeks to incorporate it into the wall adjacent to the main entrance, giving it prominence and maintaining its historic location and context alongside the High Street near Colham Bridge.

Private balconies dominate the canal side frontage as well as the Bentinck Road and

inner facing elevations. Further communal amenity space is provided in the form of a communal roof terrace located on top of the building. The flat and south eastern facing roof slopes of the tallest element of the building will house the scheme's photovoltaic panels.

Communal access is also located at ground floor level to Bentinck Road servicing flats in the block as well as being the primary entrance for residents arriving by car/ bicycle or cycling. The block is also directly accessed via two lifts and a central stair core from the ground level car park. The flats all adhere to the space standards as prescribed in the London Plan Housing Design Guidance.

The residential units are all single aspect and, apart from the 7 flats facing the High Street, each has its own private balcony. The roof is to be a bio-diverse planted roof to which residents will not have access.

Commercial space is provided at ground and first floor level to the north eastern part of the site where the building most closely abuts the High Street with a two level 70m² cafe/ restaurant unit proposed with a 35m² wide seating out area fronting the canal. Two units further south with 160m² of combined floorspace are proposed alongside the High Street. The units are proposed with fascias above for advertisement and glazed shopping frontages.

The Car Park and Service Yard Gated access to the secure car park and service yard is via the south western edge of the site off Bentinck Road. There are 53 proposed car parking spaces of which 50 are dedicated to the residential element and 3 to the proposed three commercial elements. 5 of the spaces are designed to fully accessible standards. The majority of cars are parked under the body of the building with a row of 'outdoor' parking comprising double and triple stackers adjacent to the Bentinck Road edge. This row of parking spaces also contains 8 'stackers'- mechanical parking bays capable of accommodating 2 cars stacked one on the other while 2 triple stackers are proposed adjacent the Union Wharf building. These are mechanically controlled and each space, upper and lower, are able to be accessed independently of each other making for an efficient and effective parking device.

Tracking plans have been provided showing how refuse and other service vehicles can access and manoeuvre within the site, entering and leaving Bentinck Road in a forward movement.

Refuse will need to be manually hauled to the service road from the north eastern corner of the building in order for the refuse service to pick up within the required distance. This can be achieved via the adoption of a dedicated refuse management plan.

Secure cycle stores for 51 bicycles are provided in the southern corner of the site under the body of the building.

3.3 Relevant Planning History

26628/APP/2008/1922 21 High Street Yiewsley

Redevelopment of site to provide 1,472m² of office floorspace and a 46 apart hotel unit scheme (Outline application).

Decision: 14-10-2008 Withdrawn

26628/APP/2009/2284 21 High Street Yiewsley

Redevelopment of site for mixed use development comprising a 44-unit apartment hotel, 1,320 m² of office space and 135 m² restaurant/bar, with associated access, car parking and landscaping (Outline application for approval of access)

Decision: 05-01-2010 Refused **Appeal:** 03-12-2010 Allowed

26628/APP/2009/557 Harrier House, 21 High Street Yiewsley

Redevelopment of site for mixed use development comprising a 46 unit apartment hotel, 1.344sq metres of office space, with associated access, car parking and landscaping (Outline application)

Decision: 06-07-2009 Refused

26628/APP/2010/1382 21 High Street Yiewsley

Use of site as a 65 space car park for a temporary period of 2 years.

Decision: 08-09-2010 Approved

26628/APP/2013/2604 21 High Street Yiewsley

Reserved matters (appearance, landscaping, layout and scale) in compliance with conditions 2 and 4 of planning permission ref: APP/R5510/A/10/2130048 dated 03/12/2010 for Redevelopment of site for mixed use development comprising a 44-unit apartment hotel, 1,320 m² of office space and 135 m² restaurant/bar, with associated access, car parking and landscaping (Outline application for approval of access).

Decision: 10-12-2013 Approved

Comment on Relevant Planning History

Planning permission reference 26628/APP/2009/2284 was granted in 2010 for a mixed use scheme at the site comprising a five storey building containing a 44-unit apartment hotel over a restaurant/ bar fronting the canal and a 4 storey building comprising 1,320m² of office floorspace. Albeit with an improved design the current scheme has a similar bulk and mass to the this approved scheme.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

PT1.EM3 (2012) Blue Ribbon Network

PT1.EM6 (2012) Flood Risk Management

PT1.EM8 (2012) Land, Water, Air and Noise

Part 2 Policies:

LDF-AH	Accessible Hillingdon , Local Development Framework, Supplementary Planning Document, adopted January 2010
SPD-PO	Planning Obligations Supplementary Planning Document, adopted July 2008
SPG-AQ	Air Quality Supplementary Planning Guidance, adopted May 2002
SPG-CS	Community Safety by Design, Supplementary Planning Guidance, adopted July 2004
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM14	New development and car parking standards.
AM15	Provision of reserved parking spaces for disabled persons
AM18	Developments adjoining the Grand Union Canal - securing facilities for canal borne freight
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities
BE13	New development must harmonise with the existing street scene.
BE14	Development of sites in isolation
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
S12	Service uses in Secondary Shopping Areas
H4	Mix of housing units
OE1	Protection of the character and amenities of surrounding properties and the local area
OE11	Development involving hazardous substances and contaminated land - requirement for ameliorative measures
OE5	Siting of noise-sensitive developments
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE32	Development proposals adjacent to or affecting the Grand Union Canal
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.
S6	Change of use of shops - safeguarding the amenities of shopping areas
R1	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
R6	Ancillary recreational facilities
LPP 2.15	(2011) Town Centres
LPP 2.7	(2011) Outer London: economy
LPP 3.10	(2011) Definition of affordable housing
LPP 3.11	(2011) Affordable housing targets
LPP 3.12	(2011) Negotiating affordable housing (in) on individual private residential and mixed-use schemes
LPP 3.13	(2011) Affordable housing thresholds
LPP 3.3	(2011) Increasing housing supply
LPP 3.4	(2011) Optimising housing potential
LPP 3.5	(2011) Quality and design of housing developments
LPP 3.8	(2011) Housing Choice
LPP 3.9	(2011) Mixed and Balanced Communities
LPP 4.7	(2011) Retail and town centre development
LPP 4.8	(2011) Supporting a Successful and Diverse Retail Sector
LPP 5.1	(2011) Climate Change Mitigation
LPP 5.10	(2011) Urban Greening
LPP 5.13	(2011) Sustainable drainage
LPP 5.21	(2011) Contaminated land
LPP 6.13	(2011) Parking
LPP 6.9	(2011) Cycling
LPP 7.1	(2011) Building London's neighbourhoods and communities
LPP 7.15	(2011) Reducing noise and enhancing soundscapes
LPP 7.19	(2011) Biodiversity and access to nature
LPP 7.2	(2011) An inclusive environment
LPP 7.21	(2011) Trees and woodland
LPP 7.24	(2011) Blue Ribbon Network
LPP 7.3	(2011) Designing out crime
LPP 7.30	(2011) London's canals and other rivers and waterspaces
LPP 7.4	(2011) Local character
LPP 7.6	(2011) Architecture
LPP 7.8	(2011) Heritage assets and archaeology
LPP 8.2	(2011) Planning obligations
LPP 8.3	(2011) Community infrastructure levy

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **18th April 2014**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Site Notice: Erected 28th March 2014

Press Advertisement: 28th March 2014

Some 269 neighbouring households, amenity groups, and local businesses were notified of the proposal on 26th March 2014, by the close of the consultation period on 16th April 2014, three objections have been received on the grounds of traffic generation and concerns relating to the impact of too much development in Yiewsley/ West Drayton in general; and threat from further vacant retail units. The members of the Yiewsley & West Drayton Town Centre Action Group indicated their support for the proposed development and the retention of the original foundation stone of 1796 for Colham Wharf within the building's High Street frontage.

Case Officer Comment: The impact to the streetscene and highways and traffic generation are considered in the main body of the report.

ENVIRONMENT AGENCY

No objections to the development subject to sustainable surface water management preventing increased flood risk within the site and elsewhere.

RIVERS AND CANALS TRUST

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

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

The Trust has a range of charitable objects including:

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

After due consideration of the application details, the Canal & River Trust has the following

comments to make:

Canal elevation

We had concerns about the previously approved scheme's relationship with the canalside, which has not changed significantly in this application. We do not support the car parking abutting the canal, and feel that this prevents the development from properly integrating with the canalside. The waterside amenity area, bounded by the car park and accessed either through here or via an indirect route down narrow stairs and a lift from the floors above, makes it feel like a 'back yard' space, that seems unlikely to be well used.

We do acknowledge the improved relationship between the canal and the cafe at both road and canalside levels, which is beneficial and will provide some animation to the canalside. However, we consider that the sitting out area could utilise more of the canalside amenity space, or be shared with the flats, to make better use of this area and provide

The treatment between the canalside space and the car park area is not clear. We would like to see further details of this, and suggest a condition below.

Landscaping

We note that the previous wrought iron screen that was proposed between the canalside amenity area and the car park has been amended to a brick wall. We would recommend that this be planted to soften its urban appearance.

We would query if the timber decking is the most appropriate material adjacent to the canal, as this can become slippery if not properly maintained. The appeal decision required a waterway wall survey be carried out, and this and any associated repairs should be carried out prior to the area being landscaped, especially if this does involve decking, as it will be subsequently more difficult to maintain the wall.

We would like to see further details of lighting of the canalside elevation - no lighting should spill over the waterpace, which can adversely affect bats using it as a feeding corridor.

Sustainability

The Canal & River Trust encourages the use of the canal water for heating and cooling, and we note that the design and access statement refers to a heat pump using the canal. This heat exchange technology offers significant savings on energy costs and is a sustainable solution to power heating and air cooling units. For more information please see the attached fact sheet.

We would welcome the incorporation of brown or green roofs, and bat and bird boxes.

Offsite contributions

The proposed development would bring additional people to the area who will be keen to make use of the Grand Union Canal and its towpath as a convenient walking and cycling link, but also for everyday amenity use. While we support increased access to this resource, we would request appropriate mitigation towards the increased use of the towpath and canal environment, such as upgrading of the towpath, through a S106 agreement. We consider that a contribution of £40,000 would be appropriate to mitigate the development, which we would hope to pool with other funds as part of a larger project of works. We are also working towards a waterspace strategy for the Grand Union Canal within LB Hillingdon, as supported by the Hillingdon Canal Partnership, and the Council Leader. This will help direct appropriate canal works within the borough, to allow local communities to derive more benefit from this valuable asset. The previously approved scheme at this site was required to make a S106 contribution towards this, and we would support the current proposed development doing the same.

If the Council is minded to grant planning permission, it is requested that the following conditions

and informatives be attached to the decision notice (in addition to a S106 contribution as described above):

Conditions

1. Prior to the commencement of development hereby approved, full details of the proposed screening between canalside amenity space and car parking shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Canal & River Trust. The landscaping shall be carried out in accordance with the approved details.

Reason: To improve the appearance of the site when viewed from the waterside.

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

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

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

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

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

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

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

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

6. Prior to the commencement of the development hereby permitted, full details of any proposed lighting and CCTV scheme shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Canal & River Trust. The approved lighting and CCTV scheme should be implemented prior to first occupation of the development.

Reason: In the interest of crime prevention, ecology, visual amenity and the waterway setting.

Informatives

1. The applicant/developer should refer to the current "Code of Practice for Works affecting the

Canal & River Trust" to ensure that any necessary consents are obtained(<http://canalrivertrust.org.uk/about-us/for-businesses/undertaking-works-on-our-property>).

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

3. The applicant/developer is advised that any encroachment onto or surface water discharge into the canal, requires written consent from the Canal & River Trust, and they should contact the Canal & River Trust's Estates Surveyor, Jonathan Young (jonathan.young@canalrivertrust.org.uk) for more information.

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

Case Officer Comment: The comments and requests of the Canal and River Trust have been taken into account and the screening and planting proposed between the parking area and the canalside amenity area has been improved and where appropriate, conditions have been imposed. The monetary contribution agreed with the developer towards improvements to the canal matches the contribution that was considered acceptable in the previous scheme.

Subsequent comments received from the Canal & river Trust:

We would be happy to accept the £20,000 S106 you have negotiated, which would go towards enhancements to the canal environment in the vicinity.

NATS

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS has no safeguarding objections to the proposal.

BAA

We have now reviewed the application against safeguarding criteria and can confirm that we have no safeguarding objection to the proposed development.

NATURAL ENGLAND

Thank you for your consultation on the above dated 26 March 2014 which was received by Natural England on 26 March 2014. Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development. The Wildlife and Countryside Act 1981 (as amended)/The Conservation of Habitats and Species Regulations 2010 (as amended)

Natural England's comments in relation to this application are provided in the following sections.
Statutory nature conservation sites - NO OBJECTION

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

Protected species

We have not assessed this application and associated documents for impacts on protected

species. Natural England has published Standing Advice on protected species. The Standing Advice includes a habitat decision tree which provides advice to planners on deciding if there is a 'reasonable likelihood' of protected species being present. It also provides detailed advice on the protected species most often affected by development, including flow charts for individual species to enable an assessment to be made of a protected species survey and mitigation strategy.

You should apply our Standing Advice to this application as it is a material consideration in the determination of applications in the same way as any individual response received from Natural England following consultation. The Standing Advice should not be treated as giving any indication or providing any assurance in respect of European Protected Species (EPS) that the proposed development is unlikely to affect the EPS present on the site; nor should it be interpreted as meaning that Natural England has reached any views as to whether a licence may be granted.

If you have any specific questions on aspects that are not covered by our Standing Advice for European Protected Species or have difficulty in applying it to this application please contact us with details at consultations@naturalengland.org.uk.

Local sites

If the proposal site is on or adjacent to a local site, e.g. Local Wildlife Site, Regionally Important Geological/Geomorphological Site (RIGS) or Local Nature Reserve (LNR) the authority should ensure it has sufficient information to fully understand the impact of the proposal on the local site before it determines the application.

Biodiversity enhancements

This application may provide opportunities to incorporate features into the design which are beneficial to wildlife, such as the incorporation of roosting opportunities for bats or the installation of bird nest boxes. The authority should consider securing measures to enhance the biodiversity of the site from the applicant, if it is minded to grant permission for this application. This is in accordance with Paragraph 118 of the National Planning Policy Framework. Additionally, we would draw your attention to Section 40 of the Natural Environment and Rural Communities Act (2006) which states that 'Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity'. Section 40(3) of the same Act also states that 'conserving biodiversity includes, in relation to a living organism or type of habitat, restoring or enhancing a population or habitat'.

Landscape enhancements

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

We would be happy to comment further should the need arise but if in the meantime you have any queries please do not hesitate to contact us.

MINISTRY OF DEFENCE

No objections to the development.

THAMES WATER

No objection.

Internal Consultees

HIGHWAYS OFFICER

Site and Transport Network

The quantum of the development as provided in the Transport Statement is to develop the site into 51 flats (29x2 bed flats and 22x1 bed flats), c.130 sq.m cafe, and c.152 sq.m retail.

The site benefit from an existing planning permission for the construction of a 44 unit apartment hotel with 1320 square metres of office space and 135 square metres of restaurant/bar all with 35 car parking spaces.

The site is a corner plot, located on the northern side of the junction of High Street and Bentinck Road, located within the ward of Yiewsley. The area surrounding the site is a mixture of commercial and residential properties.

West Drayton rail station is located nearby to the southeast of the site and the location is served by 5 bus services. The station forms part of London's Crossrail route, which is planned to be operational in 2018. The station will therefore in future benefit from improved public transport, reduced travel times and improved rail connections with access to central and east London. The site has a PTAL rating of 3 (moderate), which would increase in future once the Crossrail is in operation.

In terms of the road network in proximity to the site, to the east is High Street, which is a Classified Road and is also designated as a Local Distributor Road within the Hillingdon Local Plan part-2. High Street provides access to the A408 and in turn the M4 and M25. Bentinck Road is one-way from its junction with High Street towards Tavistock Road. Bentinck Road, Tavistock Road, and other connecting roads are local access roads.

The site benefits from an existing vehicular access along Bentinck Road, which provides access to a disused parking area. There is also another vehicle crossover along Bentinck Road for a single parking space.

Traffic Impact

The sample sites chosen in the Transport Statement to estimate trip generation include a mixture of Inner London and Outer London sites. The sample as a whole is not considered to be entirely comparable with the application site to provide a robust estimate of the development's trip generation. Notwithstanding this, considering the size of development, on its own, it is not considered to result in a significant traffic impact on the surrounding road network.

Notwithstanding the above, the estimated daily trip generation for 51 flats is reported to be 261 two-way trips (136 in and 125 out). In that, the car driver trip generation is estimated to be 38 two-way (20 in and 18 out), including 5 morning peak and 5 evening peak car trips.

Accident Analysis

The applicant has not provided an assessment of the recorded road collisions in the surrounding area. However, an analysis of the recorded road accidents over a period of 3 years to 31st May 2012 was provided with the approved Padcroft development. The analysis showed that during the aforementioned three years period, there were a total of 47 collisions in the study area resulting in 52 casualties. The collisions included 1 fatal, 6 serious, and 45 slight injury accidents.

The fatal accident occurred in October 2011 and is reported to involve an elderly pedestrian crossing the road at a crossing without looking properly and not using the crossing properly. Overall the pattern of collisions was not found to have any common issues in connection with road

layout and/or vehicle speeds.

Access and Layout

The primary pedestrian access to the development will be gained from the High Street.

The existing access located at the north western side of the site along Bentinck Road will be retained. The layout of this access is required to be amended to accommodate swept paths for 7.5T delivery vehicles, which is particularly relevant for the proposed non-residential elements of the development.

This access will operate as the only vehicular access for the development with right in and right out manoeuvres. Adequate pedestrian visibility splays and sightlines will be provided, which are required to be maintained thereafter.

Layout of the access, including kerb details, signage, road marking, and visibility splays should be covered by way of a suitable planning condition.

The redundant second vehicular access along Bentinck Road should be stopped up and the footway reinstated. This should also be covered by way of a suitable planning condition.

A pedestrian refuge will be provided adjacent to the vehicular access. Surface car parking will be provided, which will be partly undercroft laid out as a shared surface area.

Parking

Servicing: A loading/unloading space is provided within the site.

Car parking: A total of 53 car parking spaces are proposed for the development. Based on the swept paths provided by the applicant, a number of parking spaces would have substandard turning space and therefore would require several back-and-forth vehicle movements in order to access and egress the parking spaces. Notwithstanding this, overall the parking ratio is considered to be acceptable.

The allocation of the parking spaces should be based on 1 space per retail unit and the remaining 50 spaces being allocated to the residential element. Alternatively, the parking allocated should be based on 1 space flat and the remaining 2 spaces being allocated for the non-residential element of the development.

Cycle parking: A minimum of 54 covered and secured cycle parking spaces should be provided with 51 spaces for the residential element and 3 spaces for the non-residential element to be allocated to individual units.

Motorcycle parking: A minimum of 3 spaces should be provided for motorised two-wheelers.

Construction Traffic

In case of any permission, a Construction Logistics Plan can be secured by way of a planning condition or s106 agreement. This should include (but not limited to):

Construction traffic generation by development;

Access routes;

Contractor parking;

Deliveries to avoid highway network peak hours and traffic sensitive hours;

Construction staff travel plan

Measures to manage localised priorities

Travel Plan

The applicant has not provided a Travel Plan. However, the Travel Plan can be secured and maintained through a planning condition and/or s106 agreement, as appropriate.

Conclusion

Subject to the issues discussed in the comments above being adequate covered by way of planning conditions/S106 agreement; no objection is raised on the transport aspect of the development.

Officer Comments: All issues raised by the highways engineer have been addressed by way of amended plans, conditions and a legal agreement.

SUSTAINABILITY OFFICER

I have no objections to the proposed development subject to it proceeding in accordance with the submitted details.

I also support the contribution for canal side improvements and expect these to encompass ecology improvements.

In addition, can you put the following condition on any subsequent approval:

Ecology Comments

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

Prior to commencement of development an ecological enhancement scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly detail measures to promote and enhance wildlife opportunities within the landscaping and the fabric of the building. The scheme shall aim to include an area of land dedicated to wildlife habitat. The development must proceed in accordance with the approved scheme.

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

ECOLOGY AND DRAINAGE

The site lies in Flood Zone 1, therefore I am happy that the Flood Risk Assessment demonstrates that water will be controlled on site to green field run off rates and therefore will recommend the following condition:

Prior to commencement, a scheme for the provision of sustainable water management shall be submitted to, and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate how it follows the strategy set out in Flood Risk Assessment produced by EAS dated the 3/02/2014 and incorporates sustainable urban drainage in accordance with the hierarchy set out in Policy 5.15 of the London Plan and will:

- i. provide information on all Suds features including the method employed to delay and control the surface water discharged from the site and:
 - a. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume.
 - b. any overland flooding should be shown, with flow paths depths and velocities identified as well as

any hazards, (safe access and egress must be demonstrated).

c. measures taken to prevent pollution of the receiving groundwater and/or surface waters;

d. how they or temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.

ii. provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues.

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

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

iii. incorporate water saving measures and equipment.

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

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

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

REASON: To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) Policy 5.12 Flood Risk Management of the London Plan (July 2011) and National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014). To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (July 2011 or Jan 2014), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (July 2011).

The site also lies adjacent to the canal and any landscaping must be sensitive to the surrounding environment of the canal and soften the impact of the building, but im sure Rob and or Sarah will cover this, however I can't see a cross section of what they are doing which would make it clearer about the treatment of the canal, and area adjacent to it in terms of landscaping.

Case Officer Comment: A condition has been imposed requiring details of the landscaping proposed for the canalside amenity area be submitted to and approved by the Local Planning Authority.

ENVIORNMENTAL PROTECTION UNIT

Comments below with regard to air quality and land contamination. No information was submitted with regard to land contamination. They both need consideration as a number of new sensitive receptors are being introduced to the site.

Air Quality

The proposed development is within the declared AQMA and in an area which may be at the European Union limit value for annual mean nitrogen dioxide (40.0 mg/m³). Air quality modelling undertaken by CERC for Hillingdon for 2011 indicated, at the worst location on site, NO₂ was at 45.6 mg/m³, with all areas of the site above 40 mg/m³. It should be noted the air quality modelling may be slightly overestimating in the vicinity of this site due to some overlap of sources including the railway. The background air quality in the area is probably in the low 30s, however as the site is immediately adjacent to the High Street, there is a strong possibility NO₂ levels at the facade of the building nearest to the High Street, on all sides could exceed 40 mg/m³ on the lower floors.

The air quality assessment appears to be quite conservative in its approach, and indicates quite slow moving traffic on the High Street for modelled year 2012, chosen as there is also monitoring

data available for this year. Only receptor locations facing the High Street have been considered. The assessment indicates exceedance of the EU limit value on the first two levels of the building, one of which is indicated to be residential. The modelling indicates NO₂ levels on the ground floor to be over 50 mg/m³ and on the first floor to be over 40 mg/m³. The report recommends mechanical ventilation to reduce the need to open windows, especially those facing the High Street. The air intakes should be located away from local pollution sources. The assessment does not clarify where the cleaner locations are likely to be, other than it should be higher up and away from the High Street, and it is assumed this includes any flues and air outlets/exhausts from the development site and other nearby buildings. It is noted there are no balconies facing the High Street, and we would support this approach.

The Energy and Sustainability Statement indicates a CHP is not proposed for the development due to insufficient space, and biomass was ruled out on air quality grounds. Only 2 points is indicated as being picked up for the reduction in NO_x emissions. A Class 5 boiler is indicated for each dwelling, which appears to indicate NO_x emissions of up to 70 mg/kWh. It should be noted there are boilers on the market that can achieve much lower NO_x emissions. Given the nature of the development it is recommended that NO_x boilers with less than 40 mg/kWh are used. Could they please clarify NO_x emissions and the number of points to be picked up with regard to NO_x?

Air Quality Condition

Before the development is commenced details of any plant, machinery or fuel burnt, as part of the energy provision for the development shall be submitted for each unit to the LPA for approval. This shall include pollutant emission rates with or without mitigation technologies. The use of ultra low NO_x emission gas CHPs and boilers is recommended.

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

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

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

The proposed Transport Assessment indicates 42 car parking spaces. There also appears to be cycle stores/parking on site. The access to public transport is mentioned along with a reference to a Framework Travel Plan. It is recommended any planning permission should include a green travel plan condition or s106 agreement to address this.

Land Contamination

No information with regard to land contamination has been submitted with the application. Previous applications for this site included desk top study information which noted the site was a former 'oil works' and there were no known ground investigation at the site. Ordnance Survey historical maps show an unidentified 'work' on site, prior to the office development. It recommended an intrusive investigation be undertaken to ensure appropriate development and also in relation to ground contamination.

The standard contaminated land condition and imported soils condition are recommended. The latter is particularly relevant as roof gardens are indicated.

Further to memo below, please see comments regarding the Geo-environmental report by WDE Consulting dated April 2014. It is still advisable to include the contaminated land condition and soil condition in their entirety, although the submitted information mostly covers (i)(a) and (b) of the contaminated land condition, they can always resubmit this when they provide the information still required to satisfy the pre-commencement part of the condition ((i)(a), (b), and (c)).

The contamination part of the ground investigation consisted of the following:

- 6 window sampling locations down to 2 metres (BH1-BH6)
- 2 ground water monitoring well installations down to 15 metres (MW1 & MW3)
- 1 ground water monitoring well installation down to 8 metres (MW2)

Seven soils samples from various depths were tested for the standard suite of contaminants. TPH (total petroleum hydrocarbons) and PAH (polycyclic aromatic hydrocarbons) hot spot was identified in shallow soils at BH3 (depth of contamination not clear, but does not appear to have shown up in the groundwater which at it's shallowest appears to be around 5 metres below ground level). It is likely there may be some gas generation in the vicinity of the contamination, however the two boreholes where one round of gas monitoring has been undertaken does not appear to be in this area.

No free product was identified in the ground water monitoring wells. Some low levels of groundwater contamination (trichloroethene and 1,2,4 trimethylbenzene) were identified in a couple of groundwater monitoring wells. The source of this contamination is unclear.

The report recommends a remediation strategy needs to be provided to address the hydrocarbon contamination hot spot. Risk from ground gas is considered low. However, only one round of ground gas monitoring appears to have been undertaken, in two out of the three wells and it was not under worst-case scenario conditions (low and/or falling pressure). Gas flow rates were low and negative.

Could they please clarify if further groundwater and ground gas monitoring has been undertaken at the site or if further investigation works are planned for the site? Any additional site investigation and watching brief/discovery strategy to address previously undiscovered contamination (it is possible there are decommissioned tanks on site, as there were on the site next door) needs to be included in any remediation strategy. It would also be helpful if they could clarify the final foundation design for the development as well.

NOISE

With reference to the below planning application I have reviewed the noise report by NSL report no: BS33622/PNA/Rev A, and my comments are as follows:

I agree with the report that required internal noise levels can be achieved using suitable glazing and ventilation scheme, however, the report states the exact glazing and ventilator selection will be provided during detailed design stage. It is therefore recommended the following condition is attached to provide and agree with the local planning authority the proposed glazing and ventilator specifications before the premises are occupied:

1. Development shall not begin until a scheme for protecting the proposed development from road and rail 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) (air traffic) (other) noise in accordance with policy OE5 of the Hillingdon Unitary Development Plan Saved Policies (September 2007) and London Plan (July 2011) Policy 7.15.

In addition to the above, I also recommend the following conditions:

2. Sound insulation /mitigation

The development shall not begin until a scheme for the control of noise transmission to the adjoining [dwellings] [premises] has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include such combination of sound insulation and other measures as may be approved by the LPA. Thereafter, the scheme shall be implemented and maintained in full compliance with the approved measures.

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

3. Noise affecting residential property

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

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

The Control of environmental nuisance from construction work informative is also recommended.

URBAN DESIGN OFFICER

This was an application for a development originally won on appeal, in which the Inspector nevertheless allowed scope for a redesign of elevations and a reconsideration of materials. Although the new developers and architects have stamped their own interpretation on the scheme, they have nevertheless been open to discussion on how it could be amended to allow it to relate better to its context in scale and appearance. Following a number of meetings and e-mailed alterations, the scheme is considered acceptable.

RECOMMENDATIONS: Acceptable

HOUSING SERVICE

In line with the Local Plan part 1 we would seek a minimum of 35% affordable housing on this site. The development does not include and 3 bedroom homes, the demand for 3 bed homes in noted in the HMA and local plan that 70% of affordable homes should be 2 & 3 bed family homes as this is a high street location a high proportion of larger 3 bed units is not sought but the affordable element does need to include some to meet local demand.

The development includes 6 wheelchair units to meet the 10% requirement but these are all 1 bed units, locally we have an equal demand for 1 & 2 bed wheelchair units and would like to see some 2 bed wheelchair units included. The identified wheelchair units flats 4/5//13/14/24/25 are quite tight at 51.1 sqm and flats 2/10/11 one beds at 56.7 sqm appear more suitable, flats 3//11 and 22 at 81 sqm are suitable for 2 bed wheelchair accessible flats.

Calculating the affordable rooms on a habitable room basis 35% = 46 habitable rooms. Our preferred mix on this scheme would be:

5 x 3 bed 5 person units	20 hab rooms
6 x bed 4 person units (including 2 x WCU units)	18 hab rooms
4 1 1 bed 2 person units (including 2 x WCU units)	8 hab rooms
Total: 46 hab rooms	

The London Housing Strategy preferred split for housing tenure is 60:40 with 60% provided as affordable rent homes and 40% intermediate homes providing flexible home ownership.

The amenity space provided is all balconies or roof garden and a play area would be required.

Case Officer Comment: The applicant submitted a viability appraisal in support of the application with financial details justifying the provision of five affordable units. In this case there are exceptional development costs associated with piling next to the canal, drainage, specialist reinforcing, external works and car stackers that add significantly to normal building costs and justify provision of affordable housing at a reduced level.

S106 OFFICER

S106 Contributions Sought

1. Affordable Housing Review Mechanism

2. Highway works

- S278/S38 if required

- Travel Plan including £20,000 Bond

3. Education: £123,825

4. Heath: £216.67 x 76.72 = £16,622.92

5. Construction Training: Training Costs: £2500 per £1m build cost + Coordinator costs: 51/160 x £71,675

6. Air Quality Monitoring - £25,000

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

All calculations are based on formulas contained within Hillingdon Council's Planning Obligations Supplementary Planning Document July 2008.

TREES AND LANDSCAPING

Landscape Character/Context: The site was occupied by an office block which was demolished and has lain vacant since 2009. It is situated in a prominent town centre location at the interface between the High Street and the Grand Union Canal. Situated to the south-west of the road bridge and canal, there are a number of recent tall buildings to the east and west of this plot and under construction to the north of the canal.

The site fronts onto the canal and High Street and vehicular access is via Bentinck Street to the south, a road characterised by industry at the east end which becomes residential to the west.

There are no trees or other landscape features of merit within the site. Changes of level across the site are most notable on the east side against the High Street where the road rises to the north as it approaches the road bridge over the canal.

Proposal:

The proposal is a new scheme to erect a part 4, part 5-storey building to provide 51 self-contained residential units (22 x 1 bedroom and 29 x 2 bedroom) and three ground floor retail units, Use Class A1 (217sqm) with 47 car spaces, 4 motorcycle spaces and 52 cycle parking spaces, communal and private amenity areas and landscaping works. - A previous proposal, ref. 2009/2284, was approved by the Planning Inspector in December 2010.

Landscape Considerations:

Saved policy BE32 seeks to secure and enhance the role of the canal and its immediate surrounds as a wildlife corridor and a site for environmental improvements. 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 application is supported by a Design & Access Statement, prepared by Lewandowski Willcox, which explains the history of the site and the design evolution.

· While the D&AS makes no specific reference to the landscape masterplan or specific objectives for the site, the drawings include illustrations of the site enhanced by hard and soft landscaping. The concept and areas secured landscaping appears to be consistent with the previously approved

scheme.

- The layout of the current proposal is similar to that of the previously approved scheme, an approximately 'L'-shaped building which wraps around the north and east boundaries, leaving courtyard space for parking and vehicular access from the south / Bentick Road frontage.
- LW drawing No. 2281_PL_209 Rev 00, Level 0 floor Plan, shows indicative hard and soft landscaping alongside the Grand Union Canal and along the southern boundary with Bentick Road.
- LW drawing No. 2281_PL_204 Rev 00, Level 5 Floor Plan, indicates the proposal for an intensive green roof (that is to say, a roof garden) for the use by, and enjoyment, of residents. This will occupy the south-east corner of the site and extend along the east boundary.
- LW drawing No. 2281_PL_270 Rev 00, Amenity Areas, highlights and quantifies the two areas set aside for the site users, namely the canal frontage and the roof garden.
- If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and local distinctiveness of the surrounding natural and built environment.
- Landscape details should include details of levels, hard and soft landscape materials, car/cycle parking, refuse management, roof gardens, canalside planting and boundary treatments.
- A robust landscape management and maintenance plan will be required to ensure that all landscaped areas properly established and maintained following completion.

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

Informative

- New planting should seek to enhance biodiversity, by including appropriate species of known value to wildlife which produce berries and/or nectar. This may include selected native species but should not be restricted to them.

Amended Comments:

Richard Henley's email of 14 May 2014, clarifies the situation regarding the 2No. off-site trees, Sorbus aria (Whitebeams) situated in the Bentick Road verge. These trees are on adopted highway land, but fall within the freehold/red line of the site. The developer proposes to retain these trees, one of which, in particular, is a fine specimen. Together they make an important contribution to the character and appearance of the street.

The root protection area (RPA) of these trees extends within the site. However, due to the presence of the brick boundary wall (foundations) and concrete slab within the site it is likely that the roots have been contained within the soft verge between the back edge of the footway and the boundary wall.

Any demolition (of the concrete slab and wall) and construction work associated with the new boundary treatment will require extreme caution and supervision on site by a suitable arboriculturalist.

Prior to the commencement of work on site, suitable tree protection measures and a working method statement should be submitted for approval by the local planning authority. Conditions COM8 and COM10 should added.

ACCESSIBILITY OFFICER

The site is located close to West Drayton station and is considered to have good public transport accessibility. Access for vehicles onto the site would be from Bentinck Road. 42 car parking spaces are proposed of which five would be designated for use by disabled people. It is understood that two passenger lifts would provide access from level 0 and level 1 to the floors above. It is further stated within Design & Access Statement that all 51 of the proposed residential unit would meet the

Lifetime Home Standards, with six units meeting the Wheelchair Home Standards as specified in the Council's adopted Supplementary Planning Document 'Accessible Hillingdon'.

The Design & Access Statement confirms that entrances would have an approach gradient not exceeding 1:60 with a common pathway no less than 1800 mm wide. Whilst the proposed development demonstrates good potential to be fully accessible, further information is required as detailed in the following observations:

1. The undercroft car park should ensure a vertical clearance of no less than 2.2 m to allow for high sided accessible vehicles. Details of the same are requested.
2. A minimum of one bathroom in each of the proposed dwelling flats should be designed to meet the specifications detailed in the Supplementary Planning Document referred to above. To this end, a minimum of 700mm should be provided to one side of the WC, with 1100mm provided between the front edge of the toilet pan and a door or wall opposite.
3. The bathroom design within the wheelchair home standards units should be redesigned to meet the wheelchair home standards. Further details can be obtained within the Council's adopted Supplementary Planning Document, entitled 'Accessible Hillingdon'.
4. To allow all 51 flats to provide for a wet room in future, a minimum of one bathroom in every flat should specify floor gully drainage. Plans should be amended accordingly.

Officer comments: The application has been amended as per the Accessibility Officer requests and therefore the imposition of the recommended condition is no longer required.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

The subject site has an area of approximately 1,887m², and comprises a vacant plot of land covered by broken hardstanding. A dwarf wall forms the eastern and southern boundaries of the site but, as there is no landscaping, the site has an open, bleak and unwelcoming appearance.

The National Planning Policy Framework (NPPF) paragraph 1 states that "Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise". In paragraph 23 the NPPF seeks to ensure that Local Authorities positively promote competitive town centre environments and actively seek to manage the growth of town centres while Policy 2.15 of the London Plan requires that proposals sustain and enhance the vitality and viability of the centre and remain the main focus for commercial development and intensification, including for residential development. Within policy 3.3 of the London Plan the Mayor recognises the pressing need for more homes in London in order to promote opportunity and provide a real choice for all Londoners in ways that meet their needs at a price they can afford. Policy 3.4 of the London Plan seeks to ensure new development proposal make optimum use of the site with housing that is mindful of the local context and its location.

At the local level, in terms of specific housing policy, Policy H4 of the UDP (saved policies) states that the Council will seek to achieve a balance in the mix of housing types and sizes in order to create a more mixed and balanced community. The requirement to provide a mix of housing refers to the provision of different types and sizes of housing and states that one or two bedroom residential units will be preferable within town centre.

This proposal seeks the comprehensive redevelopment of the application site with a residential led mixed use development comprising a total of fifty one 1 and 2 bedroom flats.

The building, as proposed, is a part four, part five storey building with main frontages to the High Street and the Grand Union Canal. The development seeks to provide 22 one-bedroom flats and 29 two-bedroom flats with communal amenity space provided in the form of a roof garden and a ground floor amenity area laid out alongside the Grand Union Canal. Three commercial units comprising 217m² of net tradable floorspace are proposed at High Street level with the north eastern most commercial unit being split over two floors with a canal side sitting out area. The scheme seeks to provide a total of 3,286m² of residential floorspace and the building's massing drops in a north south direction. The associated car park and servicing area is accessed from Bentinck Road with the access running at right angles to this road.

Previously, planning permission was granted for a mixed use scheme at the site comprising a five storey building containing a 44-unit apartment hotel over a restaurant/bar fronting the canal and a four storey building comprising 1,320m² of office floorspace. It is understood that the combined office and hotel scheme will not come forward as the development has become unviable due to unforeseen circumstances.

The current application scheme seeks to put forward a viable option for the site and, given the site's location within the Yiewsley /West Drayton Town Centre, this proposal would fully accord with the aforementioned policy and guidance for this site. Furthermore, in land use terms, the application would be welcome in principle as it seeks permission for a scheme that is capable of being delivered, which will ensure that this prominent but vacant and unsightly site is developed.

As such, the proposed scheme for a residential led, mixed use, comprising 51 self-contained flats and three commercial units within the application site is considered acceptable in principle in land use terms, subject to compliance with other relevant planning policies and all the national considerations. It is considered that the National Planning Policy Framework and Local Development Framework would be permissive of this development which would enable the provision of a desirable use from within this site located within a developed area. Furthermore, it is considered that the presence of the proposed residential uses within this site, in the terms proposed, would ensure there is a healthy mix of housing provided within the Borough, in accordance with the National Planning Policy Framework requirements.

7.02 Density of the proposed development

The scheme would achieve a residential density of 265 dwellings per hectare (652 habitable rooms/ ha) which would be in excess of the range of 70 to 170 dwellings per hectare (200 to 450 hr/ha) recommended in the London Plan for urban areas with a moderate PTAL (3) level.

However, it is worth noting that Public Transport Accessibility Levels (PTAL) for the location falls within the medium range (level 3) but is expected to increase with the opening of the Cross Rail Station where, in accordance with policy 3.4 of the London Plan, higher densities are expected and desired.

In addition, whilst the proposal might be over the required density ranges, density is only an indicator of the acceptability in comparison to its surroundings. The development is in accordance with the internal floor area standards of Policy 3.5 of the London Plan and has an acceptable level of external amenity space for each dwelling. The height and massing of the development is considered acceptable in the context of the site and the mixed character of the surrounding area.

Moreover, the site was previously granted permission for a 44-unit apartment hotel plus office and is located in an area of mixed character within Yiewsley, with residential, commercial and industrial characteristics. The site itself is capable of attracting commercial uses, such as hotel businesses, more akin to central urban areas, because it shares major town centre qualities and lies in very close proximity (within 100 metres) of the West Drayton British Rail Station where much higher densities would normally be expected.

In this instance, whilst 51 residential units are proposed within the site, the overall density of development is not considered excessive and in this respect, the development would not be out of character with the immediate or wider surrounding area and would accord with adopted policy in other respects.

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

Not applicable to this application.

7.04 Airport safeguarding

All relevant authorities have reviewed the applications and no objections in relation to airport safeguarding are raised.

7.05 Impact on the green belt

Not applicable to this application.

7.07 Impact on the character & appearance of the area

The existing site, which was previously occupied by Harrier House, occupies a prominent site on the north western corner of the High Street with Bentinck Road and benefits from a privileged location with triple frontages, which includes an unobstructed frontage to the High Street and outlook to the Grand Union Canal. Although the site is located in such a prominent position within the town centre as it is vacant and relatively unkempt, in its present condition, it leaves an unsightly gap in the streetscene and, as such, it is not considered to be of any merit to the area. Therefore, there is no objection in principle to its re-development, subject to the proposed building being of suitable townscape quality.

The applicant has prepared a Design and Access Statement that provides a descriptive assessment of the built character of the area and how the scheme responds to this. These demonstrate how the applicant has analysed the site and its context and has sought to produce an urban development that performs its role within the West Drayton/Yiewsley town centre while respecting neighbouring uses and providing good quality residential and commercial accommodation. The development has three distinct aspects that, in terms of height and massing, specifically relate to the immediate surroundings with the taller elements at five storeys being located alongside the canal; the lowest element, at four storeys, to the High Street where it is positioned alongside the rise to Colham Bridge; and a service/ parking area with access to the secondary frontage of the site adjacent to Bentinck Road. All units are designed to Lifetime Homes standards and to meet the requirements set out in the Accessible Hillingdon Guidance and Accessible Hillingdon Wheelchair Standard Homes Guidance.

The scheme is designed to follow the morphology of the land and steps down in mass and height in a north-south direction and places the larger five storey element of the building to the north of the site and the smaller four storey bulk to the south corner. The top floor of the building is to be set back from the buildings High Street frontage to lighten the top of the building and further reduce its prominence in the streetscene. The proposal has also introduced a communal amenity area within the roof space and a combination of screening and landscaped area between the building and the canal towpath, which

obscures the parking court from view and the Canal and River trust have raised no objection over the proposed impact to the canal side.

The currently proposed building is considered to offer a more appropriate design solution than the previously approved combined 44-unit apartment hotel and office scheme, with a residential approach that, in design terms, is mindful of its industrial past and of its immediate setting whilst presenting a sensitively balanced vertical and horizontal emphasis throughout its High Street frontage, which adds rhythm to this frontage and breaks up its mass. The main entrance to the building with access proposed from the High Street due to its recessed design, double height and central position in between the commercial units provides clear legibility whilst complying with secure by design principles.

In this respect the scheme shows sensitivity to the broad pattern of development in the area and addresses adequately the junction of the High Street with Bentinck Road with its prominence located towards the eastern and northern sections of the site.

The car parking, accessed from and at Bentinck Road level, is considered generally satisfactory although there is some concern that the final appearance of the scheme when viewed from public vantage points will be dominated by the access road and parking area. In order to address these concerns, the applicant proposed to erect a three metre high wall and to retain a cluster of existing trees whilst improving the existing landscaped area around these trees. The wall would be set back at an angle from the Bentinck Road boundary and this will ensure that the parking area is effectively screened from views from Bentinck Road while the planting will soften the appearance of the solid wall. A condition is recommended to that effect.

The submitted drawings indicate a mix of light and blue grey brick combined with a white render and standing seam roof will give the scheme an acceptable contemporary appearance in keeping with the character of the area generally. The final choice of facing materials will be controlled by planning condition.

It is therefore felt that the proposed building with its contemporary influenced design with curved corners at both High Street ends and its two shades of brickwork and combined white render, would be both distinctive and attractive, and enhance the streetscene. Although generally higher than the adjacent building it is considered that due to the peninsular nature of the site, and that the building height would be recessed mostly where adjacent to the High Street, the proposal would not adversely affect the character of the area.

The overall design of the scheme is, therefore, considered to enhance the visual amenities of the surrounding area and, subject to conditions, no objection is raised to its integration within the pattern of development within the area. The development is considered to comply with Policies BE13, BE19, BE32 of the Hillingdon UDP and Policy 7.30 of the London Plan (July 2011), in this instance.

7.08 Impact on neighbours

The scheme is part four storey part five storeys in height and the main bulk and massing of the building is proposed within the northern and eastern parts of the application site, in a section of the site that is adjacent to the residential flats within the Union Wharf, the High Street and the Grand Union Canal. As such, it is unlikely that a development scheme of this scale would have no impact on adjoining properties.

However, the site is located within the Yiewsley/ West Drayton Town Centre and it is

considered that the building has been carefully designed to ensure that there is no unacceptable loss of light or outlook and there is minimal overlooking from windows.

The building is typically orientated towards the Grand Union Canal, the High Street and Bentinck Road with balconies alongside the canal and inner elevations to Bentinck Road. The nearest residential properties are therefore located within the Union Wharf which is adjacent to the north west with further residential development, currently under construction, on the opposite side of the Grand Union Canal.

In terms of impacts on the amenity of neighbouring properties, given the proximity of this development to the adjoining Union Wharf there is the potential that occupiers of this building may be impacted upon by this scheme. However, given the proposed building steps back from the adjoining boundary and does not have any habitable windows facing towards the Union Wharf. It is not considered that the scheme, in terms of outlook, privacy or daylight/ sunlight, will impact unreasonably upon the internal living environment of adjoining residents, in this instance.

The proposed development would also be set some 22 metres at its nearest point from the rear elevation of the building (28 flats), which is currently under construction, in the former Bentley's site opposite the Grand Union Canal. This is considered a sufficient distance to ensure that the amenity of neighbouring occupiers would not be unreasonably affected by reason of loss of outlook, loss of daylight/ sunlight or undue overlooking.

As aforementioned, there is also residential accommodation above the High Street commercial units beyond Bentinck Road and within Ashley Court, which is a 4 storey block of flats to the east of the application site on the opposite side of the High Street. However, this is residential accommodation set beyond existing roads and surrounded by other residential development. In addition, these residents are at a minimum 14 metres distance from the proposed building and, as such, it is not considered that the scheme, in terms of outlook, privacy or daylight/ sunlight, will impact unreasonably upon the internal living environment of these residents. This relationship is identical to that which currently benefits from consent.

Furthermore, the scheme, in terms of height, proximity and relationship with surrounding residential development is not materially different from the previously approved 44-unit apartment hotel and office scheme and therefore it is considered that there will be no undue loss of light, privacy, or outlook from, these properties as a result of the erection of the new building.

For the reasons given above, it is considered that the proposal would ensure that neighbouring amenity would be protected and, as such, the scheme is considered to be in accordance with Policies BE19, BE20, and BE21 of the UDP.

7.09 Living conditions for future occupiers

Amenity of future occupiers

Given the separation distances provided between buildings, it is considered that the proposal ensures sufficient privacy, outlook and light to each property.

The original proposal created an issue of loss of privacy between the corner inner facing flats, which was replicated through each floor of the building. In order to overcome this overlooking between the proposed flats, the applicant has submitted amended plans showing a splay to the corner with a privacy screen being provided to ensure no loss of

privacy would occur between the flats. A condition is recommended requiring full details of the proposed measures for the proposed privacy screens and requiring further physical measures to mitigate potential overlooking between the inner facing balconies and flats. Subject to the privacy condition, it is not considered that the proposed scheme would be detrimental to the amenity of future occupiers as to warrant withhold of planning permission, in this instance.

Internal layout

Apart from unit 50, which has a minor 2m² internal floorspace shortfall the residential units, when assessed against the internal floor standards in London Policy 3.5 (table 3.3) and Lifetime Home standards, would satisfy those standards. The flats are also considered to be acceptable in terms of their outlook, light and ventilation. Overall, the standard of accommodation proposed is deemed to be appropriate and acceptable, in line with planning policy.

Amenity Space

The NPPF requires all new housing proposals to provide adequate amenity space in relation to the scale of the proposed development for general townscape, landscape and amenity purposes. The Hillingdon Design and Accessibility Statement SPD specifies guidance for minimum (outdoor) amenity space standards. Paragraph 2.14 of HDAS advises that for 1 bedroom 20m² of amenity space is required while 25m² will be required for 2 bedroom flats and, on this basis, a total of 915m² of amenity space would be required, while 1.165m² is provided. Therefore, the total amenity space for the site exceeds the requirements of the HDAS Residential Layouts and is in accordance with Policy BE23 of the Hillingdon Local Plan: Part 2 Policies.

Notwithstanding this, the development also provides each dwelling fronting the canal and Bentinck Road with full width balconies ensuring that a total of 670m² private amenity space is provided to 42 of the 51 flats proposed.

It is noted that the development does not include a children;s playspace and the incorporation of such playspace was not feasible due to compelling material planning considerations. Notwithstanding this, a new children's publicly accessible children's playspace is due to be provided in the central public space of the re-development at Padcroft Works. This space would be within 100 metres of this development and accordingly adequate provision will be available within the area.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

The proposal for the site comprises predominantly one and two bedroom flats within a town centre location with a PTAL score of 3. The scheme includes a total of 53 parking spaces, 50 of which will be reserved for the exclusive use of residents while 3 of the remaining spaces would be allocated to the commercial units. This level of parking provision, to serve 50 residential units and the three commercial units, is considered acceptable. The scheme includes an area dedicated to servicing within the open parts of the parking area just opposite the site access with Bentinck Road. Therefore, the development is considered to comply with Policy AM14 of the Hillingdon Local Plan: Part 2 Policies.

The scheme also includes satisfactory provision for the storage of cycles and motor cycles. Therefore, the proposed development is in accordance with the adopted Parking Standards, Policy AM9 of the Hillingdon Local Plan: Part 2 Policies and Policy 6.9 of the London Plan (July 2011).

The transport assessment that accompanied the application demonstrates that whilst there would be a small increase in peak period vehicle trips to the site, this would not have any material impact on the local highway network. The Council Highways Engineer has reviewed the information submitted in support of the application and has advised that traffic generation is unlikely to be significant taking into consideration that there were previously offices within the site. Therefore, the development is considered to comply with Policy AM2 of the Hillingdon Local Plan: Part 2 Policies.

The vehicular access details include visibility splays to either side of each proposed access but a condition is included requiring full details of the new access and no obstructions within the splays more than 600mm in height above the adjoining highway.

The Highways Engineer has also indicated that a number of parking spaces can be difficult to access by large vehicles. However, the proposal is for 51 flats while 50 parking spaces are proposed for the flats, together with three spaces for motorcycles and stores for 51 cycle spaces. As such, the Highways Engineer is satisfied that, in combination, the parking ratio and parking layout proposed is acceptable.

7.11 Urban design, access and security

Matters relating to urban design have in part been discussed in part in section 7.6 of this report. It should also be noted that planning permission was previously granted for a scheme with a similar scale, appearance and layout to the current proposed scheme.

The site lies adjacent to the Grand Union Canal and has frontages to both the High Street and Bentinck Road. Directly to the west is the Union Wharf which contains a large residential building also fronting the Grand Union Canal.

It is considered that the proposal will have an impact on the setting of this area. However, whilst likely to be visible on the skyline and in medium to long views within the town centre and its environs, it is considered the impact of the proposed building would not be detrimental to the setting of the Grand Union Canal or either of the roads.

There are no objections to the general design approach to the new buildings, and it is noted that in relation to the impact on the streetscene, the fifth floor element of the building has been set back to reduce its impact in terms of scale and mass. The plans indicate that planting would be provided on the ledge/recess created by this, which would further help to break up the mass of the building. This is considered to contribute positively to the scheme, enhancing the visual appearance of the development by creating a more interesting facade and helping to reduce the perception of the scale and mass of the building.

The scheme also incorporates a restaurant /bar facility into the scheme together with retail units at first floor level with sizeable levels of glazing overlooking the canal and High Street. This creates more active and lively frontages which are important to the visual amenities of the area and help to increase the vitality of this part of Yiewsley.

The NPPF seeks to ensure that the design and layout of proposals incorporate design principles which deter crime and reduce the fear of crime. A condition is recommended to secure this.

The scheme for this site is considered to propose a building of a size, scale, height and design, which is considered to have no adverse impact on the appearance of the street scene and setting of the Grand Union Canal.

The plans indicate that the development would make use of high quality modern contemporary materials both on the buildings themselves and in the hard landscaping around the site. The Council's Urban Design Officer has confirmed that the scale, height and design of the proposed building is acceptable in this location. The development is considered to enhance the visual amenities of the canal side and would be in keeping with the character and appearance of surrounding development.

7.12 Disabled access

Additional information was requested with regard to level access into the building, wheelchair flats evenly distributed between the proposed elements of the building and manoeuvring areas within the bathrooms, to allow for wheelchair use. The applicant has submitted amended plans showing these requirements have been met and the scheme is therefore considered to comply with the Lifetime Homes Standards. A condition is included requiring the flats are built to comply with Part M of the Building Regulations.

7.13 Provision of affordable & special needs housing

In order to establish the level of planning contributions and affordable housing that can be supported by the proposed development the Council will take into account the economic viability of a scheme and the most effective use of public subsidy, as well as any particular costs associated with the development of the site. In such cases, the Council will request that the developer provides a financial appraisal of the scheme so that a fair contribution can be agreed.

In this case, it is stated by the applicant that the provision of 35% affordable housing, Mayoral CIL and planning obligations of approximately £220,000.00 as required by the SPD, would render the development 'unviable'. The applicant's viability assessment prepared by Housing Expectations concluded that the current proposal could only support 10% of the flats as affordable housing. The Council's independent consultant has concurred with the applicant's findings and consider that the proposed scheme is marginally financially viable given the abnormal costs associated with redeveloping this scheme but can still proceed.

Whilst the proposal provides affordable housing below the levels required in development plan policy it is considered that this is acceptable given the findings in relation to the viability of the scheme.

It is considered that the viability evidence submitted by the applicant presents a persuasive argument for lower affordable housing provision and that the scheme would otherwise be unviable and should be accepted on financial viability grounds.

7.14 Trees, landscaping and Ecology

The proposed site layout shows that two Whitebeam trees located along the Bentinck Road frontage are to be retained and that the only other on site tree (alongside the High Street) is to be removed.

The condition and visual impact of these trees varies considerably with the High Street tree considered to be in poor condition. As such, the Council's Tree and Landscape Officer considers the removal of this tree as acceptable.

In relation to the Whitebeam trees along Bentinck Road, the Council's Tree and Landscape Officer noted that these are on adopted highway land, but fall within the freehold / red line of the site. As one of these trees, in particular, is a fine specimen and together they make an important contribution to the character and appearance of the street the Council's Tree and Landscape Officer recommends that prior to the commencement of work on site, suitable tree protection measures and a working method

statement should be submitted for approval by the local planning authority. Conditions are recommended to ensure the implementation of the Council's Tree and Landscape Officer recommendations

Landscape Master Plan

The landscape master plan indicates tree and shrub planting along the sites north and southern boundaries and the provision of a roof garden. Landscape intervention focuses upon the planting of several trees located along the southern boundaries and the creation of a planted screen and buffer between the proposed parking areas and the amenity area alongside the Grand Union Canal.

The canal side amenity area and roof garden treatments propose the use of a combination of shrub planting, planters and decking. Tree planting along the sites southern and northern boundary is deliberately limited to avoid future overshadowing and retention problems. Targeted tree planting is however shown adjacent to the main vehicular turning head in order to disrupt views between the site, the public realm and the neighbouring residential properties.

The Council's Principal Tree and Landscape Officer considers that the masterplan is satisfactory in principle and conditions are recommended to ensure that it forms the basis for a soft and hardworks landscape submission. Conditions are also recommend to require that details of site levels are provided to ensure the satisfactory retention of the existing trees.

Although the scheme does not include children's play space as required in the GLA Supplementary Planning Guidance - Shaping Neighbourhoods: Play and Informal Recreation this guidance states that the maximum distance to play space should be 100 metres for under 5's and 400 metres for 5-11 year olds. The application site is approximately 400 metres from Yiewsley Recreation Ground, therefore, onsite play space would only be required for under 5's. The GLA's SPG requires the provision of 10 square metres of play space per child. However, these requirements are indicative only and given that the development is for 22 x 1 bed units and 29 x 2 bed units, located adjacent the town centre, the lack of children play space for children under the age of five is considered acceptable and no objection can be reasonably be offered. Moreover, the re-development scheme of the Padcroft site with safe and accessible children play space will be provided directly on the opposite side of Bentick Road and will be readily available to future occupiers.

Furthermore, to ensure the proposal complies with Policies BE32 and BE38 of the Hillingdon Local Plan: Part 2 Policies, conditions relating to a detailed landscaping plans, planting plans and landscape maintenance plans shall be added to any approval.

7.15 Sustainable waste management

The applicant has provided plans showing the provision of separate storage of waste and recycling for the residential and commercial uses with sufficient space for up to 10 x 1,100 litres Eurobins. The standing advice from Waste Services required 100 litres of storage for a 1 bedroom flat and 170 for a two bedrooms flat, equating to a site wide provision of 7,130 litres. The recommendation from Waste Services is that 1,100 litres is required for the two retail units and a further 1,100 would be required for a cafe/ restaurant in a total of 2,200 litres for the commercial uses. Therefore, an acceptable level of refuse and recycling storage is considered to have been provided and no objection is raised in this regard.

7.16 Renewable energy / Sustainability

The proposal has been designed to be a low carbon development, meeting the minimum requirements of the Building Regulations and achieving Code Level 4 sustainable homes through a combination of passive design measures and PV array over the east facing roof slopes and flat roof surfaces.

The proposed energy strategy leads to an overall reduction in CO2 emissions of 40% and therefore complies with adopted policy.

7.17 Flooding or Drainage Issues

The application site does not fall within a designated Flood Zone and the Environment Agency and Sustainability Officer have reviewed the provided Flood Risk assessment and neither have raised an objection to the proposal on the grounds of increased flood risk.

The Sustainability Officer has requested that a condition be attached in relation to sustainable water management at the site. With this condition attached, the proposed development is considered to comply with Policies OE7 and OE8 of the Hillingdon Local Plan: Part 2 Policies.

7.18 Noise or Air Quality Issues

Noise attenuating measures will be required between the proposed car parking area beneath the main body of the building at ground floor level and the flats immediately above so that no harm is caused by way of unacceptable noise and disturbance.

Similarly, this scheme proposes ground floor commercial uses which may potentially include food and drink uses at street (first floor) and canal (ground floor) levels. The potential impact from noise, fumes and disturbance resulting from the proposed commercial units and the potential for harm to future residents and neighbouring occupiers, is a relevant consideration in this application as proposals should not adversely affect the amenity of nearby residents by virtue of noise, litter, fumes, traffic or parking arrangements.

The Environmental Protection Officer has recommended that a condition be included to ensure that future occupiers are not harmed by noise, smells or vibration by ensuring that any future food and drink uses incorporate suitable extract ducting to satisfactorily control noise and odour from the kitchens.

However, given that this is a town centre location, it is considered that no demonstrable harm would be caused to neighbouring occupiers through additional noise and disturbance from trips to and from the premises by staff, customers or residents. As such, it is considered that the proposal would not result in harm to future occupiers or neighbours by way of noise and disturbance from any increased activity keeping in mind the location of the site within a town centre location and close proximity to the West Drayton British Rail station.

Further conditions are included to control the delivery hours of the commercial units and to require adequate refuse/recycling facilities in order to protect the amenity of future and neighbouring occupiers from disturbance, fumes and noise.

With these conditions attached, the proposed development is considered to comply with Policies OE1 & OE3 of the Hillingdon Local Plan: Part 2 Policies.

The application site is located within the Borough's Air Quality Management Area, as such a financial contribution of £25,000 is sought by way of legal agreement towards local air

quality monitoring initiatives.

7.19 Comments on Public Consultations

No further comments in relation to public consultation are required.

7.20 Planning obligations

The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the NPPF have put three tests on the use of planning obligations into law. It is unlawful (since 6th April 2010) to request planning obligations that do not meet the following tests:

- i. necessary to make the development acceptable in planning terms
- ii. directly related to the development, and
- iii. fairly and reasonable related in scale and kind to the development

The effect of the Regulations is that the Council must apply the tests much more strictly and is only to ask for planning obligations that are genuinely necessary and directly related to a development. Should planning obligations be requested that do not meet the policy tests the Council would have acted unlawfully and could be subject to a High Court challenge.

On the basis of the NPPF and the Community Infrastructure Levy Regulation 2010, it is only considered reasonable to request contributions towards the following:

Monetary Contributions

- Education: a contribution in the sum of £123,825.00 is sought.
- Health: a contribution in the sum of £16,622.00 (£216.67 x 76.72) is sought.
- Libraries: a contribution in the sum of £1,762.00 is sought.
- Public Realm/Town Centre: a contribution in the sum of £10,000.00 is sought.
- Canal side Improvements: a contribution in the sum of £20,000.00
- Air Quality: a contribution in the sum of £25,000.00 is sought.
- Construction Training: either a contribution equal to the formula ($£2,500 \text{ for every } £1\text{m build cost} + \text{number of units}/51/160 \times £71,675 = £22,821.00 = \text{Total Contribution}$) or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development. As discussed our preference is for an in-kind scheme to be delivered.
- Project Management and Monitoring Fee: a contribution equal to 5% of the total cash contributions secured from the scheme to enable the management and monitoring of the resulting agreement, is sought.

Non-Monetary Contributions

- Affordable housing
- The provision of a travel plan including £20,000.00 Bond

Discussions have been initiated in this respect, and the applicant has confirmed that the planning obligations listed above would be acceptable and a signed legally binding legal agreement will be submitted to the Council pending approval of the current application.

The proposal would be liable for the Mayor of London's CIL, as the scheme provides 51 new residential units together with a further 3 commercial units. Based on the Mayor of London's CIL charging schedule and the information given on the plans the charge would be likely to be £131,418.00. This would be collected by the Council after implementation (if permission were to be granted) and could be subject to surcharges for failure to assume liability, submit a commencement notice and late payment, or and indexation in

line with the construction costs index.

Should a decision be issued after 1st August 2014 the development may also be liable for Hillingdon's Local CIL, which would offset the requirement for certain planning obligations. The recommendation reflects this potential scenario.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

There are no further planning issues for consideration.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

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

Planning Obligations

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

Equalities and Human Rights

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

The requirement to have due regard to the above goals means that members should consider whether persons with particular protected characteristics would be affected by a

proposal when compared to persons who do not share that protected characteristic. Where equalities issues arise, members should weigh up the equalities impact of the proposals against the other material considerations relating to the planning application. Equalities impacts are not necessarily decisive, but the objective of advancing equalities must be taken into account in weighing up the merits of an application. The weight to be given to any equalities issues is a matter for the decision maker to determine in all of the circumstances.

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

9. Observations of the Director of Finance

10. CONCLUSION

The proposal represents a high quality redevelopment scheme which would make a significant contribution towards the regeneration of this part of the Yiewsley/West Drayton Town Centre and Grand Union Canal whilst providing an acceptable balance of employment generating uses, retail interest and active frontages together with a substantial amount of high quality housing in the Town Centre.

The viability evidence submitted by the applicant presents a persuasive argument that the current proposal is the only financially viable and realistic option to achieve the comprehensive redevelopment of this site in the short to medium term along with the remediation of the site. The viability evidence also demonstrates that the scheme can support the inclusion of 10% of affordable housing.

Whilst this proposal provides affordable housing below policy requirements, this should be weighed against the overall benefits of the scheme including monetary contributions and the delivery of a high quality development making good use of a vacant and contaminated site and providing employment generating uses.

It is considered that the design of this scheme is commendable and will bring a welcome visual relief to this part of the High Street, promoting an enhanced built and public environment. The appearance of the building on the principal elevations to the High Street and the Grand Union Canal will bring a significant step change improving the appearance of the urban fabric of this part of the Town Centre. The height, form and bulk of buildings have been designed after careful negotiation being mindful that the scheme must be viable and deliverable as a key requirement of the NPPF.

The development will not result in unacceptable impacts on the amenities of neighbouring properties and would provide for good environmental conditions for future occupiers. The site is located within a highly sustainable location and access to public transport is excellent. As such, car parking at a level below the maximum standard can be accepted and the Council's Highways Engineer raises no objection to the level of parking proposed noting that a significant number of cycle spaces are to be provided. The proposed traffic generation is unlikely to cause any significant impact on the performance of the local road network. The accesses provided are acceptable and would not cause harm to highway and pedestrian safety.

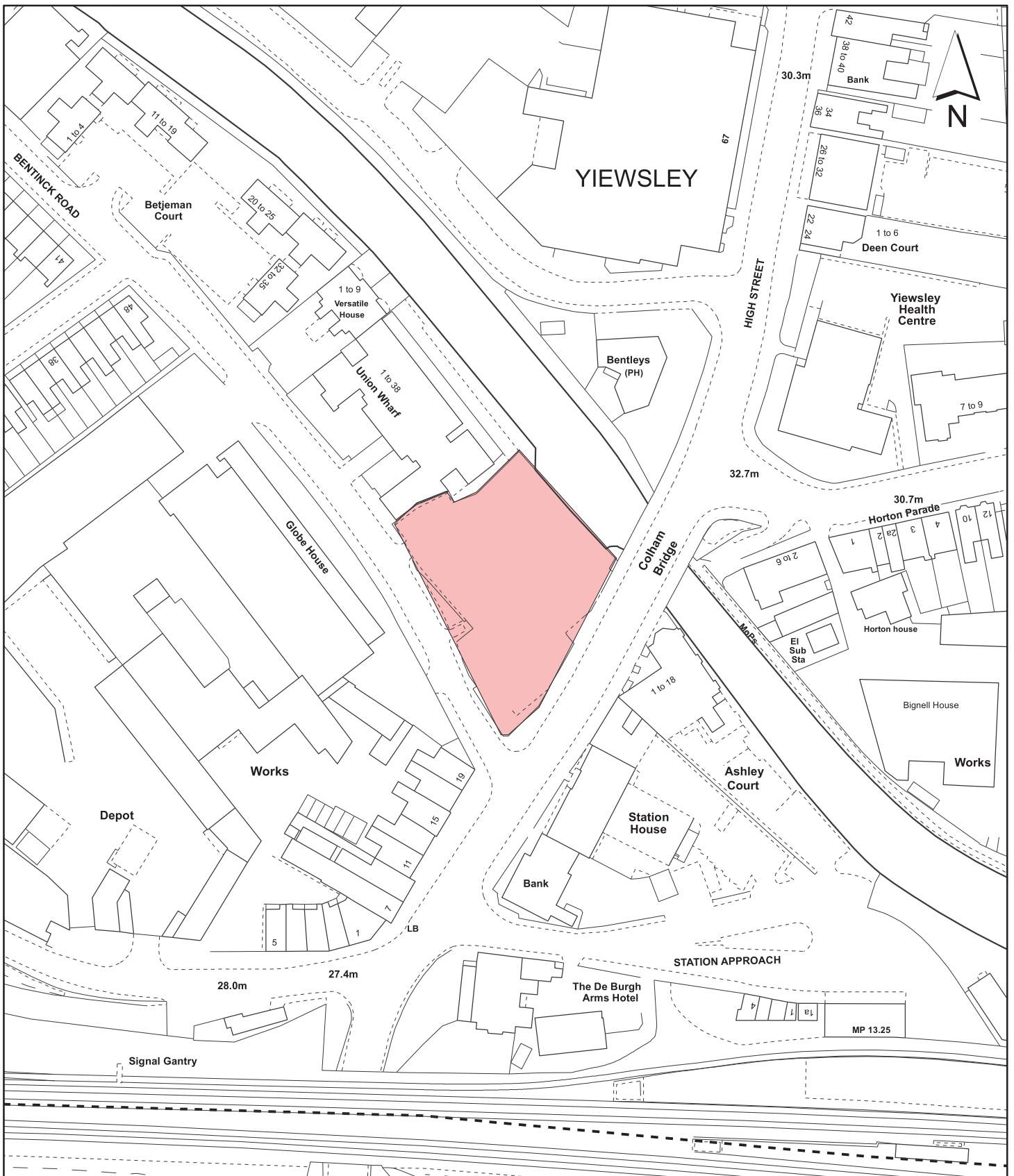
It is recommended that the application should be supported subject to a Section 106 Legal Agreement and Conditions.



11. Reference Documents

Hillingdon Local Plan (November 2012);
The London Plan (July 2011);
National Planning Policy Framework;
Hillingdon Supplementary Planning Document: Planning Obligations (July 2008) and Revised Chapter 4 (September 2010)
Hillingdon Supplementary Planning Guidance: Noise;
Hillingdon Supplementary Planning Guidance: Noise Air Quality;
Hillingdon Design and Accessibility Statement: Residential Layouts (July 2006)
Hillingdon Design and Accessibility Statement: Accessible Hillingdon (January 2010)
GLA's Supplementary Planning Guidance - Housing;
GLA's Supplementary Planning Guidance - 'Shaping Neighbourhoods: Play and Informal Recreation'

Contact Officer: Tiago Jorge

Telephone No: 01895 250230



<p>Notes</p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.</p> <p>© Crown copyright and database rights 2014 Ordnance Survey 100019283</p>	<p>Site Address</p> <p align="center">21 High Street Yiewsley</p>		<p>LONDON BOROUGH OF HILLINGDON</p> <p align="center">Residents Services Planning Section</p> <p align="center">Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p align="center">26628/APP/2014/675</p>	<p>Scale</p> <p align="center">1:1,250</p>	 <p align="center">HILLINGDON LONDON</p>
	<p>Planning Committee</p> <p align="center">MajorPage 216</p>	<p>Date</p> <p align="center">July 2014</p>	

Report of the Head of Planning, Sport and Green Spaces

Address CAXTON HOUSE TROUT ROAD YIEWSLEY

Development: Erection of 44 Residential Apartments with associated access, car parking, landscaping, and associated works (involving demolition of existing buildings)

LBH Ref Nos: 3678/APP/2013/3637

Drawing Nos: 193-200 Rev. G
193-201 Rev. G
193-001
193-202 Rev. L
193-203 Rev. F
193-204 Rev. F
193-205 Rev. F
193-208 Rev. F
193.206G Site Section
IT1399SK03 - Access Vertical Tracking
IT1399TS03.01_Rev C - Access Swept Paths

Date Plans Received: 06/12/2013 **Date(s) of Amendment(s):** 04/07/2014
Date Application Valid: 23/12/2013 02/07/2014

1. SUMMARY

This application seeks permission to erect a part four storey, part five storey building with basement parking comprising 44 affordable residential flats, involving the demolition of the existing industrial buildings.

The application site is identified in paragraph 5.12 of the Local Plan Part 1 as part of the Trout Road IBA which is suitable for the managed release of industrial and warehousing land while the wider site within which the application site is located in was granted planning permission in January 2014 for a comprehensive redevelopment to provide a residential led mixed-use scheme. No objections are therefore raised to the loss of the existing building and, likewise, to the re-development of the site in principle.

It is considered that the re-development of this site to provide much needed affordable residential housing is acceptable in this area. The building, following various revisions made to its design, would enhance the visual amenity of the street scene. The accommodation provided, including the provision of external amenity space which includes a large communal roof top garden is acceptable and the scheme would not result in any unacceptable loss of residential amenity to surrounding residential properties.

Adequate off-street parking is provided and the access arrangements to the basement car park are acceptable.

Therefore, it is recommended that the application is approved subject to the conditions and the satisfactory completion of a section 106 Legal Agreement securing 35% affordable housing and highways works under S278/S38 and contributions towards the funding of additional school places, health provision, cycle links to the canal side tow path improvements, air

quality monitoring, libraries, construction training and Safeguarding the strip of land to be used for public highway widening.

The scheme is therefore recommended for approval.

2. RECOMMENDATION

That delegated powers be given to the Head of Planning, Green Spaces and Culture to grant planning permission subject to the relevant conditions set out below:

A)(1) That prior to the Council's Community Infrastructure Levy coming into force, the Council enters into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or other appropriate legislation to secure:

1. Highways: S278/S38 agreement may need to be entered into to secure highways works subject to comments from the Highways Officer.

2. Affordable Housing: The scheme to deliver 35% of the units as Affordable Housing with the tenure to be agreed.

3. Education: a contribution in the sum of £160,216.00 is sought.

4. Health: a contribution in the sum of £15,173.73 is sought.

5. Libraries: a contribution in the sum of £1,611.15 is sought.

6. Air Quality: a contribution in the sum of £25,000.00 is sought.

7. Construction Training: either a contribution equal to the formula (£2,500 for every £1m build cost + number of units/160 x£71,675 = Total Contribution of £19,710.63) or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development with the preference being for an in-kind scheme to be delivered.

8. Canal and River Trust: a contribution in the sum of £15,000.00 is sought.

9. Safeguarding the strip of land to be used for public highway widening.

10. Project Management and Monitoring Fee: a contribution equal to 5% of the total cash contributions secured from the scheme to enable the management and monitoring of the resulting agreement, is sought.

or

A)(2) That following the Council's Community Infrastructure Levy coming into force, the Council enters into an agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 (as amended) and/or other appropriate legislation to secure:

i. Highways: S278/S38 agreement may need to be entered into to secure highways works subject to comments from the Highways Officer.

ii. **Affordable Housing:** The scheme to deliver 35% as Affordable Housing with the tenure to be agreed.

iii. **Canalside improvements:** a contribution in the sum of £15,000.00 is sought.

iv. **Air Quality:** a contribution in the sum of £25,000 is sought.

v. **The provision of a travel plan including £20,000.00 Bond.**

vi. **Safeguarding the strip of land to be used for public highway widening.**

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

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

D) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised before 28/07/2014, or such other date as agreed by the Head of Planning, Green Spaces and Culture, delegated authority be given to the Head of Planning, Green Spaces and Culture to refuse planning permission for the following reason:

'The applicant has failed to provide contributions towards the improvement of services and the environment as a consequence of demands created by the proposed development (in respect of affordable housing, transfer of land for highway widening, canal side improvements, travel plan, education, health, libraries, transfer construction training and air quality). The proposal therefore conflicts with Policy R17 of the adopted Local Plan and the Council's Planning Obligations SPD and Air Quality SPG.'

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

F) That should the application be approved following the Council's Community Infrastructure Levy coming into force, the applicant shall pay the required levy on the additional floorspace created.

G) That if the application is approved, the following conditions be imposed:

1 COM3 Time Limit

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

REASON

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

2 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete

accordance with the details shown on the submitted plans, numbers 193: 001, 200 Rev. G, 201 Rev. G, 202 Rev. L, 203 Rev. F, 204 Rev. F, 205 Rev. F, 206 Rev. F and 208 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 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:

Access details in accordance with drawing No. IT1399/TS/02, Recommendations in the Arboricultural Impact Assessment and Method Statement by JB Consultancy JBA 13/130-AR01, recommendations in the Phase 1 Habitat Survey by JB Consultancy July 2013, recommendations in the Drainage Statement by Cannon Consulting Engineers June 2013 and the measures indicated in the Sustainability & Energy Statement prepared by Integration UK April 2014

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

REASON

To ensure that the development complies with the objectives of Policies . Specify Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012)

4 COM6 Levels

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

REASON

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

5 COM7 Materials (Submission)

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

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

REASON

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

6 COM31 Secured by Design

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

REASON

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

7 COM9 Landscaping (car parking & refuse/cycle storage)

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

1. Details of Soft Landscaping

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

2. Details of Hard Landscaping

- 2.a Refuse Storage, including size and design of refuse lift, room, door and maintenance of the same
- 2.b Cycle Storage for 52 bicycles
- 2.c Means of enclosure/boundary treatments, including details of the screening required for the defensive space at the front of the ground floor flats as to ensure the privacy of these residents
- 2.d Car Parking Layouts (including demonstration that 2 parking spaces are served by electrical charging points)
- 2.e Hard Surfacing Materials
- 2.f External Lighting
- 2.g Other structures (such as play equipment and furniture)

3. Living Walls and Roofs

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

4. Details of Landscape Maintenance

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

5. Schedule for Implementation

6. Other

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

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

the approved details.

REASON

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

8 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).

9 NONSC Non Standard Condition

Prior to commencement of development an ecological enhancement scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly detail measures to promote and enhance wildlife opportunities within the landscaping and the fabric of the buildings including measures such as habitat walls, bird and bat boxes and nectar rich planting. The scheme shall aim to include an area of land dedicated to wildlife habitat. The development must proceed in accordance with the approved scheme.

REASON

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

10 NONSC Non Standard Condition

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

-Management of any flat/shallow pitched/ green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design'. The Bird Hazard Management Plan shall be implemented as approved and shall remain in force to the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

REASON

In the interest of Aircraft safety. It is necessary to manage the flat/ green roof in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Heathrow Airport.

11 RES11 Play Area provision of details

No development shall commence until details of play areas for children 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 development 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.

12 NONSC Non Standard Condition

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

- 1) The baseline energy demand (kwhr and kgCO₂) for each element of the regulated energy use (e.g. space heating, hot water and electricity) for all the relevant uses (e.g. residential, commercial, etc).
- 2) The methods to improve the energy efficiency of the development and how this impacts on the baseline emissions and where they will be included within the development.
- 3) Full details, specification and location of low and zero carbon technologies and how they impact on the baseline
- 4) How the technology will be maintained and managed throughout the lifetime of the development.

The development must proceed in accordance with the approved details.

REASON

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

13 RES16 Code for Sustainable Homes

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

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

REASON

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

14 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 HDAS: 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

15 COM15 Sustainable Water Management

No development approved by this permission shall be commenced until a scheme for the

provision of sustainable water management has been submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate that sustainable drainage systems (SUDS) have been incorporated into the designs of the development in accordance with the hierarchy set out in accordance with Policy 5.15 of the London Plan and will:

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

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

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

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

REASON

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

16 NONSC Non Standard 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.

(d) Before any part of the development is occupied, site derived soils and imported soils

shall be independently tested for chemical contamination. All soils used for gardens and/or landscaping purposes shall be clean and free of contamination.

REASON: To ensure that 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).

17 NONSC Non Standard Condition

Before the development is commenced details of any plant, machinery or fuel burnt, as part of the energy provision and the location of the flue for the development shall be submitted to the LPA for approval. This shall include pollutant emission rates at the flue with or without mitigation technologies. The use of ultra low NOx emission gas CHPs and boilers is recommended. The development should as a minimum be 'air quality neutral' and below the building emissions benchmark.

REASON:

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

INFORMATIVES

1 I52 Compulsory Informative (1)

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

2 I53 Compulsory Informative (2)

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

LPP 1.1	2011)Delivering the strategic vision and objectives for London
BE1	Development within archaeological priority areas
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design
LPP 2.1	(2011) London in its global, European and UK context
LPP 3.3	(2011) Increasing housing supply
LPP 3.4	(2011) Optimising housing potential
LPP 3.5	(2011) Quality and design of housing developments
LPP 3.7	(2011) Large residential developments
LPP 3.8	(2011) Housing Choice
LPP 5.3	(2011) Sustainable design and construction

LPP 5.7	(2011) Renewable energy
LPP 5.13	(2011) Sustainable drainage
LPP 5.14	(2011) Water quality and wastewater infrastructure
LPP 5.16	(2011) Waste self-sufficiency
LPP 7.2	(2011) An inclusive environment
LPP 7.4	(2011) Local character
LPP 7.6	(2011) Architecture
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE26	Town centres - design, layout and landscaping of new buildings
BE36	Proposals for high buildings/structures in identified sensitive areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
H4	Mix of housing units
H5	Dwellings suitable for large families
R1	Development proposals in or near areas deficient in recreational open space
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
LE2	Development in designated Industrial and Business Areas
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.

- AM8 Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
- AM9 Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities

3 115 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.

4 158 Opportunities for Work Experience

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

Please contact: Mr Peter Sale, Chief Executive Officer, Hillingdon Training Ltd: contact details - c/o Hillingdon Training Ltd, Unit A, Eagle Office Centre, The Runway, South Ruislip, HA4 6SE Tel: 01895 671 976 email: petersale@hillingdontraining.co.uk

5 159 Councils Local Plan : Part 1 - Strategic Policies

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

6 11 Building to Approved Drawing

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

7 **12** **Encroachment**

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

8 **121** **Street Naming and Numbering**

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

9 **13** **Building Regulations - Demolition and Building Works**

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

10 **148** **Refuse/Storage Areas**

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

11 **160** **Cranes**

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

12

Wind Turbines can impact on the safe operation of aircraft through interference with aviation radar and/or due to their height. Any proposal that incorporates wind turbines must be assessed in more detail to determine the potential impacts on aviation interests. This is explained further in Advice Note 7, Wind Turbines and Aviation (available at <http://www.aoa.org.uk/policy-safeguarding.htm>).

13

New planting should seek to enhance biodiversity, by including appropriate species of known value to wildlife which produce berries and/or nectar. This may include selected native species but should not be restricted to them.

3. CONSIDERATIONS

3.1 Site and Locality

The application site measures approximately 0.18 hectares in area and is an integral part of the former Rainbow and Kirby Industrial Estate, which currently accommodates approximately a 2.15 hectare irregularly shaped plot. The application site is L-shaped and located centrally and prominently within the Rainbow and Kirby Industrial Estate Trout Road frontage and is an individual planning unit on its own. The wider Rainbow and Kirby Industrial Estate is bounded to the north west side by Trout Road, on its eastern side by Yiewsley High Street, and on its south eastern side by St Stephens Road, with the entire south west boundary bordered by the Grand Union Canal.

The application site itself presently accommodates a part one, part two storey warehouse building, formerly known as Caxton House, which formally comprised industrial uses with ancillary offices. There is no longer any trading from within the site and the buildings, as well as the site itself, are deteriorating with vegetation now breaking through the hardsurface that covers the majority of the site. To the front of the site adjacent to Trout Road is a high hedge providing an effective screening of the site while a vacant parking area is located on its southern section also fronting Trout Road.

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

To the North West beyond Trout Road are four-storey residential properties (including roof accommodation) and the recently completed Tesco Supermarket and ancillary parking. To the North East, beyond the Rainbow and Kirby Industrial Estate, the site is largely bounded by commercial properties fronting Yiewsley High Street. These range from single-storey to four-stories in height, fronting the street and include two supermarkets (Aldi and Iceland) and ancillary parking, as well as smaller retail units with offices and/or residential accommodation above. The Grand Union Canal is to further to the south with the towpath running alongside its north bank and beyond which are two-storey terraced residential properties and associated gardens, located in Peplow Close, and industrial units located in Bentinck Road.

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

The site has a Public Transport Accessibility Level (PTAL) 3 and falls within the Trout Road Industrial Business Area and the Hayes/West Drayton Corridor, as shown on the Hillingdon Unitary Development Plan Proposals Map.

3.2 Proposed Scheme

Full planning permission is sought for the demolition of the existing buildings and the erection of a part four storey, part five storey building with 44 residential apartments with associated access, basement car parking, landscaping, child playspace and associated works.

The proposed development would include 35% affordable housing and would provide 9 x one bedroom flats, 27 x two bedroom flats and 8 x three bedroom flats with 52 cycle spaces and 44 parking spaces, including four disabled parking spaces, provided at basement level. The existing vehicle crossover with Trout Road would be retained and redesigned near the northern end of the site, approximately 140 metres distance from the junction with the High Street.

Approximately 30m² of children play area together with 475m² of communal amenity space would be provided at ground floor level adjacent the eastern side boundary of the site, with 275m² of amenity space provided by way of balconies and private terraces between the 44 flats. An additional 345m² of communal amenity space is provided as a roof terrace.

The building would be roughly U-shaped in footprint, with the ground floor of the building marginally raised above ground level as to enable access and parking at basement level. The front elevation of the building is staggered to reflect the convex curvature of this part of Trout Road. The development is to be erected with its elevations articulated with a combination of Yellow Stock bricks and Marley Eternit bronze cladding, to reflect the flatted developments on the opposite side of Trout Road.

The principal entrance into the site is located centrally at the front of the building adjacent to Trout Street and leads up to the internal courtyard area and the stair core proposed within each of the building's rear projecting limbs. Access to the refuse stores located within the basement is from a service lift available for refuse collection only.

The scheme has been amended and the building repositioned with a further set back from the eastern site boundary with Trout Road with a deeper landscaped buffer corridor provided between the public highway and the building frontage as to allow a widening of the public highway if required.

The development is proposed to be built to Code for Sustainable Homes Level 4 and in accordance with the Lifetime Homes Standards.

3.3 Relevant Planning History

Comment on Relevant Planning History

In January 2014 a scheme with reference 38058/APP/2013/1756 seeking the re-development of the wider Rainbow and Kirby Industrial Estate was granted planning permission for a mixed use scheme providing housing, community facilities and affordable business units.

As part of the current application the applicant has submitted evidence demonstrating that the amended application building relates sympathetically to the approved wider Rainbow and Kirby Industrial Estate re-development scheme.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

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

Part 1 Policies:

Part 2 Policies:

LPP 1.1	2011)Delivering the strategic vision and objectives for London
BE1	Development within archaeological priority areas
NPPF	National Planning Policy Framework
NPPF1	NPPF - Delivering sustainable development
NPPF6	NPPF - Delivering a wide choice of high quality homes
NPPF7	NPPF - Requiring good design
LPP 2.1	(2011) London in its global, European and UK context
LPP 3.3	(2011) Increasing housing supply
LPP 3.4	(2011) Optimising housing potential
LPP 3.5	(2011) Quality and design of housing developments
LPP 3.7	(2011) Large residential developments
LPP 3.8	(2011) Housing Choice
LPP 5.3	(2011) Sustainable design and construction
LPP 5.7	(2011) Renewable energy
LPP 5.13	(2011) Sustainable drainage
LPP 5.14	(2011) Water quality and wastewater infrastructure
LPP 5.16	(2011) Waste self-sufficiency
LPP 7.2	(2011) An inclusive environment
LPP 7.4	(2011) Local character
LPP 7.6	(2011) Architecture
BE13	New development must harmonise with the existing street scene.
BE18	Design considerations - pedestrian security and safety
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE25	Modernisation and improvement of industrial and business areas
BE26	Town centres - design, layout and landscaping of new buildings
BE36	Proposals for high buildings/structures in identified sensitive areas
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area

OE3	Buildings or uses likely to cause noise annoyance - mitigation measures
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
H4	Mix of housing units
H5	Dwellings suitable for large families
R1	Development proposals in or near areas deficient in recreational open space
R16	Accessibility for elderly people, people with disabilities, women and children
R17	Use of planning obligations to supplement the provision of recreation, leisure and community facilities
LE2	Development in designated Industrial and Business Areas
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM8	Priority consideration to pedestrians in the design and implementation of road construction and traffic management schemes
AM9	Provision of cycle routes, consideration of cyclists' needs in design of highway improvement schemes, provision of cycle parking facilities

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- **31st January 2014**

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

EXTERNAL CONSULTTEES:

Site Notice: Erected 8th January 2014

Press Advertisement: 10th January 2014

Some 135 neighbouring households, amenity groups, and local businesses were notified of the proposal on 08 January 2014, by the close of the consultation period on 29th January 2014, three objections had been received on the grounds of traffic generation/parking, concerns relating to the impact of too much development in Yiewsley/West Drayton in general together with concerns relating to design and living standards of future occupiers. The members of the Garden City Estate Residents Association indicated their concerns in relation to the poor design of the building, lack of external amenity space for future occupiers and impact on the local area. A further consultation notifying residents of the amendments to the scheme took place on 04 April 2014.

Case Officer Comment: The living conditions of future occupiers as well as the design and impact to the streetscene and highways and traffic generation will be considered in the main body of the report.

NATS

The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS has no safeguarding objections to the proposal.

BAA

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

Submission of a Bird Hazard Management Plan:

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

-Management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with Advice Note 8 'Potential Bird Hazards from Building Design' attached. The Bird Hazard Management Plan shall be implemented as approved and shall remain in force to the life of the building. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

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

CANAL AND RIVER TRUST

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

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

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

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

The site is set well back from the towpath, and so is unlikely to have any direct impact on the towpath or canal environment. However, the 44 additional residential units will bring more people to the area who will want to make use of the towpath and the canal environment as a valuable local

resource for amenity space and as a useful cycling link, particularly as more than half of the units are proposed to be four and five bed apartments.

The Mayor's cycling commissioner has made it clear to us that the Grand Union Canal towpath will contribute to the wider network of proposed Quietways and that developments are expected to play a part in improving this:

Cycling Vision for London, P21: We are also assisting boroughs and businesses across London, including developers and utility companies, to ensure that they work together to lever their buying powers.

Cycling Vision for London, P28: We will closely monitor all major new planning applications, schemes and developments, such as Earl's Court and Nine Elms, to promote meaningful pro-bike content and discourage antibike content.

We would request that the development make a contribution towards upgrading the towpath between Trout Road and West Drayton High Street adjoining the development to 1.8m width for shared use, with a tarmac tar spray and chip finish, inclusive of vegetation and verge works to accommodate this. This specification is fully supported by Hillingdon Council and the Trust and is being implemented in the borough subject to funds. A contribution from this development would correspond with the request we have also made from the adjacent Rainbow Estate development.

Subsequent comments: Further to this current planning application, we would like to add some detail to our letter's request for a financial contribution from the development. Our request was as follows:

We would request that the development make a contribution towards upgrading the towpath between Trout Road and West Drayton High Street adjoining the development to 1.8m width for shared use, with a tarmac tar spray and chip finish, inclusive of vegetation and verge works to accommodate this. This specification is fully supported by Hillingdon Council and the Trust and is being implemented in the borough subject to funds. A contribution from this development would correspond with the request we have also made from the adjacent Rainbow Estate development.

The canal towpath is less than 80m to the south of the site, along Trout Road, and its residents will be keen to make use of this resource for cycling, walking and general amenity, which will put pressure on the Canal & River Trust to maintain the towpath and canal environment to their expectations (particularly given the current industrial nature of the site and adjacent sites, which currently have little requirement for the towpath).

You will have more knowledge of the viability of this scheme, and we therefore leave the negotiations of any contribution to your discretion.

Officer Comments: A monetary contribution of £15,000.00 towards the upgrade of the towpath as requested by Canal and River Trust has been agreed with the developer.

Internal Consultees

URBAN DESIGN

Background: The proposed site fronts onto Trout Road, but it also forms part of a larger site currently submitted for planning 38058/APP/2013/1756). Along Trout Road the buildings are a mix of small Victorian cottages, more recent 3-4 storey blocks of flats, an Edwardian community hall, and a few two storey (commercial heights) modern industrial buildings. The existing corrugated metal-clad structures have no special interest.

Existing character: The existing character of the area is made up of the remaining small scale Victorian Cottages and also the industrial/wharf-like nature of the new development. The proposed building picks up on the wharf-type style of the newer buildings.

Further plans have now been provided indicating how the new building relates to the street scene and the wider views along Trout Road. I am satisfied that the proposal will sustain the appearance of the area by respecting the local character and history, generally. I am also satisfied that the housing scheme meets the requirements within the Planning Practice Guidance which suggests that proposals should be well-designed, functional, attractive and sustainable.

Layout: I was concerned about the relationship with the proposal and how it relates to the scheme for the wider site. The new Massing Diagram, however, indicates that the designs relate well to what is proposed for the development site (note the final reserved matters approval relating to this development are outstanding), that streets are connected and spaces complement one another. The proposal does follow prevailing and existing building lines and creates new links between existing streets.

Legibility: The current front pedestrian entrance is not entirely legible and I would still like to see a detail showing this made more prominent. The quality of new development can be spoilt by poor attention to detail. In terms of legibility through the site, I note a much improved masterplan, which indicates routes through the site and connectivity.

Height/Scale: The overall height is slightly larger than the existing blocks on Trout Road which are of four storeys. However, the proposal sustains the general building size, mass and scale within the area and is functional when viewed and used from neighbouring streets.

Design/Appearance/materials: I am fairly happy with the overall design of the building. It is similar to the block opposite. A further revised drawing of the entrance is required. The proposals meet the NPPF's core principles; particularly that planning should be seeking to ensure high quality design.

Conditions: Details of materials to be provided including hard landscaping, paving and boundary treatment.

Conclusion: Acceptable, subject to conditions.

TREES AND LANDSCAPING

Landscape Character/Context: The site is occupied by a cleared and vacant plot on the south side of Trout Lane. The site lies on the edge of the former Rainbow Industrial Estate which has recently been cleared prior and is the subject of planning application ref. 38058/APP/2013/1756. Opposite the site, across the road, there is a recent development of new flats. The site is covered by TPO No. 420. However, neither of the specified trees on the TPO schedule remain in situ. The most visually significant vegetation remaining is the line of short-pollarded Limes along the front boundary at the southern end.

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

- A recent Tree Survey (Arboricultural Impact Assessment & Method Statement), ref. JBA 13/130-AR01 by James Blake Associates, has assessed the condition and value of 6No. individual specimens, 6No. groups and one hedge.

- There are no 'A' (good) or 'B' (moderate) category trees and all the remaining specimens and groups are rated 'C' (poor) or 'U' (justifying removal in the interests of sound arboricultural management. All of these trees are due to be removed in order to facilitate the development.

- The Design & Access Statement (6.8) sets out the landscape objectives for the site and refers to the need for well-designed accessible and attractive amenity spaces. This will be achieved by the use of good quality hard and soft landscape detailing, the provision of trees along the frontage, play provision in accordance with the London Plan SPG ('Providing for Children and Young People's Play and Informal Recreation'), ground level planting around the site and the provision of cantilevered balconies and top floor roof terraces.
- The statement refers to the retention of existing healthy trees. However, the plans reflect the conclusions of the Tree Report, and no existing trees will be retained.
- A proposed roof garden is illustrated in fig. 6.8.1. This indicates an interesting variety of spaces for use by residents with a mix of hard surfacing and significant areas of planting. A high quality scheme is required if the roof garden is to be both functional and attractive to residents.
- If the application is recommended for approval, landscape conditions should be imposed to ensure that the proposals preserve and enhance the character and appearance of the area.

Recommendations: No objection subject to the above observations and conditions RES6, RES9 (parts 1,2,3,4,5 and 6) and RES11.

HIGHWAYS

The development is for the construction of 44 residential apartments including 9 x 1 bedroom, 27 x 2 bedroom and 8 x 3 bedroom units within the site. As part of the proposals, 44 car and 52 cycle parking spaces will be provided under-croft. A new vehicle access to the site will be provided directly from Trout Road, adjacent to the existing site access, which will be stopped up. It is proposed that servicing of the development will be undertaken adjacent to the site from Trout Road.

When undertaking assessment of the development it is noted that a Transport Statement (TS) has been submitted in support of the proposals. This has demonstrated that the proposed car parking provision is acceptable to serve the development, based on the existing accessibility to all public transport facilities within the area of the site. In addition, the TS has demonstrated that adequate visibility will be provided from the proposed means of access along the highway, which has been based on speed surveys undertaken adjacent to the site.

An assessment of the likely trip generation has been undertaken within the TS using the TRICS Database. However, some of the selected sample sites are not considered representative due to their location. Nevertheless, the resultant trip rates are appropriate to be used within the assessment.

As a result, the TS has identified that there would be approximately 19 and 14 two-way trips during the AM and PM peak periods respectively. Therefore, it is considered that the expected traffic generation would not have a material impact along the adjacent highway network.

In order to assess the proposed car parking layout, a swept path analysis has been undertaken within the TS. This has identified that the most remote parking spaces within the car park would be difficult to access for a larger car. However, it is considered that a medium sized car can access all parking spaces, which is considered acceptable.

In addition, vertical swept paths have been provided for a large vehicle exiting the site. This has demonstrated the provision of adequate headroom above the access ramp for vehicles entering the site.

Therefore, it is considered that the development will not be contrary to the Policies of the adopted Hillingdon Local Plan, 2012, Part 2, and an objection is not raised in relation to the proposals, provided that the details below are provided under a suitably worded planning condition or S106

agreement.

Conditions/S106.

The parking provision within the site shall include 20% active and 20% passive electric charging points, which shall be provided before first occupation of the development.

The development shall not be occupied until details of the proposed cycle parking facilities have been submitted to and approved in writing by the LPA. Thereafter, the approved cycle parking facilities shall be provided before occupation and maintained and retained at all times for the use of the development.

Development shall not commence 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.

Visibility splays along the adjacent highway from the proposed access shall be provided in accordance with the approved drawing No. IT1399/TS/02, produced by Intermodal Transportation. Thereafter, the visibility splays shall be maintained free of all obstructions between the heights of 0.6m and 2.0m above the level of the adjoining highway.

A Construction Management Plan is required to be submitted and approved in writing by the LPA prior to commencement of any works at the site. The Construction Management Plan shall provide the details in relation to access (vehicular and pedestrian) to the site along and from Trout Road, the parking provision for contracting staff and the delivery of materials' during construction.

The area of land within the site fronting Trout Road, that is required for a future highway alignment improvements is required to be transferred into the ownership of the council before commencement of any works at the site.

Officer Comments: All issues raised by the highways engineer have been addressed by way of amended plans, conditions and a legal agreement.

SUSTAINABILITY OFFICER

Energy: The proposed energy solution suggests that the 40% Co2 reduction target could be met, but does not detail the final solution to be used. The specific energy reduction measures are therefore difficult to ascertain at this stage. The following condition is therefore necessary:

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

- 1) The baseline energy demand (kwhr and kgCO2) for each element of the regulated energy use (e.g. space heating, hot water and electricity) for all the relevant uses (e.g. residential, commercial etc).
- 2) The methods to improve the energy efficiency of the development and how this impacts on the baseline emissions and where they will be included within the development.
- 3) Full details, specification and location of low and zero carbon technologies and how they impact

on the baseline

4) How the technology will be maintained and managed throughout the lifetime of the development. The development must proceed in accordance with the approved details.

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

Ecology: In addition, the ecology report shows pockets of overground vegetation as the site was left unmanaged. These areas on disused or underused sites play a very important role in London's ecology. The development of sites generally results in the loss of these areas of ecology value and therefore contributes to a net reduction. The following condition is therefore essential:

Prior to commencement of development an ecological enhancement scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly detail measures to promote and enhance wildlife opportunities within the landscaping and the fabric of the buildings including measures such as habitat walls, bird and bat boxes and nectar rich planting. The scheme shall aim to include an area of land dedicated to wildlife habitat. The development must proceed in accordance with the approved scheme.

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

HOUSING SERVICES

Hillingdon have agreed in principal to support a bid from Paradigm for GLA funding to deliver affordable housing on this site for the following reasons.

Generally the units are well laid out and appear to meet the London Housing Design Guide size standards. They are designed to meet level 4 of the Code for Sustainable Homes with a site wide CHP system. The flats benefit from 1:1 parking and provide a range of private and communal amenity space along with a play area for young children. The Planning Application offers 12 units 8 x one bed, 4 x two bed and 4 x three bed (44 hab rooms) as S106 affordable housing and meets our 35% affordable housing requirement but we anticipate further affordable housing will be offered.

The mix of unit sizes suits our current demand for housing where the highest demand is for 2 bed units but also provides 8 x three bed units which are rarely provided in flatted developments. The mix of units sizes is also largely in line with the GLA funding Prospectus and Mayors Housing Strategy which aims for predominantly smaller units with 36% larger homes.

Plots 2, 4 appear to 1 bed wheelchair accessible units at 61 sqm and plots 9 & 10 2 bed 4 person wheelchair units at 71sqm. These 4 units are all on the ground floor with allocated disabled parking bays in the undercroft parking area. There are several communal doors to negotiate to access the wheelchair flats both from the street and the underground car park and it's important that these are designed to easily operable from a wheelchair, the flats don't show a charging space for a wheelchair and this should be included. The ensuite shower rooms in plots 9 & 10 are an excellent idea but look too tight for a wheelchair user.

Subsequent comments: It may not have been clear in my original response on this development that I am aware that this scheme does not offer any intermediate housing only rented accommodation but the development is more suited to rented accommodation as it provides a number of larger three bed family units.

The developing RP Paradigm Housing have submitted a bid for GLA funding on this site which

Hillingdon has supported. The bid is based on the development only providing rented accommodation on this particular site as Paradigm they will be meeting the 60:40 split across their programme and in Hillingdon we are benefitting from a higher ratio of intermediate housing on both the Blyth Road and Drayton Garden Village sites where Paradigm have purchased private units.

There is a real demand for rented accommodation as we currently have 127 families in B&B accommodation and rented accommodation is strongly supported on this development.

Officer Comments: The application scheme has been amended to meet the Housing Services requirements.

S106 OFFICER

Heads of Terms:

1. Highways: S278/S38 agreement may need to be entered into to secure highways works subject to comments from the Highways Officer.
2. Affordable Housing - provision of 36% Affordable Housing to be secured as per the submission.
3. Education: £160,216 (full nominations rights must be secured)
4. Health: £15,177.73
5. Libraries: £1,611.15
6. Construction Training: Training cost: £2,500 per £1m build cost + coordinator cost: 44/100 x £71,675 = 19,710.63 or in kind provision.
8. Air Quality Monitoring: £25,000
9. Project Management & Monitoring: 5% of total cash contributions.

All calculations are based on formulas contained within Hillingdon Council's Planning Obligations Supplementary Planning Document July 2008.

FLOODING

A Flood Risk Assessment has been produced which identifies the site is not in a fluvial flood risk zone, it also demonstrates that a minimum 50% reduction in surface water rates can be made on the site through sustainable methods which are appropriate in principle. However all sites should aim to reach greenfield runoff rates and this should be demonstrated in the FRA up front. There is also little reference to the undercroft car parking proposed, and no investigation provided or assessment of the potential groundwater risks that are faced in the Hillingdon area. A brief site investigation should provide the evidence of the risk that this basement could pose to others, and should also be included in the FRA. Further consideration should also be provided of the use of rainwater harvesting or water use on the site, as Hillingdon is currently in an over abstracted area.

Subsequent comments:

In this case considering its location, and the likely depths of foundations already impact on groundwater flows, I am prepared to advise a condition is sufficient to cover the groundwater issues. However it should be made clear that providing the minimum reduction in surface water runoff is not sufficient and further reductions will be required.

Sustainable Water Management

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

- i. provide information on all Suds features including the method employed to delay and control the water discharged from the site and:
 - a. calculations showing storm period and intensity and volume of storage required to control surface water and size of features to control that volume.

- b. any overland flooding should be shown, with flow paths depths and velocities identified as well as any hazards, (safe access and egress must be demonstrated).
 - c. measures taken to prevent pollution of the receiving groundwater and/or surface waters;
 - d. how they or temporary measures will be implemented to ensure no increase in flood risk from commencement of construction.
 - ii. provide a management and maintenance plan for the lifetime of the development of arrangements to secure the operation of the scheme throughout its lifetime. Including appropriate details of Inspection regimes, appropriate performance specification, remediation and timescales for the resolving of issues.
 - iii. provide details of the body legally responsible for the implementation of the management and maintenance plan.
- The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:
- iii. incorporate water saving measures and equipment.
 - iv. provide details of water collection facilities to capture excess rainwater;
 - v. provide details of how rain and grey water will be recycled and reused in the development.
- Thereafter the development shall be implemented and retained/maintained in accordance with these details for as long as the development remains in existence.

REASON: To ensure that surface water run off is controlled to ensure the development does not increase the risk of flooding contrary to Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) Policy 5.12 Flood Risk Management of the London Plan (July 2011) and National Planning Policy Framework (March 2012) and the Planning Practice Guidance (March 2014). To be handled as close to its source as possible in compliance with Policy 5.13 Sustainable Drainage of the London Plan (July 2011 or Jan 2014), and conserve water supplies in accordance with Policy 5.15 Water use and supplies of the London Plan (July 2011).

EPU

NOISE PROTECTION

No objection to the planning application. Please attach Control of environmental nuisance from construction work informative.

LAND CONTAMINATION AND AIR QUALITY

The proposal will introduce a number of sensitive receptors to the site, and they have acknowledged this in the application but have provided no site investigation information. It would be better to have any ground investigation information they have prior to determining the application. As a minimum a desk top study. As a former industrial use (printing works indicated in OS maps), contamination is a possibility on site. We do have some ground investigation information for the adjacent Rainbow Estates which indicates some soil and groundwater contamination which needs to be addressed. There were contamination issues at the new housing development opposite.

Please include the standard contaminated land condition should permission be given along with the imports/landscaping condition to ensure the soils are suitable for use.

Air Quality

An air quality assessment is required in an AQMA where sensitive receptors are being introduced. The assessment should consider the impact of local air quality on the development and also from the development if this is likely on nearby residential receptors. All emissions associated with the proposed use should be considered including any energy related emissions such as CHP, boilers. As there have been a number of proposed developments in the area, it is important cumulative

impacts are also considered. Receptor locations need to be considered on the ground floor and residential floors above, especially if the development includes a stack/flue that could impact. For this area and this site in particular (where there is a narrow road and tall buildings), we are also concerned about the likelihood any canyoning effects, although it seems likely the roads are not heavily trafficked and the tall buildings do not extend along the entire road.

Subsequent comments:

The proposed development is within the declared AQMA and in an area which may be a little under the European Union limit value for annual mean nitrogen dioxide (under 40.0 mg/m³). Air quality modelling undertaken by CERC for Hillingdon for 2011 indicated, at the worst location on site, NO₂ was at 36.58 mg/m³, with all areas of the site just below 40 mg/m³. It should be noted the CERC air quality modelling may be slightly underestimating in the vicinity of this site due to likely misalignment of the modelling data. The background air quality in the area is probably in the low 30s. The location of the site away from the High Street would suggest NO₂ levels at the facade of the building may be below the EU limit value, however the nearer the facade of the proposed building is to Trout Road, the greater the NO₂ levels are likely to be.

The air quality assessment appears to be quite conservative in its approach, and has used the DEFRA mapped background for 2012 of 34.1 mg/m³ for 2016 as well, which assumes no improvement in background levels. The assessment also indicates contribution from traffic and CHP/boiler at the site has been assessed, although car park emissions have not been considered. Car park emissions are likely to be limited, however further clarification on the location of car park ventilation is required in relation to openable windows. Further information on the emissions associated with the CHP and boiler to be used at the site is also required. The air quality assessment does not cover GLA requirements for CHPs, building emissions and transport emissions benchmarks to demonstrate the development is at least 'air quality neutral'. 'Street canyons' have not been considered as part of the assessment.

The air quality assessment indicates the development would generate 124 two-way vehicles movement per day (19 more than the current use based on the Transport Statement), and an additional 234 vehicle movements are indicated per day on Trout Road by 2016. The modelling also reduced speed down to 5kph at approaches to junctions to account for slow moving traffic. It is not clear if this includes the traffic lights at the bridge on Trout Road.

Model verification was undertaken for HD51 which indicated the model was slightly underestimating, however no adjustments of the modelled concentrations were made as the majority of results were considered to be within +/-25 %. This may account for the lower NO₂ levels indicated at the proposed development receptor locations in the report compared to the 2011 CERC modelling and the monitored data. It seems likely NO₂ levels will be at least slightly lower than the EU limit value at the facade of the building. The assessment does also indicate and increase in NO₂ levels (although it is indicated to be negligible) at a couple of the existing modelled receptors. A number of residential developments have been given planning permission or are likely to be given planning permission in the area and this could potentially have a more significant cumulative impact on air quality in the area.

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

Section 106

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

The Sustainability and Energy Statement dated April 2014 indicates a boiler and/or CHP is proposed for the development and NO_x emissions are anticipated to be kept 40 mg/kWh. No biomass is proposed. It is also indicated in the code for sustainable homes pre-assessment

referred to within the document that the full 3 points will be picked up for NOx emissions.

The air quality assessment indicates an additional NO2 contribution from the CHP and boiler, with the contribution exceeding 1 mg/m3 (1.1 to 1.7 mg/m3) at three locations at the proposed development (note, table 6 with emission rates needs to be queried to confirm the figures are correct). There is a possibility of exceedance on site, as a consequence of the energy source. Further clarification is required for the flue location, which should be away from openable windows and any air inlets. Further information with regard to what will actually be implemented at the site is required. The following condition is recommended.

Air Quality Condition

Before the development is commenced details of any plant, machinery or fuel burnt, as part of the energy provision and the location of the flue for the development shall be submitted to the LPA for approval. This shall include pollutant emission rates at the flue with or without mitigation technologies. The use of ultra low NOx emission gas CHPs and boilers is recommended. The development should as a minimum be 'air quality neutral' and below the building emissions benchmark.

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

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

Officer comments: The applicant has agreed to a contribution of £25,000.00 towards air quality monitoring.

ACCESSIBILITY

The site is located in Trout Road, West Drayton, an area which consists mainly of commercial and industrial warehouses, with some residential apartment buildings. The proposal is to erect a block comprising 44 apartments ranging in size and providing a mix of one, two and three bedrooms.

In assessing this application, reference has been made to London Plan July 2011, Policy 3.8 (Housing Choice) and the Council's Supplementary Planning Document "Accessible Hillingdon" adopted May 2013. Compliance with all 16 Lifetime Home standards (as relevant) should be shown on plan. An additional 10% of the dwelling should satisfy the Wheelchair Home Standards as prescribed in the above SPD.

The Design & Access Statement refers to local amenities and local transport links in close proximity to the application site, thereby reducing the demand for on-site parking. The proposal would, however, provide one allocated parking space per dwelling, in addition to four accessible parking spaces, all of which would be accommodated within an undercroft car park (Drawing No. 193.203C).

The design is said to be in compliance with the 'London Housing Design Guide' and other planning guidance with accessibility design principles fully incorporated. It is understood that the main entrance would be visible and clearly identifiable from the public realm. Within the apartments, the layout is said to meet the Lifetime Home Standards, including the specifications into the dual aspect living rooms. The apartments would feature a balcony of 5m² (minimum), at a minimum width of 1500mm, in addition to a level access threshold to achieve wheelchair access. It is stated that all entrances would be illuminated with a minimum opening width of 800mm and a 300mm leading edge achieved as necessary. Lift access has been incorporated to allow wheelchair access

to all floors, however, plans indicate that the lifts would each serve unconnected quadrants on floor one, two and three, which would prevent wheelchair access to the flats should a lift fail in the same zone.

The following access observations are provided:

1. Level access should be achieved. Details of level access to and into the proposed dwelling should be submitted. A fall of 1:60 in the areas local to the principal entrance should be incorporated to prevent rain and surface water ingress. In addition to a levels plan showing internal and external levels, a section drawing of the level access threshold substructure, and water bar to be installed, including any necessary drainage, should be submitted.

2. There is no evidence on plan to suggest that 10% of the proposed flats would be designed to satisfy the Wheelchair Home Standards. In line with the GLA 'Wheelchair Housing BPG', the Council's SPD referred to above, and the London Housing Design Guide, the wheelchair accessible flats should be evenly distributed between the proposed blocks. As the proposed flats on floors one, two and three would effectively be served by only one lift, the wheelchair accessible units should be evenly distributed on the ground and fourth floor. The internal layout of the flats should be designed to the criteria outlined on page 31 of the Council's 'Accessible Hillingdon' SPD (May 2013).

3. The remaining 40 flats, should each provide a minimum of one bathroom that achieves 700mm to one side of the toilet pan, with 1100mm in front to any obstruction opposite.

4. The Design & Access Statement should be revised to demonstrate how the requisite Lifetime Home Standards and Wheelchair Home Standards have been successfully incorporated into the proposed development.

Conclusion: revised plans and amendments to the Design and Access Statement should be submitted for re-evaluation prior to any planning approval.

Officer comments: The plans have been amended as requested by the Accessibility Officer and are fully compliant with Lifetime Home Standards.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

UDP Policy LE2 states: Industrial and Business Areas (IBAs) are designated for business, industrial and warehousing purposes (Use Classes B1-B8) and for Sui Generis uses appropriate in an industrial area. The Local Planning Authority will not normally permit development for other uses in IBAs unless it is satisfied that:

i) There is no realistic prospect of the land being used for industrial or warehousing purposes in the future, and;

ii) The proposed alternative use does not conflict with the policies and objectives of the plan

iii) The proposal better meets the plan's objectives particularly in relation to affordable housing and economic regeneration.

In applying Policy LE2, the Local Planning Authority will, where appropriate, take into account (1) evidence of a lack of demand for industrial and warehousing uses; (2) the length of time the vacant premises or land have been marketed and interest expressed by potential occupiers; (3) the amount and nature of vacant industrial and warehousing floorspace and land in the Borough, as well as outstanding unimplemented planning permissions and development under construction; (4) the size and layout of existing premises will also be taken into account.

Notwithstanding these policy requirements, it is worth noting that in paragraph 5.12 of the Local Plan Part 1 the Part of the Trout Road IBA in Yiewsley is identified as suitable for the managed release of industrial and warehousing land and, as such, the loss of the existing uses within the application site is considered acceptable in principle.

The draft Local Plan Part 2 document and draft Site Allocations and Designations Document provide specific details on the process of industrial land release and other employment land release, and should be given limited weight. The proposal with these draft objectives. In advance of the publication of this document the Local Plan Part 1, paragraph 5.12 and an Employment Land Study carried out in 2009 are the material planning considerations in the determination of this planning application.

The Employment Land Study 2009 is particularly relevant to the current application as it notes that, with the exception of this site within the Trout Road Industrial Estate, much of this IBA has already been released for alternative uses, including for a DIY store and petrol station, for housing and for a large Tesco supermarket. Similarly, the redevelopment of the wider Rainbow and Kirby Industrial Estate site to provide a mixed-use scheme, including housing and community facilities and affordable business units was granted planning permission in January 2014 with reference 38058/APP/2013/1756.

In terms of specific proposals for the future use of the site, the application seeks a 44 flat housing development for this site and there are a number of mitigating reasons as to the acceptability of the proposed residential land use. These include:

- The site has been vacant and cleared for a number of years.
- The site is located immediately adjacent to Yiewsley/West Drayton Town Centre boundary and the proposed new West Drayton Crossrail station is located 500 metres distance from the site. It is therefore considered to be a site well suited to a residential use development of an urban density given its immediacy to town centre facilities and services and good levels of public transport accessibility.
- The wider Rainbow and Kirby Industrial Estate site was recently granted consent for a mixed use residential led development.

As such, it is considered that the loss of this local employment land is broadly accepted in strategic terms having regard to the Council's employment land study which forms the evidence base informing the emerging Core Strategy. The employment land study advises that the site does not have the locational and size characteristics necessary to be a Strategic Industrial Location (SIL) and its proximity to sensitive uses means it is of less strategic importance as an industrial location.

There are no objections in principle to increasing residential densities near crossrail stations. In this case the immediate proximity to the town centre and a crossrail station make a compelling case for a residential scheme, in particular, given that it seeks to provide a development scheme delivering 35% affordable housing.

As such, it is considered that the change of use sought to provide residential uses within this site is acceptable in principle, subject to other policies in the Development Plan.

7.02 Density of the proposed development

The scheme would achieve a residential density of 244 dwellings per hectare (780 hr/ ha) which would be in excess of the range of 170 dwellings per hectare (200 to 450 habitable rooms/ha) recommended in the London Plan for urban areas with a moderate PTAL (3) level.

The scheme includes basement parking, which effectively means the site size is such it can accommodate more dwellings along with the infrastructure to support the proposal. In these case, if the site area was to include the basement parking area at ground level, the total site area would have been approximately 3.050m² which would equate to a density of 144 dwelling per hectare. The proposal would therefore fall within the London Plan range

indicated, in this instance.

Moreover, it is worth noting that whilst the proposal might be over the required density ranges, density is only an indicator of the acceptability in comparison to its surroundings. The development is to provide flats with internal floor areas in compliance with the standards of Policy 3.5 of the London Plan and has an acceptable level of external amenity space for each dwelling. The height and massing of the development is considered acceptable in the context of the site and the mixed character of the surrounding area.

In addition, it is worth noting that Public Transport Accessibility Levels (PTAL) for the location falls within the medium range (level 3) but are expected to increase with the opening of the West Drayton Cross Rail Station where, in accordance with policy 3.4 of the London Plan, higher densities are expected and desired. It is worth noting that the site lies in very close proximity (within 500 metres) of the West Drayton British Rail Station where much higher densities would normally be expected.

In this instance, whilst 44 residential units are proposed within the site, the overall density of development is not considered excessive and in this respect, the development would not be out of character with the immediate or wider surrounding area. Therefore, no objection is offered in this regard.

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

Not applicable to this application.

7.04 Airport safeguarding

National Air Traffic Services (NATS) have reviewed the proposal and raised no objection in relation to airport safeguarding. However, Heathrow Airport Limited (former BAA) has expressed concerns regarding potential bird hazards arising from the proposed roof garden areas. A condition is therefore recommended to request the submission and approval of a Bird Hazard Management Plan.

7.05 Impact on the green belt

Not applicable to this application.

7.07 Impact on the character & appearance of the area

The application site is in a central location within the north eastern section of Trout Road with its main frontage facing Trout Road. The height of the building has been partially reduced and the footprint amended to set the building back from Trout Road to reduce its prominence from vantage public viewpoints. The proposal has also increased the depth of the landscaped area between the building and the public highway, which allows for the widening of the highway if required and reduced the prominence of the building. This is considered to be a more appropriate design solution than the original scheme, which was built in much closer proximity to the back of the footway.

The main entrance to the building has also been simplified during the course of the application process, with the balcony proposed above it replaced by a metal canopy to improve the building's security credentials and legibility. The submitted drawings indicate a mix of the two toned yellow stock brick and bronze/brown cladding with powder coated aluminium windows and railing guardings for balconies and roof gardens (set in by a minimum 1 metre distance from the parapet walls), which it is considered will give the scheme an acceptable contemporary appearance in keeping with the character of the area generally and reflect the appearance of the flatted developments on opposite side of Trout Road. The final choice of facing materials will be controlled by planning condition. The fifth floor of the building is to have a Bronze/brown cladding to lighten the top of the

building and further reduce its prominence in the streetscene.

The overall design of the scheme is considered to enhance the visual amenities of the surrounding area and the Council's Urban Design officer has raised no objection over the proposed impact to the streetscene.

Therefore, the development is considered to comply with Policies BE13, BE19, BE32 and Policy 7.30 of the London Plan (July 2011).

7.08 Impact on neighbours

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

Policies BE20 and BE24 seek to ensure that new development does not generate adverse impacts in respect to sunlight and privacy. Because of the orientation of the site, and the size and siting of the proposed building, no significant loss of daylight and sunlight to adjoining properties would result from this development. The proposed development is considered to be consistent with Policies BE20 and BE24 of the Local Plan. A condition requiring details of exact layouts of each block is recommended.

DAYLIGHT AND OUTLOOK

The application building would be set approximately 15 metres at its nearest point from the front elevation of Quoin House, a four storey residential block containing 29 residential flats on the opposite side of Trout Road. The applicant has also submitted massing and fenestration details demonstrating that the proposed development would also form an acceptable and neighbourly relationship with the care home, which has been granted consent in the vacant plot adjacent to the south west, where construction is yet to commence. Similarly, the applicant has shown that the proposed scheme will not restrict, in terms of massing, amenity of future occupiers and fenestration position, the development of the adjacent vacant plot to the north east. Therefore, the development is considered to have an acceptable impact on daylight and outlook to these, or any other, neighbouring occupiers, in compliance with Policies BE20 & BE21 of the Hillingdon Local Plan: Part 2 Policies.

7.09 Living conditions for future occupiers

INTERNAL FLOOR AREA

Policy 3.5 of the London Plan (July 2011) requires a 1 bedroom (2 person) flat to have an internal floor area of 50m², a 2 bedroom (3 person) flat to have 61m², a 2 bedroom (4 person) to have 70m² and a 3 bedroom (5 person) flat to have 86m².

The accommodation schedule and floor plans submitted show that all of the 44 residential units meet the required minimum internal floor area for their respective size, in accordance with Policy 3.5 of the London Plan (July 2011).

EXTERNAL AMENITY SPACE

The Hillingdon Design and Accessibility Statement Residential Layouts (HDAS) requires the provision of 20m² of amenity space for a one bedroom flat, 25m² of amenity space for a two bedroom flat and 30m² for three bedroom flats. Therefore, a total of 1,095m² of external amenity space would be required for the 44 unit proposal. The development would provide each dwelling with either a balcony or winter garden, providing a total area of 275m² between the 44 units. In addition, 30m² of children's play space would be provided at ground floor level together with 475m² of communal amenity space at ground

floor while 345m² of shared amenity is proposed as a rooftop garden. Therefore, the total amenity space for the site would equate to 1,125m², exceeding the requirements of the HDAS Residential Layouts and in accordance with Policy BE23 of the Hillingdon Local Plan: Part 2 Policies.

CHILDRENS PLAY SPACE

The applicant proposes 30m² of children's play space at ground floor level, in an area which would be subject to appropriate levels of natural surveillance. The GLA Supplementary Planning Guidance - Shaping Neighbourhoods: Play and Informal Recreation states that the maximum distance to play space should be 100 metres for under 5's and 400 metres for 5-11 year olds. The application site is approximately 250 metres from Yiewsley Recreation Ground, therefore, onsite play space would only be required for under 5's. The GLA's SPG requires the provision of 10 square metres of play space per child. Therefore, given that the development is for 9 x one bed units, 27 x two bed units and 8 x three bed units, located adjacent a town centre, the provision of children play space for 6 children under the age of five is considered an acceptable provision and no objection is raised.

OUTLOOK AND LIGHT

The internal layout of the original proposal has been amended and it is considered that all the proposed habitable rooms within the amended scheme would have an adequate outlook and source of natural light, therefore complying with Policy BE20 of the UDP (Saved Policies September 2007) and 3.5 the London Plan (2011).

PRIVACY

As originally submitted the proposal created an issue of loss of privacy between the flats with bedrooms with an aspect to external walkways (positioned within the inner elevations of the building) at first floor level, which was in turn replicated through each floor of the building. In order to overcome this privacy/ perception of overlooking issue between residents circulating in the walkways and the occupiers within the proposed flats, the applicant has submitted amended layout plans for the affected flats, effectively rotating the position of kitchens and bedrooms by 180 degrees in the northern arm of the building and providing planting alongside the affected windows in the southern of the building , ensuring that loss of privacy to sensitive rooms would not occur to future occupiers of the flats.

Likewise, two double aspect flats at ground floor level have the potential to be overlooked from the communal areas at the front and rear. However, this can be addressed with the provision of a defensible buffer zone with suitable planting (up to 1.8 metres in height) between the affected windows and the front communal amenity area. A condition has been recommended to that effect.

7.10 Traffic impact, Car/cycle parking, pedestrian safety

CAR PARKING

The proposal would provide 44 parking spaces for the 44 residential units, which equates to a ratio of 1 space per dwelling. The Highways Officer reviewed this proposal and considered that as the site is for 1, 2 and 3 bedroom flats within a town centre location and has a PTAL score of 3, no objection was raised to the parking provision provided at the site. Therefore, the development is considered to comply with Policy AM14 of the Hillingdon Local Plan: Part 2 Policies.

CYCLE PARKING

The development would provide 52 cycle spaces for the 44 residential units. The

Highways Officer has reviewed the proposal and believes a ratio of at least one space per dwelling should be achieved. Therefore, the proposed development is in accordance with the adopted Parking Standards, Policy AM9 of the Hillingdon Local Plan: Part 2 Policies and Policy 6.9 of the London Plan (July 2011).

TRAFFIC IMPACT

The highways officer has reviewed the proposal and considered that the proposal would have an acceptable impact to traffic in the surrounding streets. The Highways officer has also reviewed the location of the refuse and recycling storage and considers this to be acceptable, in terms of their collection and the impact of this to highway safety. Therefore, the development is considered to comply with Policy AM2 of the Hillingdon Local Plan: Part 2 Policies.

A strip of land to the front of the proposed building and located adjacent to Trout Road should be safeguarded for public highways widening, as part of the S106 agreement.

7.11 Urban design, access and security

The site lies adjacent to Trout Road and directly to the north east is the Yiewsley/West Drayton Town Centre which contains a variety of building types and heights but predominantly commercial in character. It is considered that the proposal will have an impact on the setting of this area.

Whilst likely to be visible on the skyline and in medium to long views within the town centre and its environs, it is considered the impact of the proposed building, owing to its modern design, staggered front and height, elevational articulation and materials would not be detrimental to streetscene.

There are no objections to the general design approach to the new buildings, and it is noted that a number of the issues raised during the application course have been addressed. The reduction in height/ stepped arrangement at the Trout Road frontage is particularly welcomed and is an improvement that will form a new urban edge and be noted in the resulting streetscene.

In terms of security, the entrance to the building has been amended to provide a more open aspect and enhance natural surveillance. However, secure by design will be governed by the imposition of a planning condition.

7.12 Disabled access

The Accessibility Officer has reviewed the proposal and has raised no objection to the development. Additional information was requested with regard to level access into the building, wheelchair flats evenly distributed between the proposed elements of the building and manoeuvring areas within the bathrooms, to allow for wheelchair use. The applicant has submitted amended plans showing these requirements have been met and the scheme is therefore considered to comply with the Lifetime Homes Standards.

7.13 Provision of affordable & special needs housing

The proposed development is to provide 35% of the residential units as affordable housing, which will be secured as part of the S106. Therefore, the development is in compliance with Policy 3.12 of the London plan (July 2011). The applicant has indicated that the proposal would provide all affordable units on an affordable rent tenure which is a maximum of 80% of open market rent and will include the service charges.

7.14 Trees, landscaping and Ecology

The trees and landscaping officer has reviewed the proposal and considers that the principle of the landscaping at the site is acceptable. The site has no significant trees

within the site and no landscaping features of merit. The proposal will provide a soft landscaped strip between the building and the back edge of the pavement in Trout Road and also a sizeable amenity area at the rear as well as a roof terrace for communal use by the applicant.

The level of detail provided in support of the application gives only an indication of the landscaping at the site. Therefore, to ensure the proposal complies with Policies BE32 and BE38 of the Hillingdon Local Plan: Part 2 Policies, conditions relating to a detailed landscaping plan, planting plans and landscape maintenance plans are recommended if the Committee is minded for approval.

7.15 Sustainable waste management

The applicant has provided amended plans showing the provision of twelve 1,100 litre eurobins (with a total capacity up to 13,200 litres) for the storage of waste and recycling within the basement with a 'Lyft Haus' service lift with access to Trout Road. The standing advice from Waste Services required 100 litres of storage for a 1 bedroom flat, 170 for a two bedrooms flat and 240 litres for a 3 bedroom flat, equating to a site wide provision of 7,410 litres. The refuse bins would be managed by an instructed building management team on days of refuse collection.

Therefore, an acceptable level of refuse and recycling storage is considered to have been provided and no objection is raised in this regard.

7.16 Renewable energy / Sustainability

The applicant has submitted an energy strategy in support of the application which details that the proposed development would meet Code for Sustainable Homes Level 4 and the building would have 350m² of Photovoltaic Solar Panels on the flat roof sections of the building. The Sustainability Officer has reviewed the proposal and raised no objection to the renewable energy and carbon reduction strategy adopted but requires details of the specific energy reduction measures to be incorporated at the site. As such, the Sustainability Officer has requested that a condition be attached in relation to the submission of a detailed energy assessment for the site.

Moreover, as the scheme would lead to the loss of pockets of overgrown vegetation, which carry an ecological value and play an important role in London's ecology, the Sustainability Officer has requested a condition be imposed requiring the submission of an ecological enhancement scheme detailing the measures proposed to promote and enhance wildlife opportunities within the landscaping and the fabric of the building.

With these condition attached, the proposed development is considered to comply with Policies OE7 and OE8 of the Hillingdon Local Plan: Part 2 Policies.

7.17 Flooding or Drainage Issues

The application site does not fall within a designated Flood Zone and the Sustainability Officer has reviewed the provided Flood Risk assessment and raised no objections to the proposal on the grounds of increased flood risk.

The Sustainability Officer has requested that a condition be attached in relation to sustainable water management at the site. With this condition attached, the proposed development is considered to comply with Policies OE7 and OE8 of the Hillingdon Local Plan: Part 2 Policies.

7.18 Noise or Air Quality Issues

NOISE

The proposed development is for residential dwellings and is considered not to give rise to

unacceptable levels of noise disturbance to neighbouring occupiers. The residential units are located adjacent to Trout Road in close proximity of West Drayton / Yiewsley Town Centre. As such, the Environmental Protection Officer has requested an informative is included in the decision notice relating to construction work standards be incorporated as part of the scheme, in order to prevent nuisance to the occupiers of neighbouring dwellings. With this condition attached, the proposed development is considered to comply with Policies OE1 and OE3 of the Hillingdon Local Plan: Part 2 Policies.

AIR QUALITY

The application site is located within the Borough's Air Quality Management Area, as such a financial contribution of £25,000.00 is sought by way of legal agreement towards local air quality monitoring initiatives.

7.19 Comments on Public Consultations

No further comments in relation to public consultation are required.

7.20 Planning obligations

The Community Infrastructure Levy Regulation 2010 (Regulations issued Pursuant to the 2008 Act) and the NPPF have put three tests on the use of planning obligations into law. It is unlawful (since 6th April 2010) to request planning obligations that do not meet the following tests:

- i. necessary to make the development acceptable in planning terms
- ii. directly related to the development, and
- iii. fairly and reasonable related in scale and kind to the development

The effect of the Regulations is that the Council must apply the tests much more strictly and is only to ask for planning obligations that are genuinely necessary and directly related to a development. Should planning obligations be requested that do not meet the policy tests the Council would have acted unlawfully and could be subject to a High Court challenge.

On the basis of the NPPF and the Community Infrastructure Levy Regulation 2010, it is only considered reasonable to request contributions towards the following:

Non-monetary contributions:

- . Highways: S278/S38 agreement may need to be entered into to secure highways works subject to comments from the Highways Officer.
- . Affordable Housing: The scheme to deliver 35% as Affordable Housing with the tenure to be agreed.
- . Safeguarding the strip of land to be used for public highway widening.

Monetary contributions:

- . Education: a contribution in the sum of £160,216.00 is sought.
- . Health: a contribution in the sum of £15,173.73 is sought.
- . Libraries: a contribution in the sum of £1,611.15 is sought.

. Air Quality: a contribution in the sum of £25,000.00 is sought.

. Construction Training: either a contribution equal to the formula (£2,500 for every £1m build cost + number of units/160 x£71,675 = Total Contribution of £19,710.63) or an in-kind training scheme equal to the financial contribution delivered during the construction period of the development with the preference being for an in-kind scheme to be delivered.

. Canal and River Trust: a contribution in the sum of £15,000.00 is sought.

. Project Management and Monitoring Fee: a contribution equal to 5% of the total cash contributions secured from the scheme to enable the management and monitoring of the resulting agreement, is sought.

Discussions have been initiated in this respect, and the applicant has confirmed that the planning obligations listed above would be acceptable and a signed legally binding legal agreement will be submitted to the Council pending approval of the current application.

The proposal would be liable for the Mayor of London's CIL, as the scheme provides 44 new residential units. This would be collected by the Council after implementation (if permission were to be granted) and could be subject to surcharges for failure to assume liability, submit a commencement notice and late payment, or and indexation in line with the construction costs index.

Should a decision be issued after 1st August 2014 the development may also be liable for Hillingdon's Local CIL, which would offset the requirement for certain planning obligations. The recommendation reflects this potential scenario.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

There are no further planning issues for consideration.

8. Observations of the Borough Solicitor

General

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

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

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

Planning Conditions

Members may decide to grant planning consent subject to conditions. Planning consent should not be refused where planning conditions can overcome a reason for refusal.

Planning conditions should only be imposed where Members are satisfied that imposing the conditions are necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. Where conditions are imposed, the Council is required to provide full reasons for imposing those conditions.

Planning Obligations

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

Equalities and Human Rights

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

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

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

9. Observations of the Director of Finance

Not applicable to this application.

10. CONCLUSION

The redevelopment of Caxton House will replace a derelict and outdated vacant building and an extensive area of hardstanding which represents a visual blight in this section of Trout Road with a high quality building comprising 100% affordable housing. The development makes the best and most efficient use of a previously developed site. All of the flats would have a good standard of both internal and external space and it is considered there would be an adequate provision of off-street parking. The scheme would provide affordable housing only which would help meet the housing needs of the local area whilst the planning contributions would meet key infrastructure priorities in the area, including the transfer of land to the Council for future widening of Trout Road.

The building would be of an appropriate design and scale and would not be out of character with the appearance of the area due to careful design and use of compatible materials that will ensure it is visually integrated in its surroundings.

Furthermore it would effectively address its location through the use of stepped taller elements and distinct stepped design which adds rhythm to the new urban edge whilst successfully distributing the scale and mass within the site.

Overall the development would strongly reflect the 12 core principles of sustainable development as set out in the NPPF. The application scheme meets the strategic policy objectives of the London Plan as well as the aims and objectives of Local Council Policy.

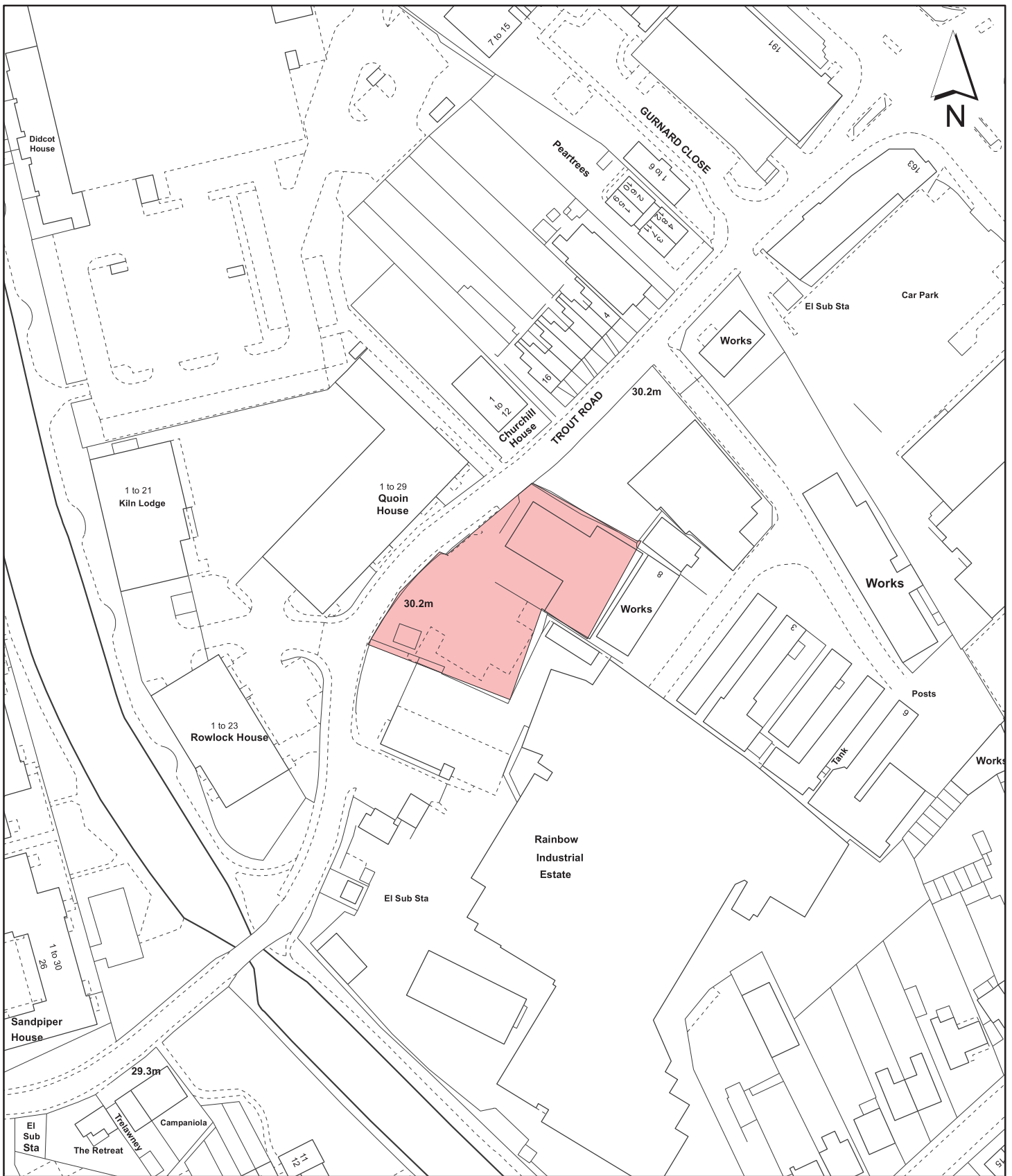
It is therefore recommended that planning permission be granted subject to conditions and the completion of a planning obligation under Section 106 of the Town and Country Planning Act 1990 to secure the items referred to in section 7.20 of the report.



11. Reference Documents

Hillingdon Local Plan (November 2012);
The London Plan (July 2011);
National Planning Policy Framework;
Hillingdon Supplementary Planning Document: Planning Obligations (July 2008) and Revised Chapter 4 (September 2010)
Hillingdon Supplementary Planning Guidance: Noise;
Hillingdon Supplementary Planning Guidance: Noise Air Quality;
Hillingdon Design and Accessibility Statement: Residential Layouts (July 2006)
Hillingdon Design and Accessibility Statement: Accessible Hillingdon (January 2010)
GLA's Supplementary Planning Guidance - Housing;
GLA's Supplementary Planning Guidance - 'Shaping Neighbourhoods: Play and Informal Recreation'

Contact Officer: Tiago Jorge

Telephone No: 01895 250230



<p>Notes</p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.</p> <p>© Crown copyright and database rights 2014 Ordnance Survey 100019283</p>	<p>Site Address</p> <p align="center">Caxton House Trout Road Yiewsley</p>		<p>LONDON BOROUGH OF HILLINGDON</p> <p align="center">Residents Services Planning Section</p> <p align="center">Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p align="center">3678/APP/2013/3637</p>	<p>Scale</p> <p align="center">1:1,250</p>	 <p align="center">HILLINGDON LONDON</p>
	<p>Planning Committee</p> <p align="center">MajorPage 254</p>	<p>Date</p> <p align="center">July 2014</p>	

Item No.	Report of the Head of Planning, Green Spaces & Culture
Address:	RAINBOW AND KIRBY INDUSTRIAL ESTATES TROUT ROAD
Development:	Demolition of existing premises and erection of 99 residential units (C3), 50 unit extra care/dementia sheltered housing scheme (C3), 1,529.4sqm light industrial floorspace comprising 17 business units (B1c) and 611.30sqm of restaurant/cafe (A3) floorspace associated open space, car parking and landscaping. (Outline Application)
LBH Ref Nos:	38058/APP/2013/1756
Drawing Nos:	AS PER ORIGINAL COMMITTEE REPORT with drawings AA1832/2.1/021R.A and AA1832/2.1/23R.A replaced by drawings AA1832/2.1/021R.B and AA1832/2.1/23R.B
Date applications approved at Committee	Approved by Central and South Planning Committee 22nd January 2014

1.0 SUMMARY & CONSULTATIONS

Summary

The application originally received a resolution to grant on the 22nd January 2014 subject to conditions and a legal agreement. However, since this time it has become apparent that the corner of the care home on the originally consented layout plan slightly encroached into an area safeguarded for road widening.

An amended layout plan which removes this encroachment has been provided. All other aspects of the scheme remain unchanged and the final design and appearance of the building in question are to be dealt with under subsequent reserved matters submissions.

Accordingly, the proposal would ensure the safeguarded land was free of building and would not raise any issues not previously considered. Approval is recommended, subject to the original conditions and legal agreement, amended to incorporate the amended plans.

Internal Consultees

Highways Engineer	No objection, the proposal would ensure that there is no encroachment on the safeguarded land and remains acceptable in all other regards.
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2.0 RECOMMENDATION

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

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

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

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

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

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

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

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

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

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

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

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

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

xii) Travel Plan

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

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

D) That if any of the heads of terms set out above have not been agreed and the S106 legal agreement has not been finalised by the 18th July that delegated

authority be granted to the Head of Planning, Green Spaces and Culture, to refuse the application for the following reason:

'The applicant has failed to provide contributions towards the improvement of services and the environment as a consequence of demands created by the proposed development (in respect of highways and pedestrian/cyclist facilities, affordable housing, health, community facilities, education, employment training, parking mitigation or sustainable). The proposal therefore conflicts with Policy R17 of the adopted Local Plan and the Council's Planning Obligations SPD.'

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

F) That if the application is approved, the conditions contained within the be imposed subject to all references to drawings AA1832/2.1/021R.A and AA1832/2.1/23R.A being replaces with drawings AA1832/2.1/021R.B and AA1832/2.1/23R.B and any changes negotiated by the Head of Planning, Planning, Green Spaces and Culture prior to issuing the decision:

3.0 KEY PLANNING ISSUES

The application seeks outline planning permission for the Demolition of existing premises and erection of 99 residential units (C3), 50 unit extra care/dementia sheltered housing scheme (C3), 1,529.4sqm light industrial floorspace comprising 17 business units (B1c) and 611.30sqm of restaurant/cafe (A3) floorspace associated open space, car parking and landscaping. Details of access, layout and scale are for determination at this stage, while details of appearance and landscaping are reserved for later determination.

The application originally received a resolution to grant on the 22nd January 2014 subject to conditions and a legal agreement. However, since this time it has become apparent that the corner of the care home on the originally consented layout plan slightly encroached into an area safeguarded for road widening.

In order to address this issue the applicant has provided an amended plan which amended the layout and scale of the building in question to remove the aforementioned encroachment. The access remains unchanged and all other matters (appearance and landscaping) are reserved for later determination.

Accordingly, the proposal would ensure the safeguarded land was free of buildings and would not raise any issues which were not previously considered by the Major Applications Planning Committee on the 22nd January 2014. It is therefore recommended that the application be approved, subject to the original conditions and legal agreement being altered to incorporate the amended plans.

4.0 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.

5.0 OBSERVATIONS OF THE DIRECTOR OF FINANCE

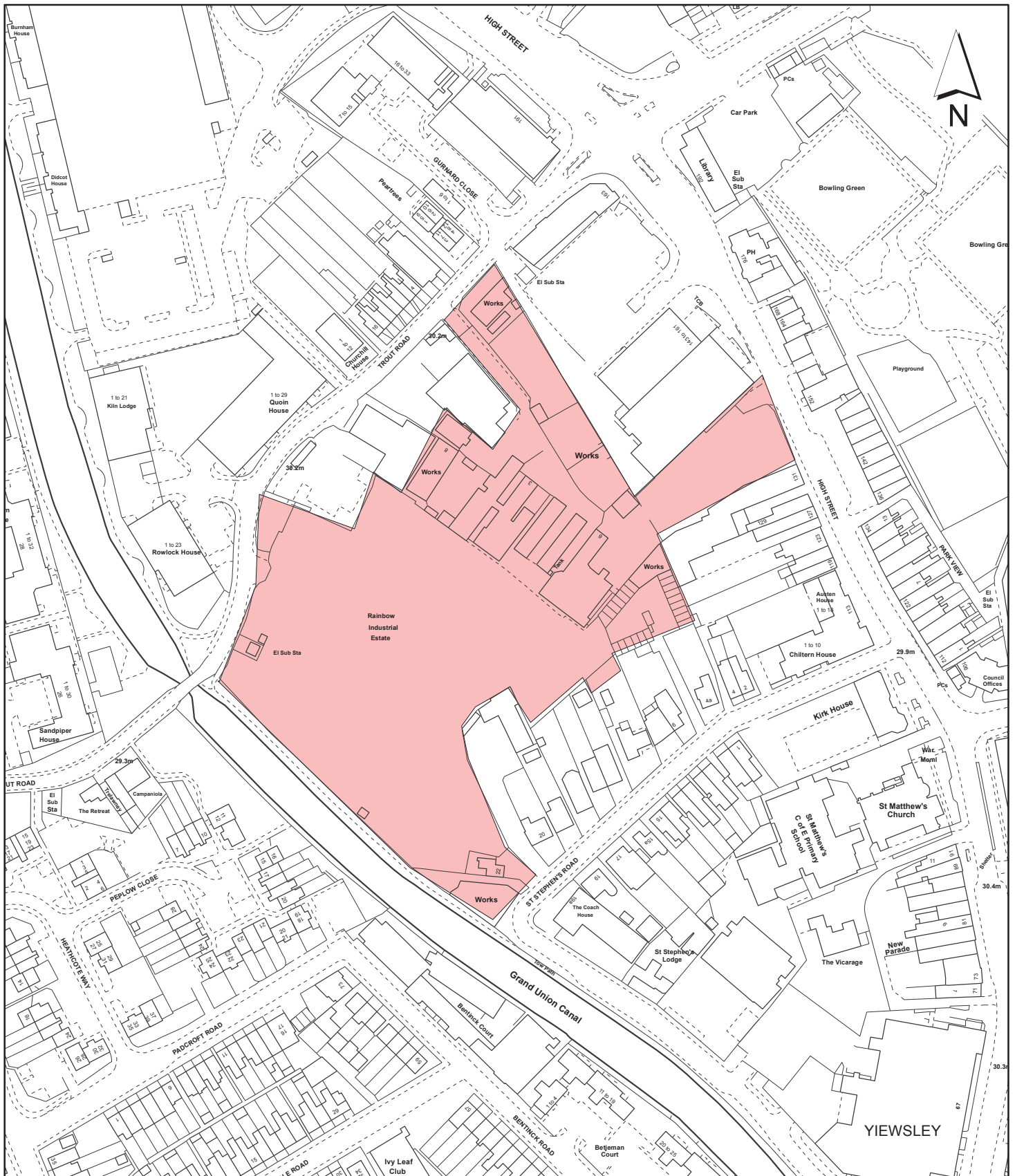
The report indicates that the costs of the development will be fully met by the developer, and the developer will make a Section 106 contribution to the Council towards associated public facilities. The developer will also meet the reasonable costs of the Council in the preparation of the Section 106 agreement and any abortive work as a result of the agreement not being completed. Consequently, there are no financial implications for this Planning Committee or the Council.

6.0 CONCLUSION

Having regard to the circumstances of the case the amendments are necessary to ensure safeguarding for the potential road widening and raise no other issues of material concern. It is therefore recommended that the application be approved, subject to the original conditions and legal agreement being altered to incorporate the amended plans.

Contact Officer: ADRIEN WAITE

Telephone No: 01895 250 230



Notes

 Site boundary

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Site Address

**Rainbow & Kirby Industrial Estate
 Trout Road
 Yiewsley**

Planning Application Ref:
38058/APP/2013/1756

Planning Committee
Major Page 260

Scale
1:2,000

Date
July 2014

**LONDON BOROUGH
 OF HILLINGDON**

**Residents Services
 Planning Section**

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



HILLINGDON
 LONDON

Plans for Major Applications Planning Committee

17th July 2014



HILLINGDON
LONDON



INVESTOR IN PEOPLE

Report of the Head of Planning, Sport and Green Spaces

Address 272-276 BATH ROAD SIPSON

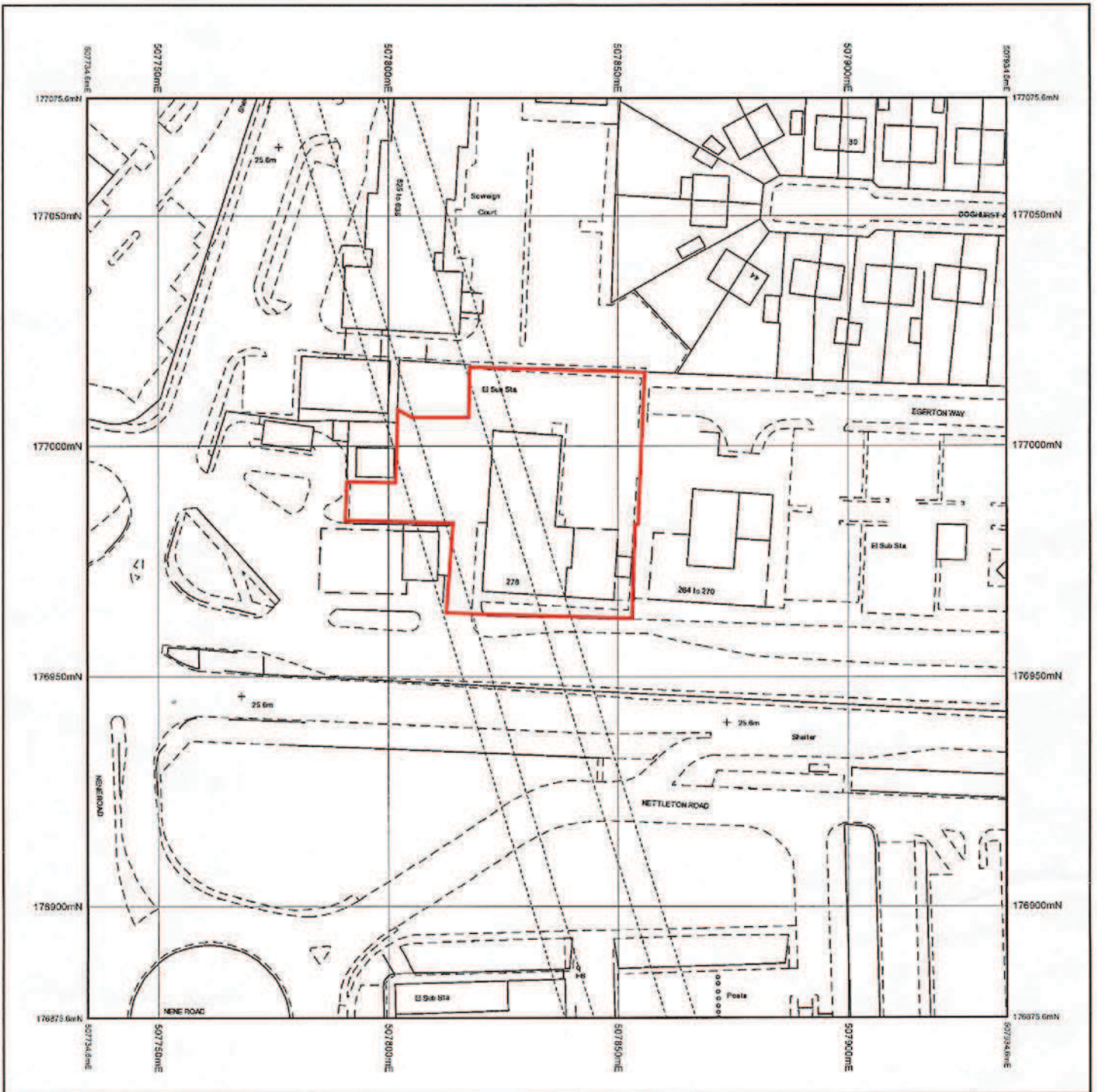
Development: Change of use of existing building from office (Use Class B1(a)) to 123-room Hotel (Use Class C1), including 4-storey side extension (to rear of adjacent petrol station), and 4-storey rear extensions, and associated alterations to landscaping and car parking.

LBH Ref Nos: 464/APP/2014/1210

Date Plans Received: 08/04/2014

Date(s) of Amendment(s):

Date Application Valid: 28/04/2014



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Supplied by: www.ukmapcentre.com
Serial Number: 19535
Centre Coordinates: 507834.6, 176975.6
Production Date: 21 Nov 2012 11:57

276 BATH ROAD
HEATHROW UB3 5AY
LOCATION PLAN - DRAWING N° 1243/01
1:1250 SCALE @A4

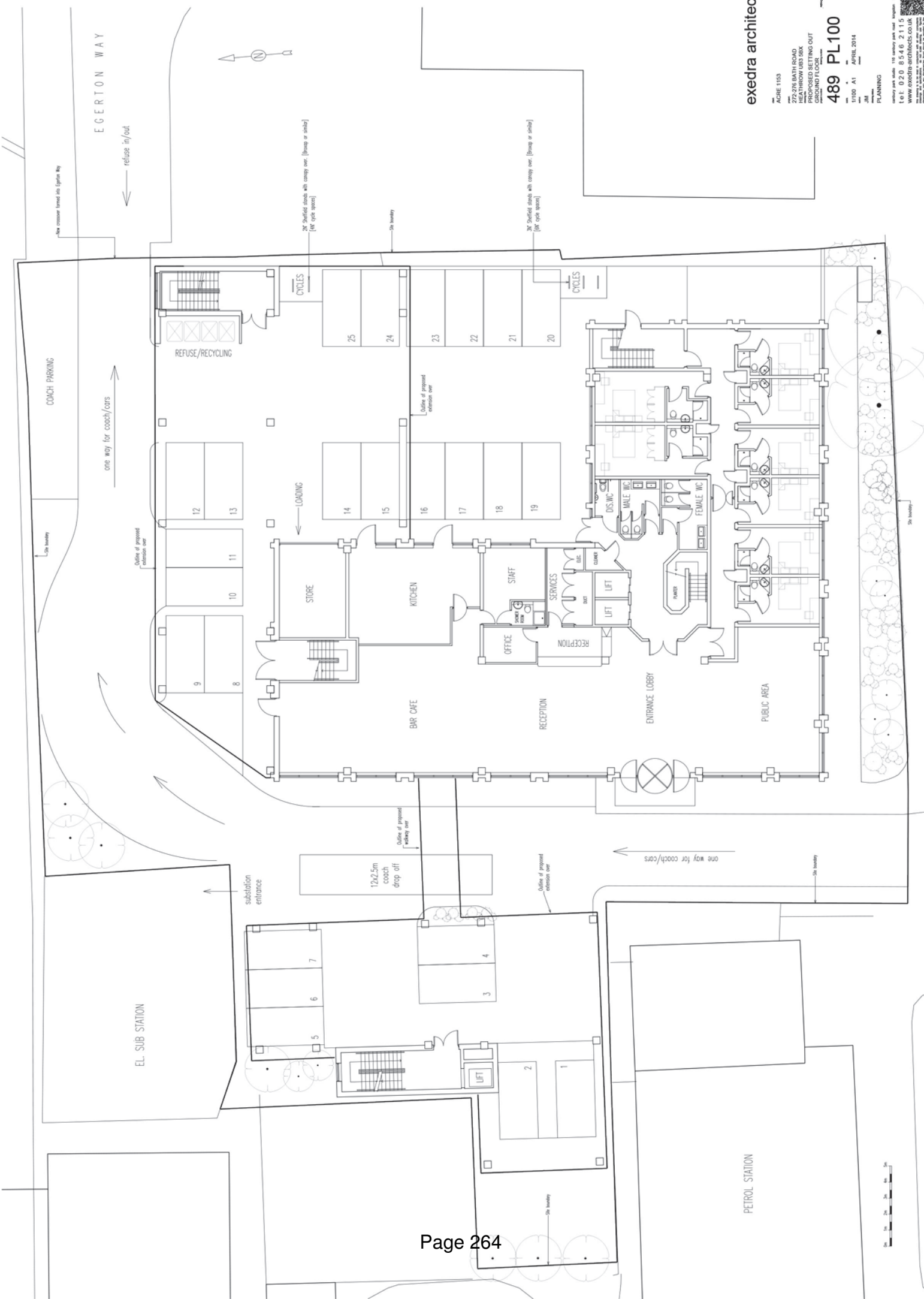
EGERTON WAY



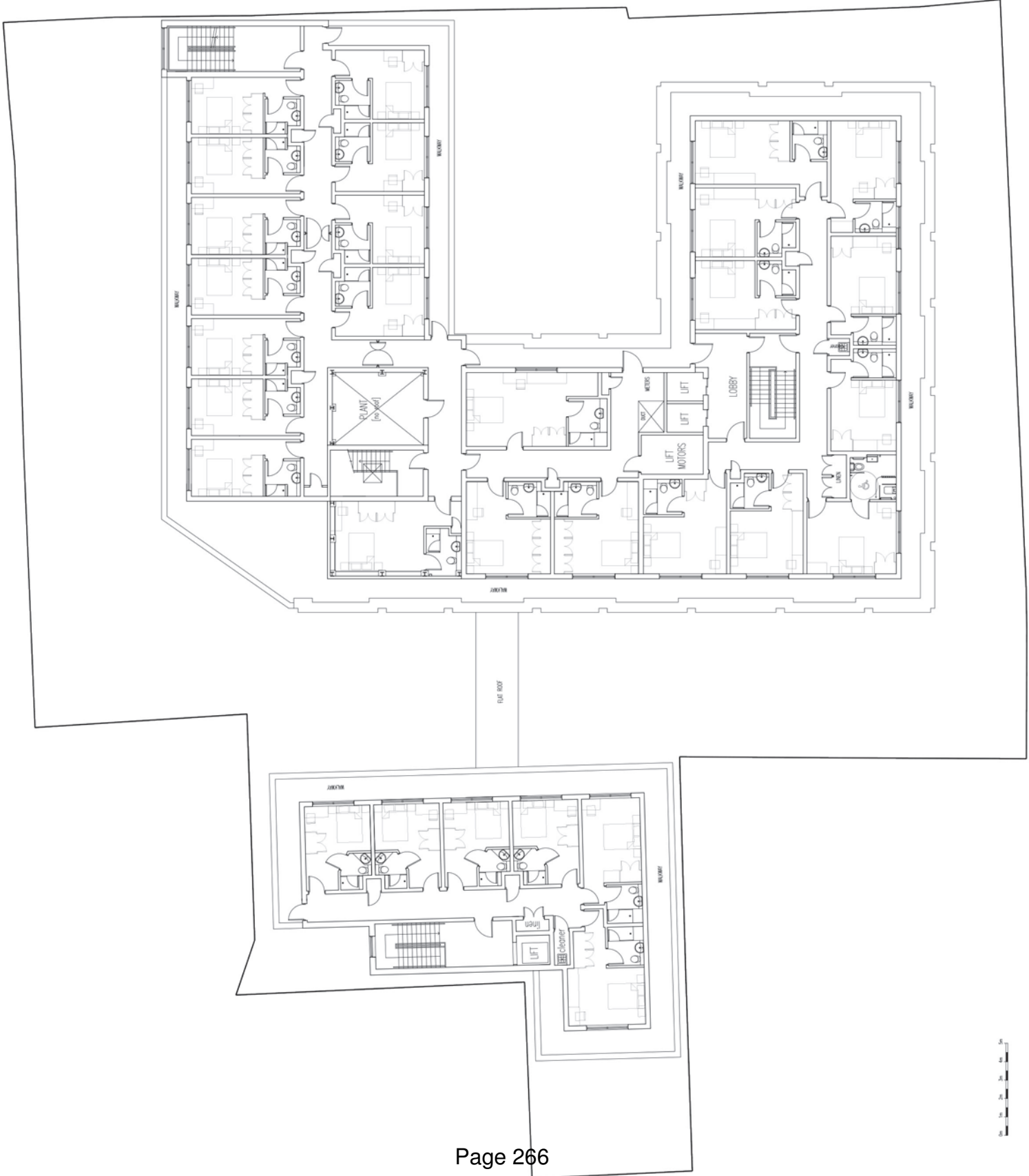
exedra architects

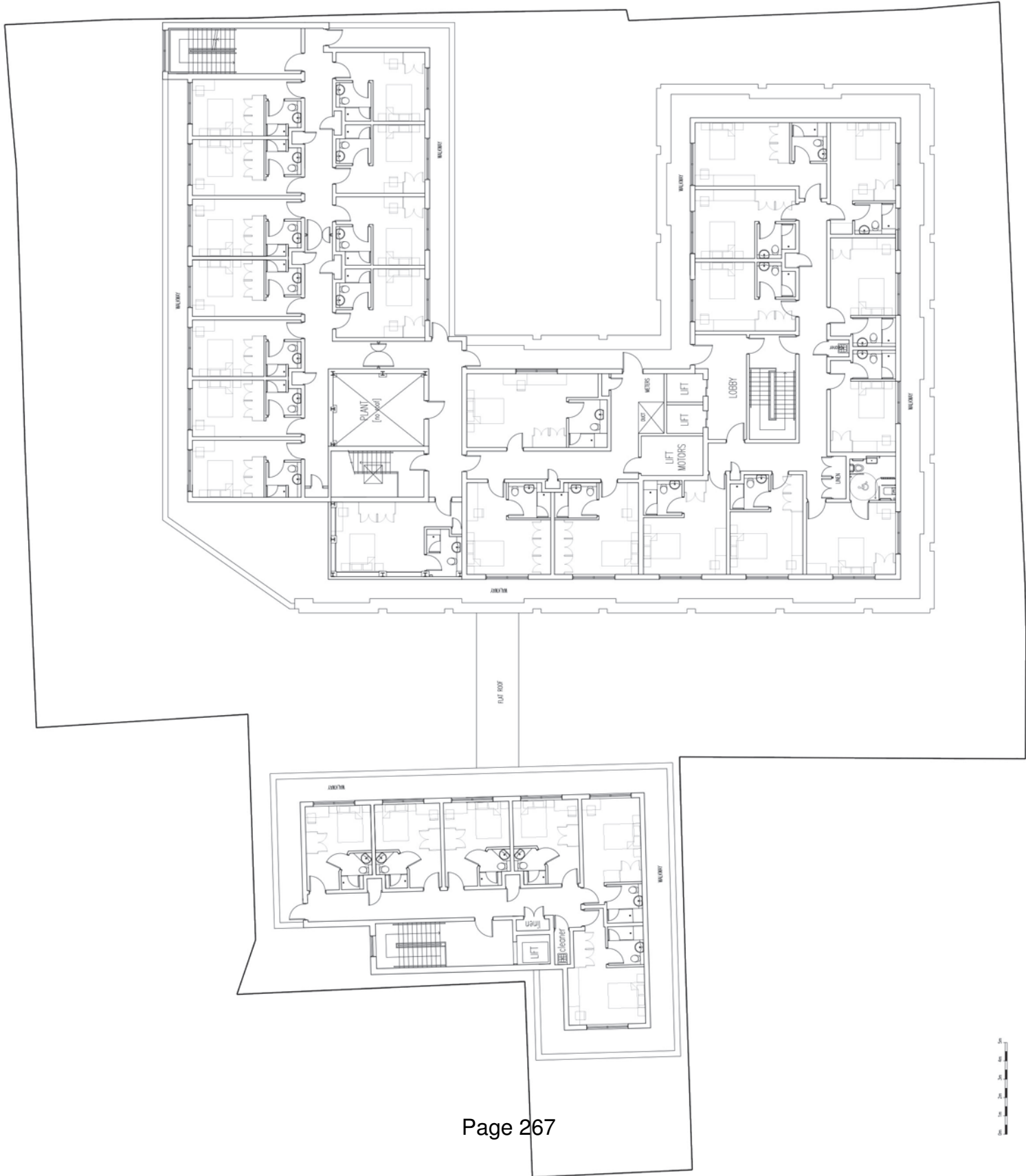
ACRE 1153
275-276 BATH ROAD
HEATHROW UB8 3SX
PROPOSED SETTING OUT
GROUND FLOOR
489 PL100
NO 100 A1 APRIL 2014
J.M.
PLANNING

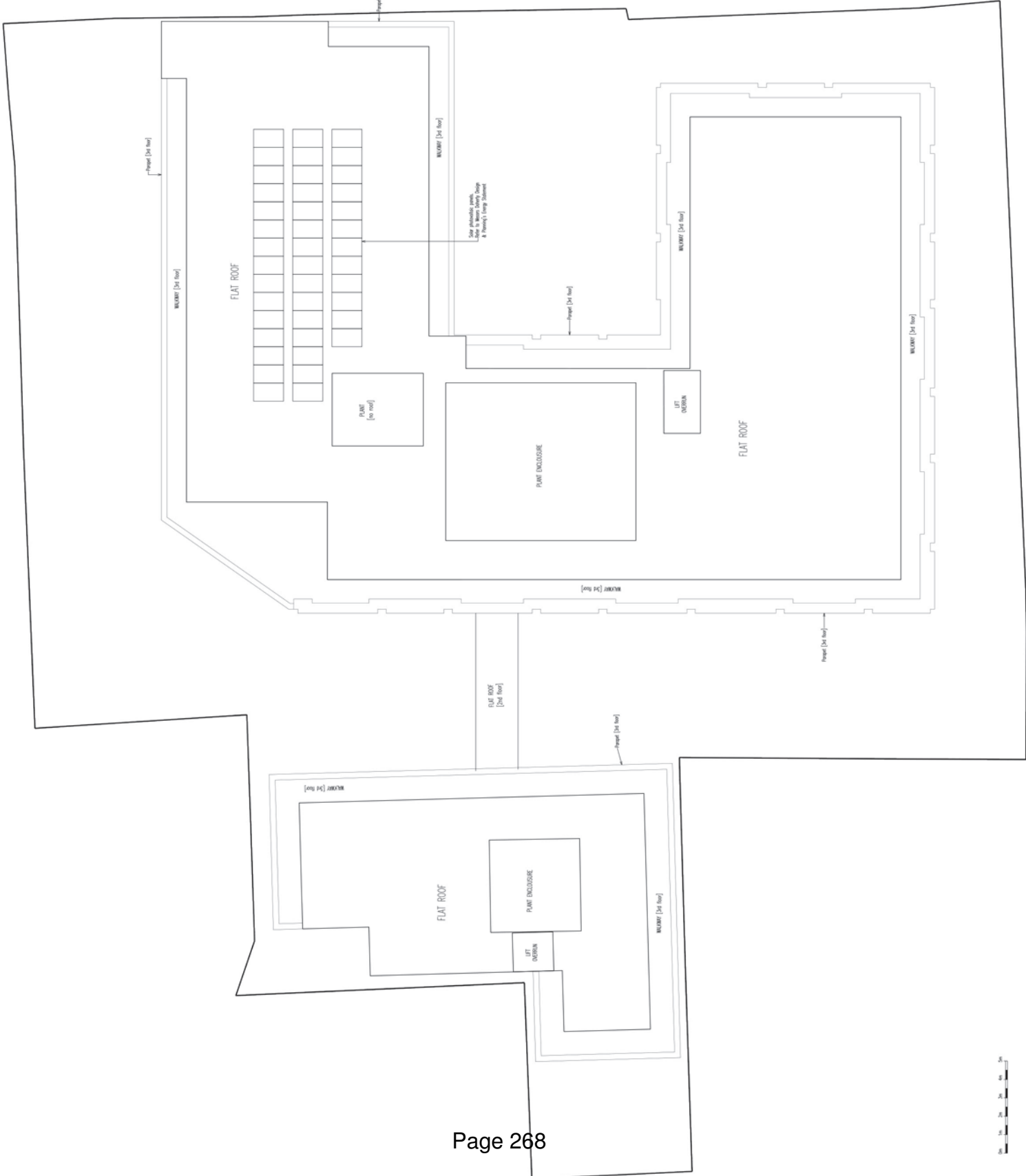
exedra architects
115 century park road
172 6LZ
t: 020 8546 2115
www.exedra-architects.co.uk
020 8546 2115
020 8546 2115
020 8546 2115
020 8546 2115





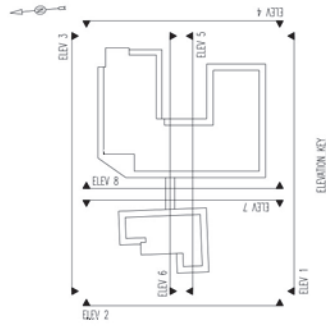








ELEVATION 1 AS PROPOSED



ELEVATION 2 AS PROPOSED

exedra architects

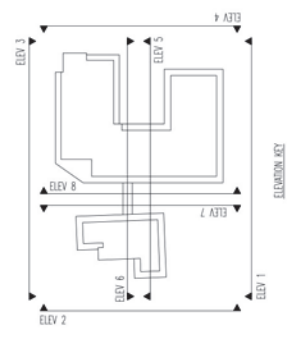
ACRE 1153
 22-276 BATH ROAD
 HILYA THROU URB 56X
 PROPOSED ELEVATIONS
 489 PL200
 1/100 A1
 APRIL 2014

exedra architects 118, edgware park road, harlow, es12 0LZ
 t 01 202 854162 f 0115 952000
 www.exedra-architects.co.uk
 PLANNING
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ELEVATION 3 AS PROPOSED

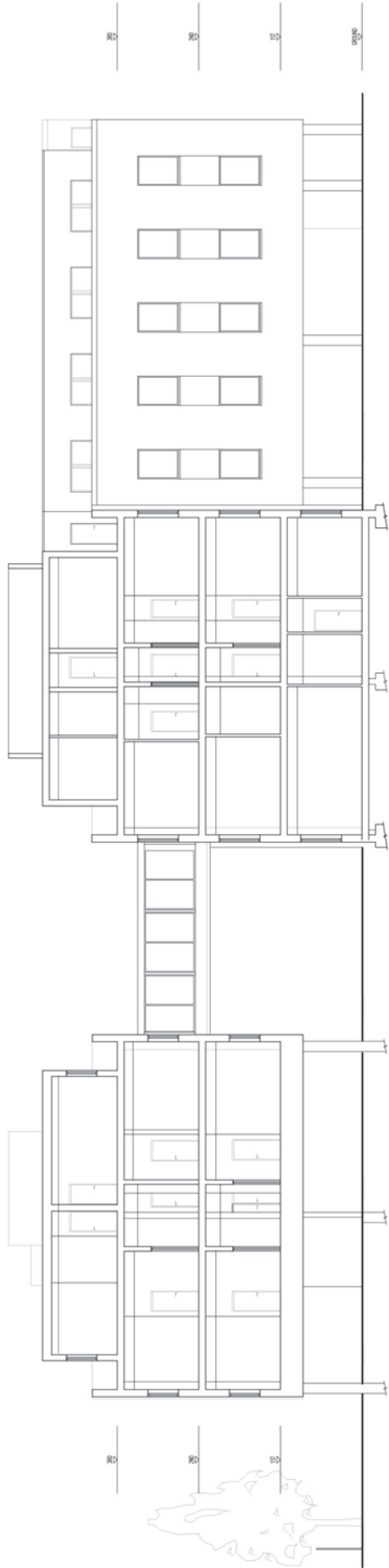


ELEVATION 4 AS PROPOSED

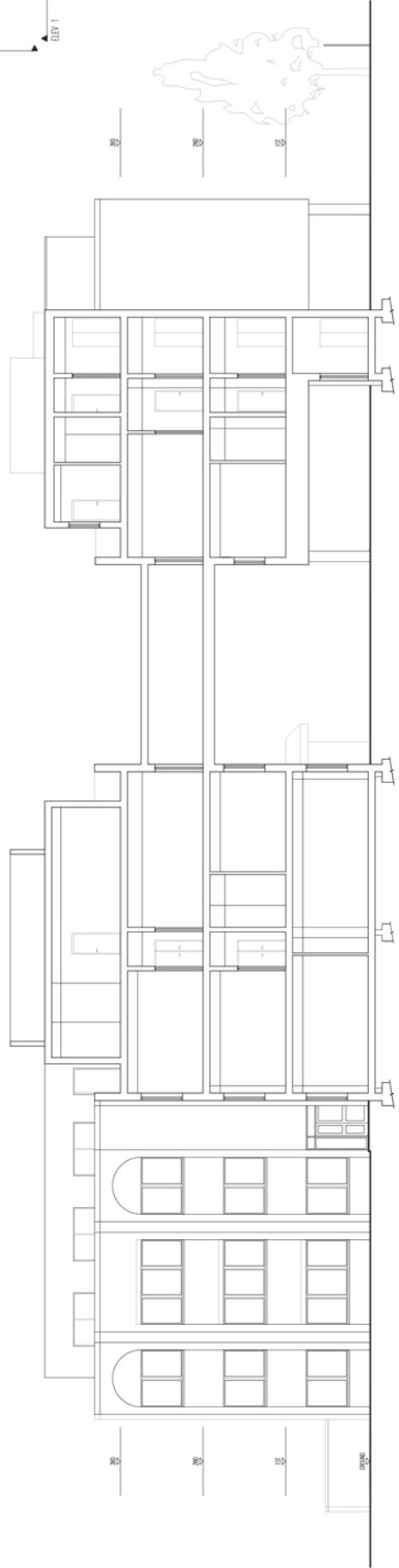
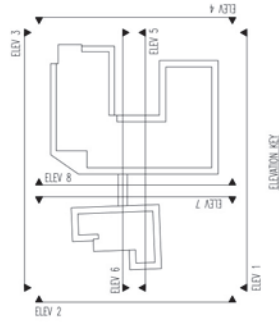
exedra architects

ACRE 1153
 275-276 BATH ROAD
 HEATHROW UB8 5BX
 PROPOSED ELEVATIONS
 3 AND 4
 489 PL201
 JUN 01
 APRIL 2014
 JM
 PLANNING

exedra architects 115 bathway park road heathrow KT15 6JZ
 t: 020 8546 2115
 f: 020 8546 2116
 www.exedra.com
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 Middlesex, UK. The registered members are: Exedra Architects LLP
 (Company No. 08527487) and Exedra Architects LLP (Company No. 08527488)



ELEVATION 5 AS PROPOSED



ELEVATION 6 AS PROPOSED

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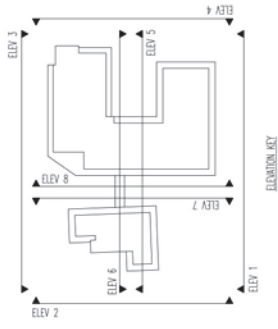
ACRE 1153
 1153, THE SANITICUS
 HEATHROW URBAN
 PROPOSED ELEVATIONS
 5 AND 6
 489 PL202
 1/100 A1
 APRIL 2014
 J.M.
 PLANNING

entry park studio 118 entry park road Brighton BN2 6JZ
 t: 0 20 8 54 6 2 1 1 5
 www.exedra-architects.co.uk





ELEVATION 7 AS PROPOSED



ELEVATION 8 AS PROPOSED



exedra architects

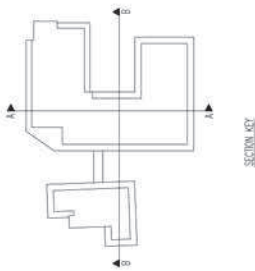
ACRE 1153
 272-276 BATH ROAD
 HEATHROW UB3 5BX
 PROPOSED ELEVATIONS
 LAND 16

489 PL203

1100 A1
 APRIL 2014
 PLANNING

London: 020 8546 2115
 www.exedra-architects.co.uk

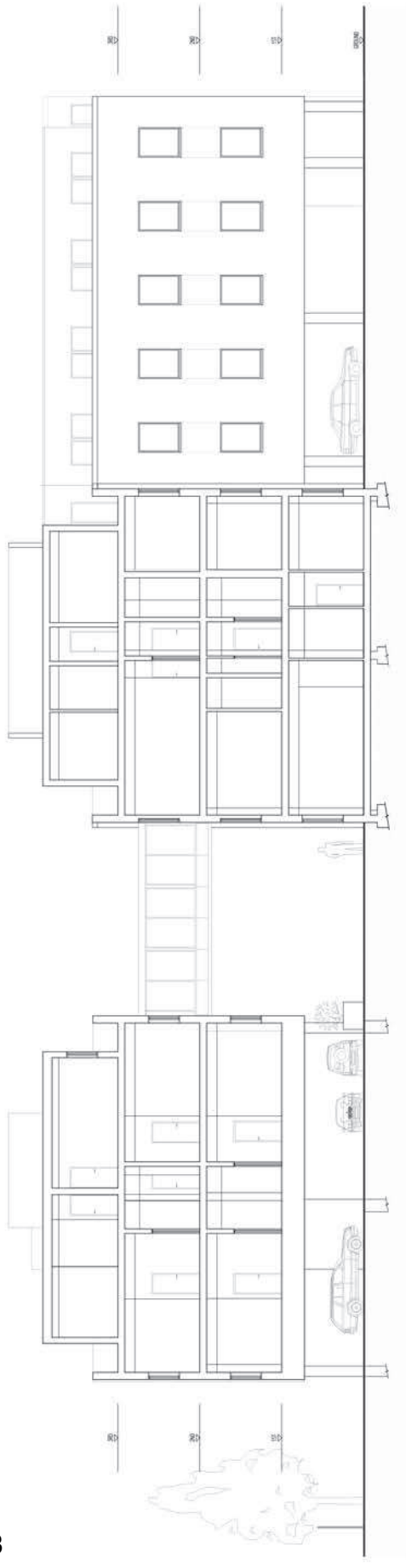




SECTION A-C



SECTION A-A AS PROPOSED



SECTION B-B AS PROPOSED



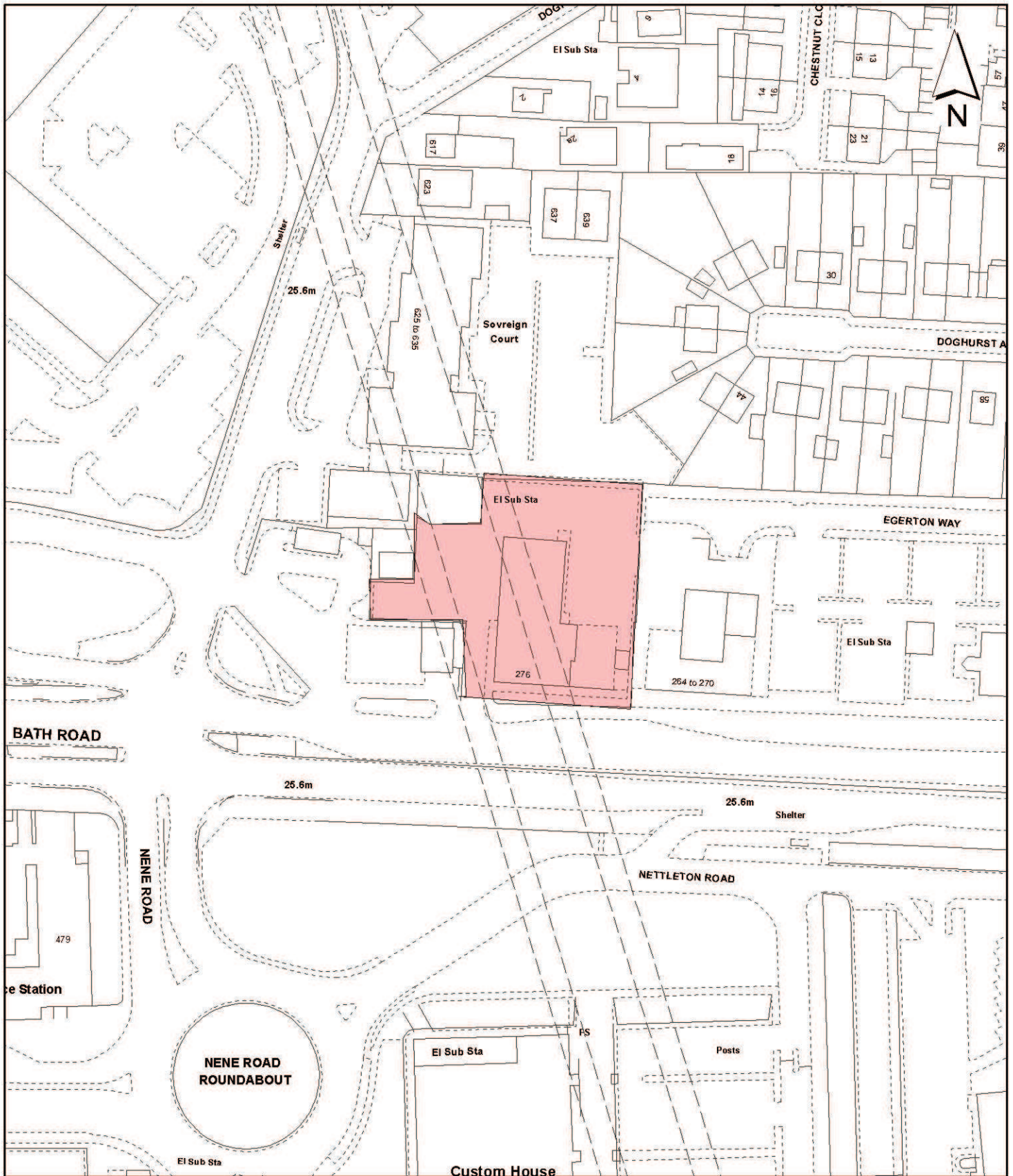
exedra architects

ACRE 115
 272/218 BATH ROAD
 HEATHROW URB. SBX
 PROPOSED SECTIONS
 A-A AND B-B

489 PL300

DATE: 11 APRIL 2014
 DRAWN BY: JR
 CHECKED BY: JR
 PROJECT: PLANNING

exedra architects
 115 ACRE ROAD
 HEATHROW URBAN SUBURB
 UXTON, MIDDLESEX, UK
 WWW.EXEDRAARCHITECTS.CO.UK
 TEL: 01895 830000
 FAX: 01895 830001
 EMAIL: INFO@EXEDRAARCHITECTS.CO.UK



Notes

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Site Address

**272-276 Bath Road
 Sipson**

**LONDON BOROUGH
 OF HILLINGDON**

**Residents Services
 Planning Section**

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

Planning Application Ref:

464/APP/2014/1210

Scale

1:1,250

Planning Committee

Major Page 274

Date

July 2014



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address LAND AT SIPSON FARM SIPSON ROAD SIPSON

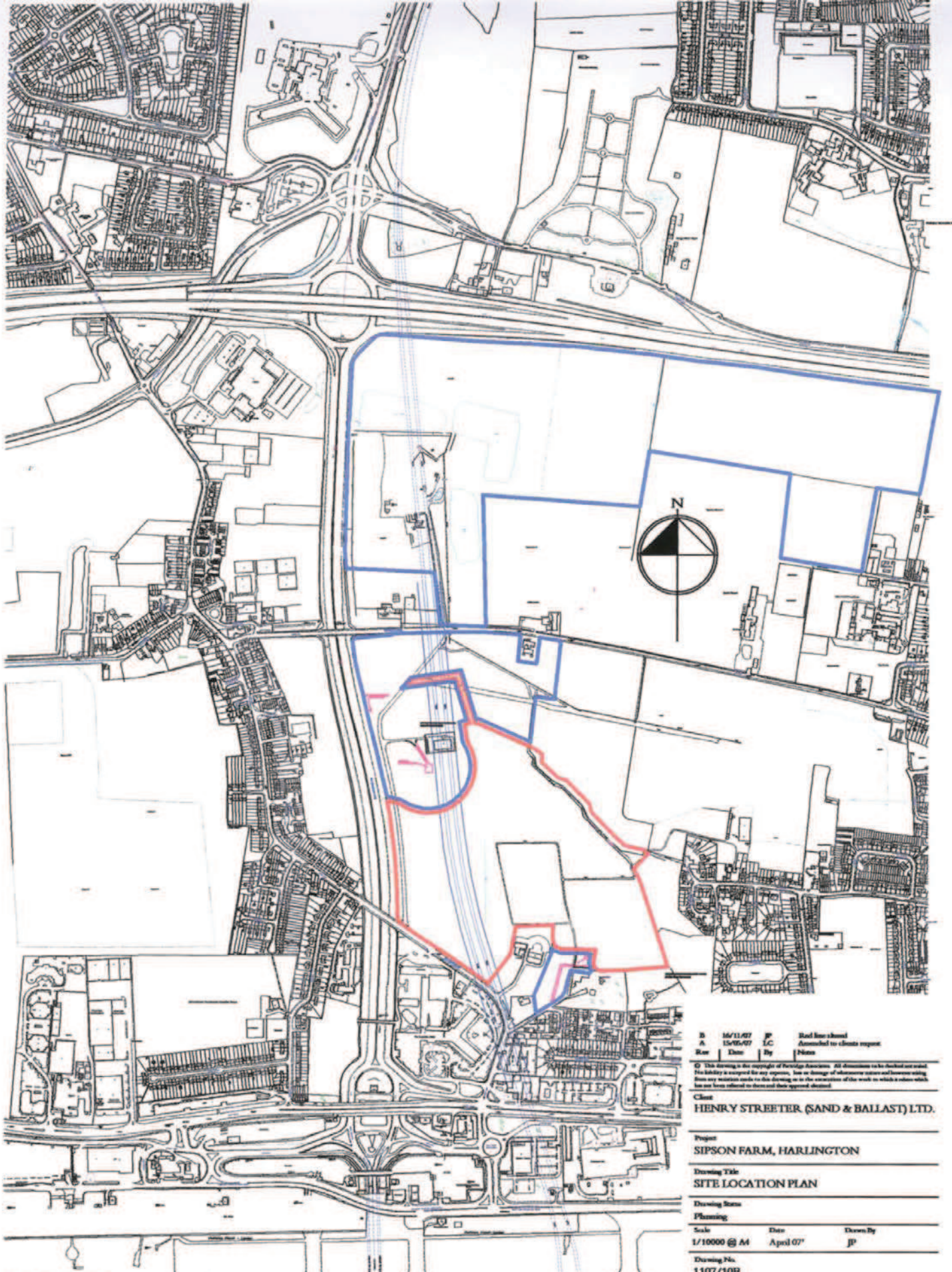
Development: Application to vary condition 2 of planning permission reference 45408/APP/2009/340 dated 21 May 2009 in order to extend the deadline for completion of permitted operations from 20 May 2014 to 5 August 2017.

LBH Ref Nos: 45408/APP/2014/1678

Date Plans Received: 15/05/2014

Date(s) of Amendment(s):

Date Application Valid: 15/05/2014



B	16/11/07	JF	Red line checked
A	15/06/07	J.C.	Attached to clients request
Rev	Date	By	Notes

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Client
HENRY STREETER (SAND & BALLAST) LTD.

Project
SIPSON FARM, HARRINGTON



Drawing Title
SITE LOCATION PLAN

Drawing Status
Planning

Scale Date Drawn By
1/10000 @ A4 April 07 JF

Drawing No.
1107/10B

LEGEND

-  APPLICATION SITE
-  OTHER LAND IN APPLICANTS CONTROL



PARTRIDGE ASSOCIATES
 Landscaping - Environmental Assessment
 Unit 4, Solent Works, North Close, Lynnhayes, Havant, Hampshire RG24 0BQ
 Tel: 01329 874609 Fax: 01329 879058 E-mail: pa.landsc@partridge.com

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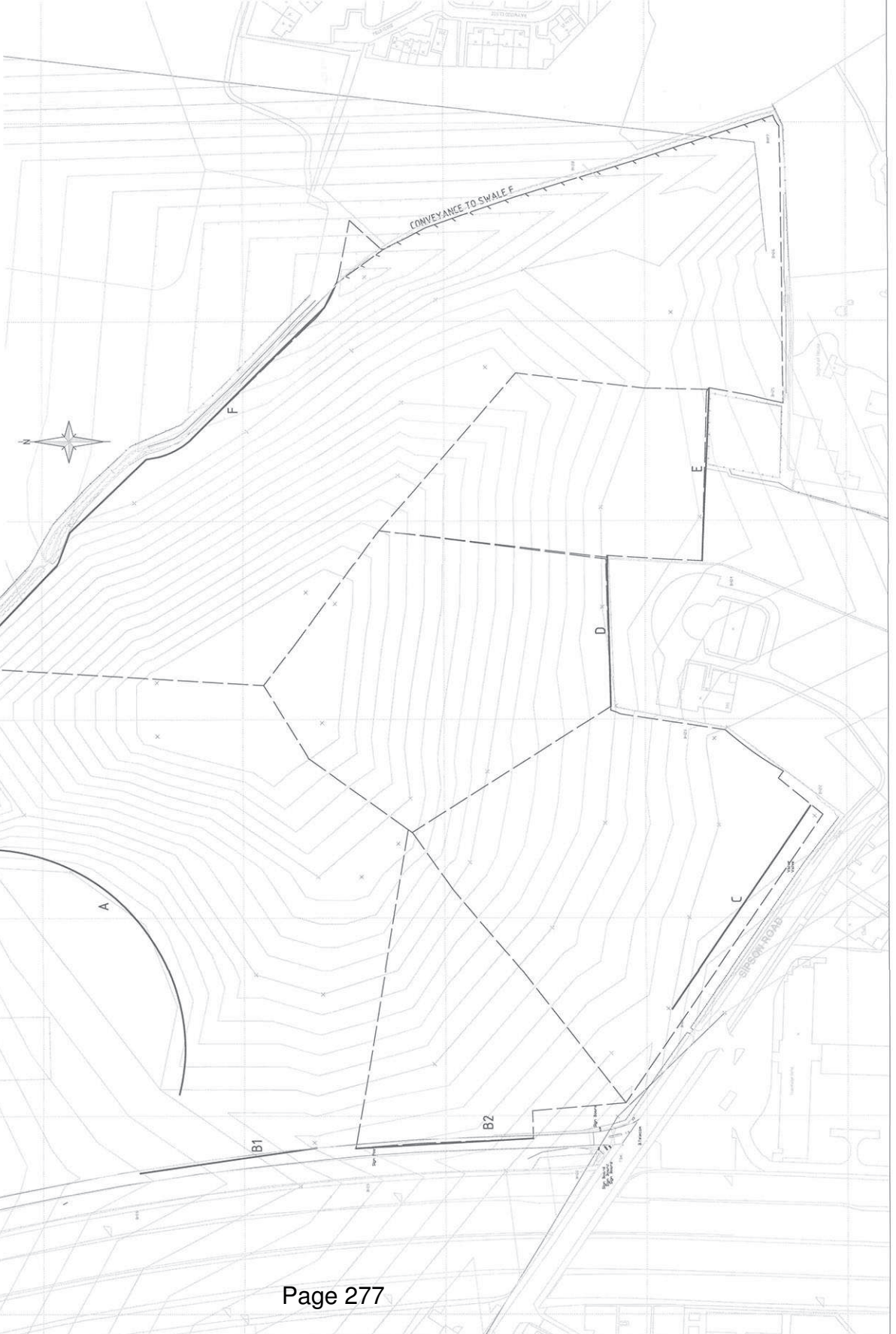
NOTES

1

REFERENCES

SIGNIFICANT HEALTH AND SAFETY HAZARDS

Ditch	Length (m)	Base Width (m)	Drainage Area (ha)	Base Level (in AOD)	Max Ground Level (in AOD)	Min Ground Level (in AOD)	TWL 10 Year (in AOD)	TWL 100 Year (in AOD)	Storage Volume (m ³)
A	219	1.5	2.48	24.80	24.15	26.30	25.80	26.00	872
B1	89	1.5	1.21	24.75	23.90	26.55	25.75	26.05	472
B2	88	1.5	1.08	24.55	22.55	26.05	25.55	25.85	447
C	523	2.0	2.13	24.00	22.85	25.50	25.00	25.30	835
D	76	2.0	1.77	24.80	23.75	28.30	27.80	28.15	674
E	86	1.5	1.10	24.50	24.30	26.00	25.50	25.75	395
F	286	2.0	4.49	24.60	24.60	26.10	25.60	25.90	1193



PRODUCTION & QUALITY CONTROL
31/10/2020
PROJECT: SIPSON FARM

REV	DATE	BY	CHK	DESC
A	31/10/20	JK	JK	Issue for Construction

Client
**Henry Streeter
(Sand and Ballast) Ltd**

Project
PICK EVERARD

Project Location
Sipson Farm

Address:
Consulting Engineers
Project Managers
Surveyors
PICK EVERARD
Holland House
Charles Street
Leicester
LE1 1HJ
Tel: 0116 223 4400
Fax: 0116 223 4112/3
consult@pickeverard.co.uk
www.pickeverard.co.uk

Sheet	Scale	Scale	Scale
DRAFT	1:1000	1:1000	1:1000
Location of Drainage Ditches	Sheet	Sheet	Sheet
	090163/C/001	A	A

LEGEND

EXISTING FEATURES

- TREES/WOODLAND (shown schematically)
- NATIVE HEDGEROW (shown schematically)
- Borehole (BH16)
- APPLICATION SITE BOUNDARY
- APPLICATION SITE



VIEWS

VIEWS

C	18/06/07	JP	Minor revisions
B	05/04/07	LC	Existing trees/vegetation added and boreholes amended
A	14/03/07	LC	Revised to client request
Rev	Date	By	Notes

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Client: **HENRY STREETER (SAND & BALLAST) LTD**

Project: **SIPSONS FARM**

Drawing Title: **SITE CONTEXT PLAN**

Drawing Stage: **Planning**

Scale: 1/1250 @ A1 Date: April 07 Drawn By: JP

Drawing No: 1107/11C

PARTRIDGE ASSOCIATES

Environmental Assessment
12 Lichfield Road, Birmingham, B15 2JG
Tel: 0121 717 1000 Fax: 0121 717 1001 E: mail@partridgeassociates.com

PLANNING & COMMUNITY SERVICES



LEGEND

EXISTING FEATURES

- TREE PLANTING (planted at start of works)
- NATIVE TREES & SHRUBS (planted at start of works)
- LEVELS
- DRAINAGE DITCH
- TREES/WOODLAND
- NATIVE HEDGEROW

PROPOSED FEATURES

- TREE PLANTING
- NATIVE HEDGE
- NATIVE TREE AND SHRUB PLANTING (less than 5% berry producing plants)
- LEVELS
- CONTOURS

Planting previously carried out at start of works.

LOCATION OF WAF RECEIVER

DITCH LOCATED ALONG CENTRE OF UNWORKED STRIP OF LAND

New hedge and trees to provide field division

New tree & shrub buffer to bring overall width of planting to 20m

HARLINGTON DOORSTEP WA (Public Open Space area)

15	17/07/07	LC	Designs drafted
C	14/08/07	JP	Minor revisions
R	21/08/07	LC	Finalising green and vegetation added.
Rev	15/04/07	LC	Approved to client register
		JP	Notes

Client: HENRY STREETER, (SAND & BALLAST) LTD

Project: SIPSONS FARM, HARLINGTON

Drawing Title: FINAL RESTORATION PLAN

Drawing Status: Planning

Scale: 1/1250 @ A1

Date: April 07

Drawn By: JP

Drawing No.: 1107/13D

PARTRIDGE ASSOCIATES

 Landscape Architects and Environmental Planners



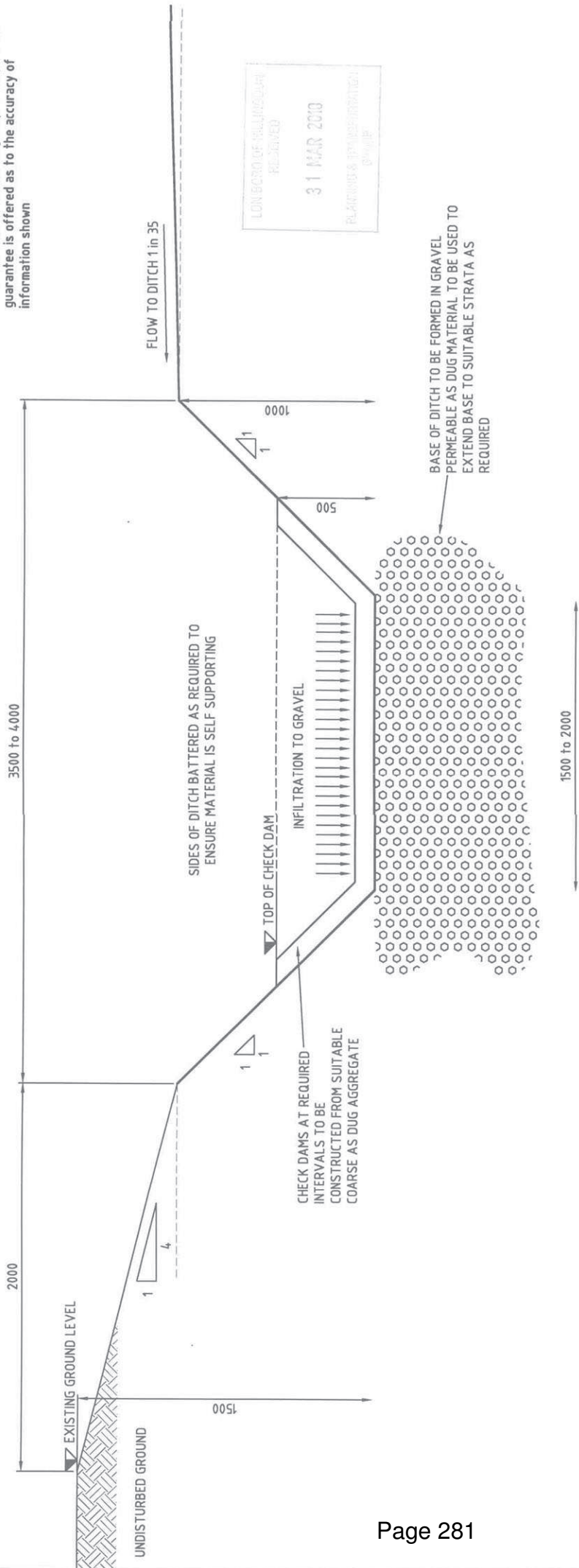
A	20/02/08	JF	Initial design to provide over protection
D	17/07/07	LC	Area worked completed
C	08/06/07	JF	Minor revisions
B	21/06/07	LC	Planting areas and vegetation added
A	15/05/07	LC	Amended to client request
Rev			Date

Client: HENRY STREETER (SAND & BALLAST) LTD
 Project: SIPSION FARM
 Drawing Title: METHOD OF WORKING PLAN
 Drawing Name: Planting
 Scale: 1/1250 @ A1
 Date: April 07
 Drawn By: JF
 Checked By: 1107/12E

PARTRIDGE ASSOCIATES
 LONDON OFFICE: 100 Abchurch Lane, London EC4N 3DF
 Tel: 020 7424 1200 Fax: 020 7424 1201 Email: info@partridgeassociates.com

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LONGBOURNE CONSULTANTS
RECEIVED
31 MAR 2010
PLANNING & INVESTIGATION GROUP

Revisions	Date	Drawn	Check
A	19/2/10	RLJL	PK

Architects
Consulting Engineers
Project Managers
Surveyors
PICK EVERARD
Hillford House
Charles Street
Leicester
LE1 1HA
Phone 0116 223 4400
Fax 0116 223 4411/22203
consultants@pick-everard.co.uk
www.pick-everard.co.uk

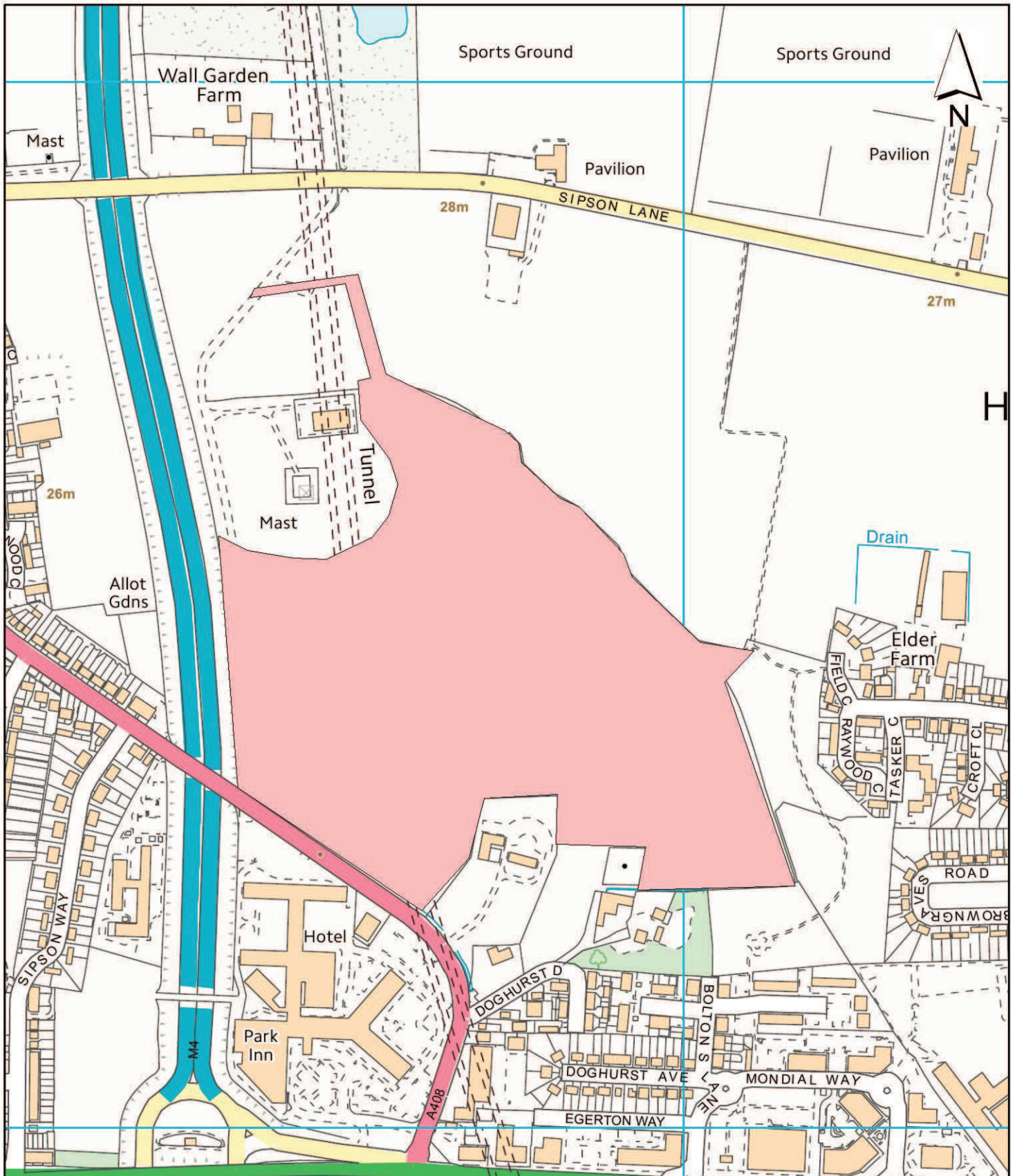
Client
**Henry Streeter
(Sand and Ballast) Ltd**

Project
Slipson Farm

TYPICAL DETAIL DRAINAGE DITCH
SCALE 1:20

Status	Scale - unless otherwise stated	Rev
DRAFT	A3	
1:20	090163/C/002	A

Drawing Title
Typical Drainage Ditch



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Site Address

**Land At Sipson Farm
 Sipson Road**

Planning Application Ref:
45408/APP/2014/1678

Planning Committee
Major Page 282

Scale
1:5,000

Date
July 2014

**LONDON BOROUGH
 OF HILLINGDON
 Residents Services
 Planning Section**

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



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

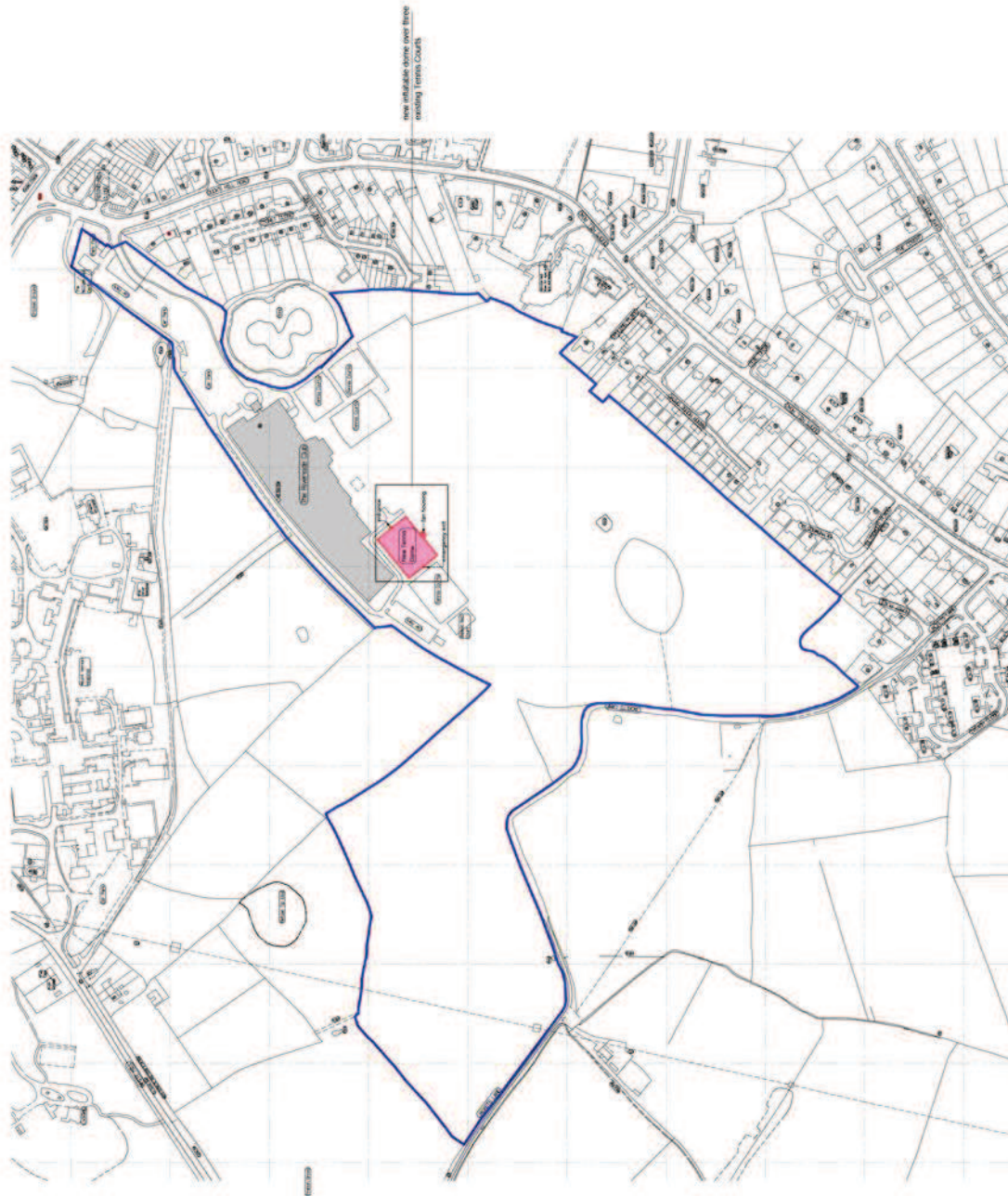
Address RIVERSIDE HEALTH AND RACQUETS CLUB, 18 DUCKS HILL ROAD
NORTHWOOD

Development: Installation of a temporary 3 court tennis dome, fan housing and ancillary facilities.

LBH Ref Nos: 272/APP/2014/1234

Date Plans Received: 08/04/2014 **Date(s) of Amendment(s):**

Date Application Valid: 21/05/2014



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Location Plan
scale 1:2500

NOTES
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NO	REVISION	DATE
1	Issue for approval to submit Virgin Active site plan	08/05/12
2	Issue for approval to submit Virgin Active site plan	14/05/12
3	Issue for approval to submit Virgin Active site plan	14/05/12

PLANNING



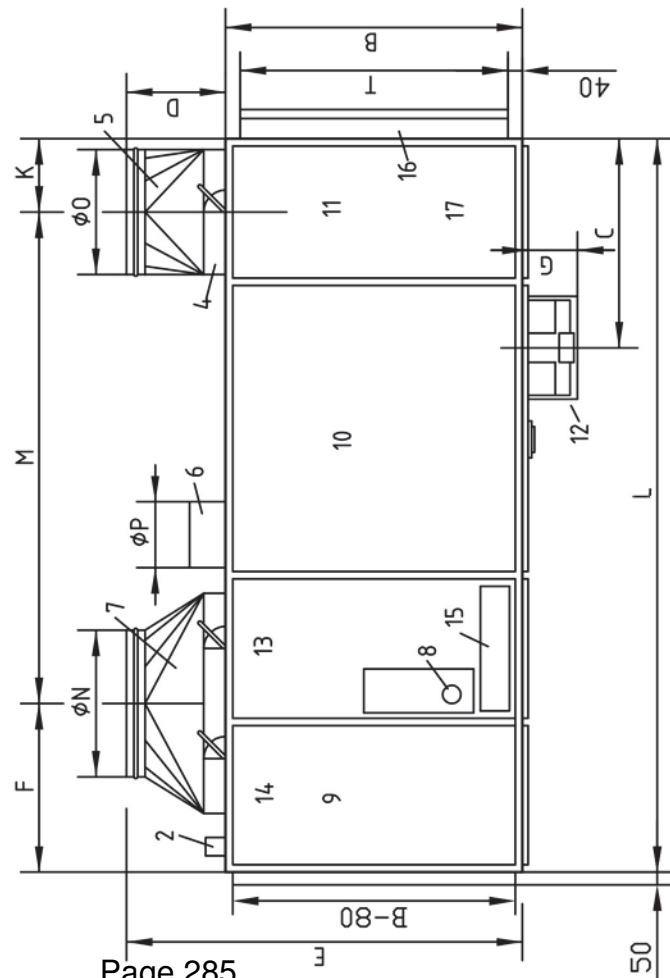
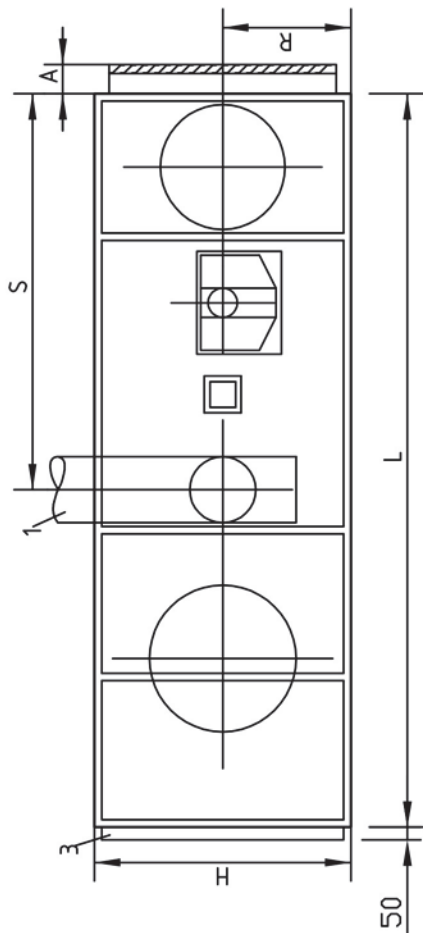
Project:
 Virgin Active
 Northwood
 Ducks Hill Road
 Northwood
 Middlesex
 HA6 2DR

Title:
 New Tennis dome for Virgin Active
 at 18 Ducks Hill Road

Designer:	G/J/S/H
Date:	17/04/12
Scale:	1:2500 @ A1
Drawing No:	35VA - 07
Revision:	B

Red Dot Architectural Design LTD
 12 Huxley Place
 Southwark
 London SE16 5JH
 Tel: 020 7592 7234
 Fax: 020 7592 7235
 Email: info@red-dot.co.uk

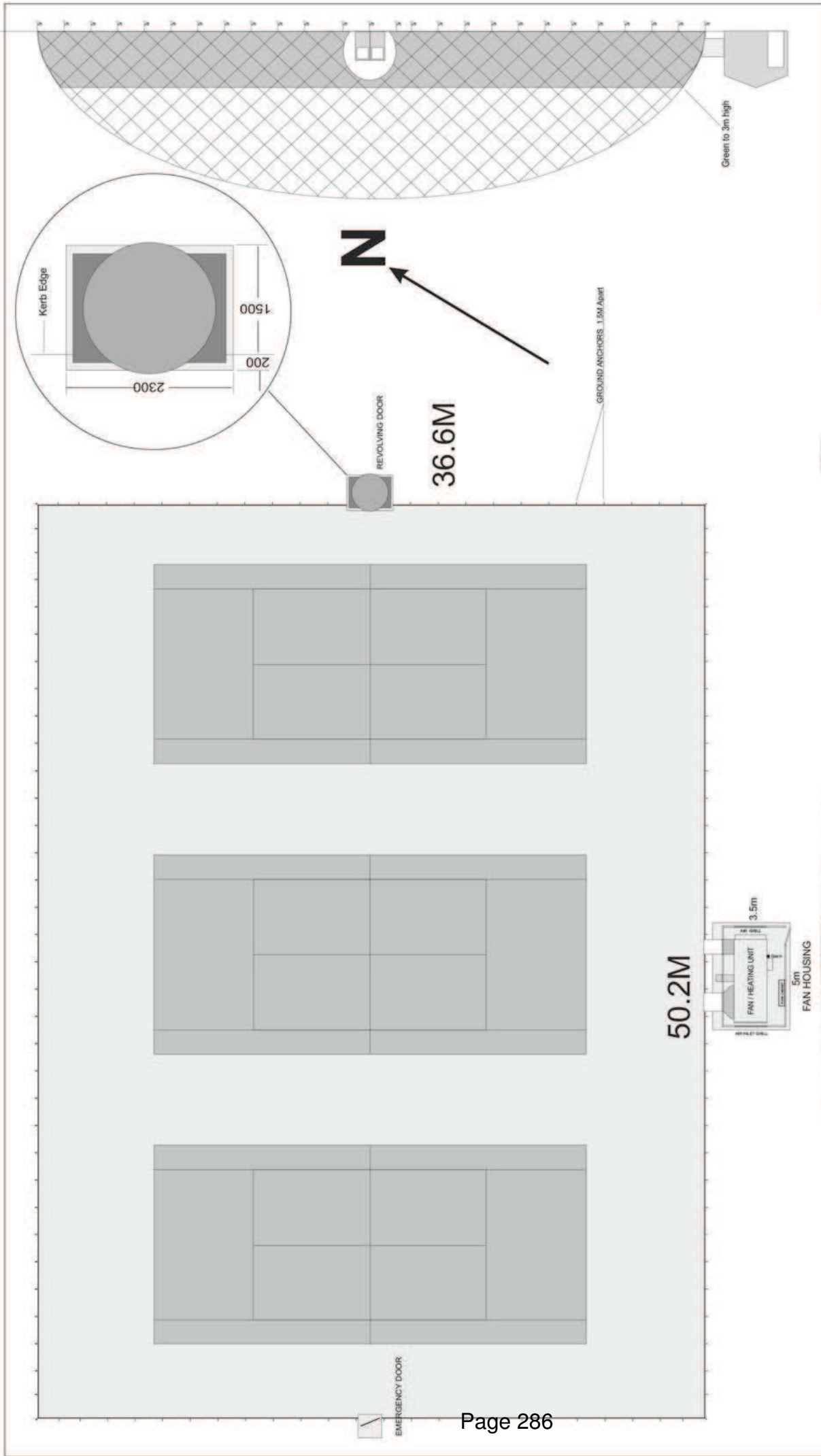




- 1 Exhaust pipe T-knee
- 2 Exhaust manifold for comstion engine
- 3 Fresh air aspiration grid
- Stand-By Blower
- 4 Return air blind
- 5 Circulating air connection
- 6 Smoke pipe connection
- 7 Blow out connection
- 8 Fuel filling pipe
- Stand-By Blower
- 9 Emergency blowerpart
- 10 Heater part
- 11 Main bower
- 12 Burner facing
- 13 Adjustment for main blower
- 14 Return flap for Stand-by blower
- 15 Switch cabinet
- 16 Fresh air aspiration grid
- Main Blower
- 17 Air current control
- Main Blower

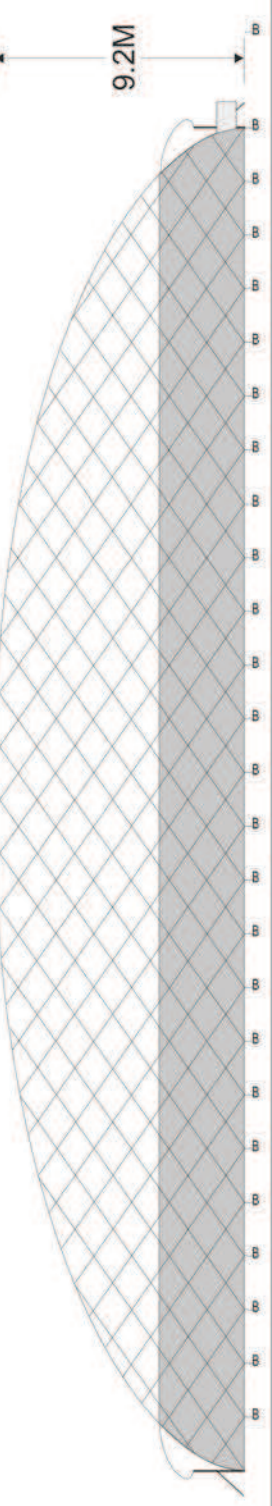
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B	1260	300	580
H	1240	4400	5600
A	200	1670	2300
C	1070	1360	1840
D	650	250	250
E	650	1120	1550
F	1910	650	960
G	1040	2320	3260
K	600	1100	1165
M	600	600	820
φN	390	390	575
φ0	2570	2910	3860
φP	800	1000	1200
R	600	800	1000
S	245	345	445
T	660	730	970
T	1835	2085	2880
T	1180	1590	1070
T	930	1190	1200
T	—	—	1070
T	—	—	1640

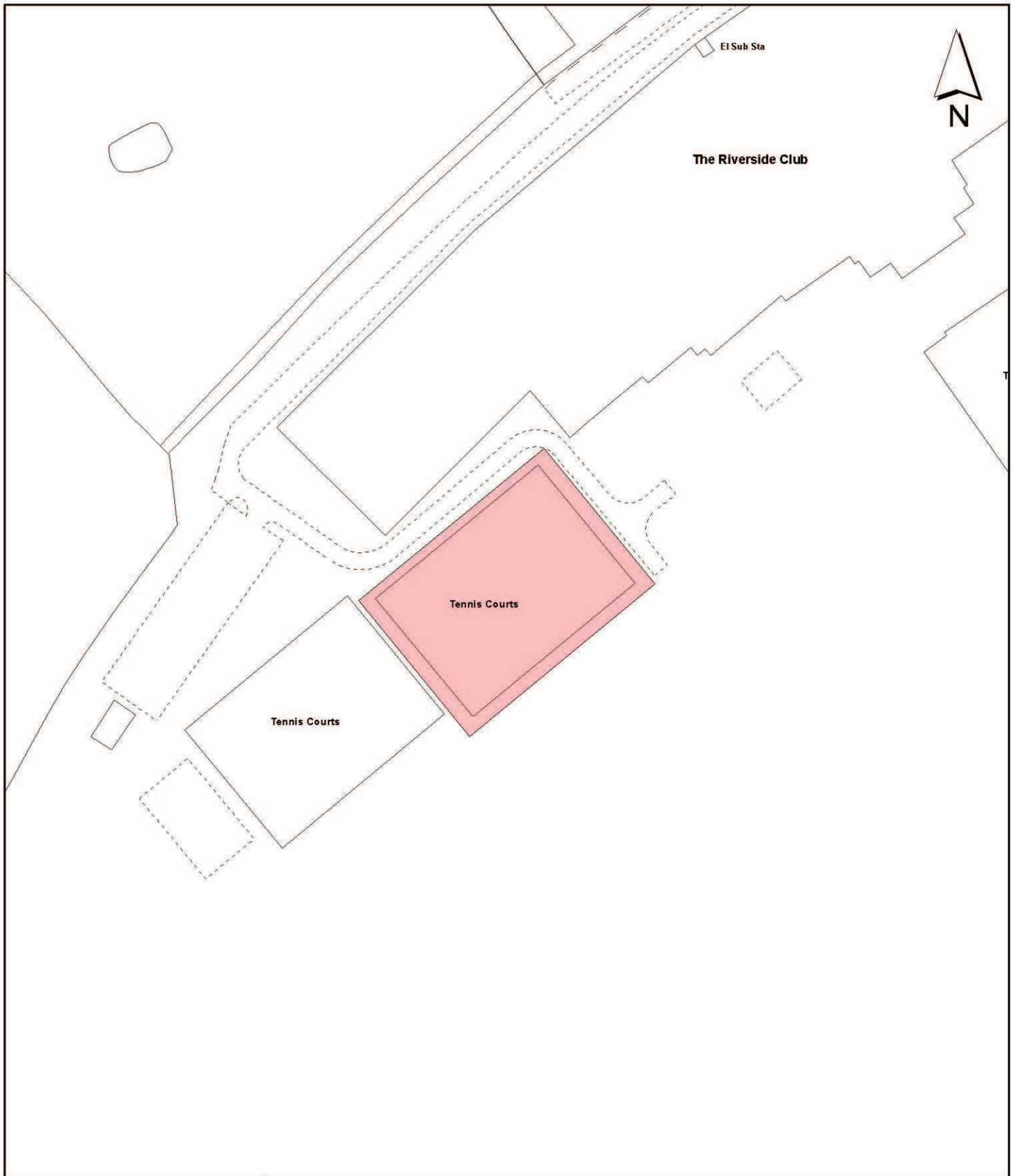
Changes in dimensions and technical improvements reserved



COVAIR
STRUCTURES Ltd
 Highercroft, Coldharbour Lane, Bletchingley, Surrey RH1 4NA, U. K.
 Tel: 01883 743988 Fax: 01883 744076

PROJECT: Virgin Northwood Proposed 3-court dome
 DRAWN BY: AJSW No: VN071302
 SCALE: 1:200 DATE: 14 - 07 - 2013





Notes

 Site boundary

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Site Address

**Riverside Health & Racquets Club
18 Ducks Hill Road
Northwood**

**LONDON BOROUGH
OF HILLINGDON**

**Residents Services
Planning Section**

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

Planning Application Ref:

272/APP/2014/1234

Scale

1:1,250

Planning Committee

Major Page 287

Date

July 2014



HILLINGDON
LONDON

Report of the Head of Planning, Sport and Green Spaces

Address AIRLINK HOUSE, 18-22 PUMP LANE HAYES

Development: Variation of conditions Nos. 13 (Noise) and 23 (Operating Hours) of planning permission ref: 5505/APP/2011/3064 dated 06/11/2012 to extend the hours to which music can be played and to extend the hours during which staff can be in the restaurant, banqueting halls and bar areas (Application to vary condition 2 of planning permission ref: 5505/APP/2010/2455 to make minor internal alterations at the ground, first and second floor level and increase height of rear extension adjoining northern boundary by 1.3m)

LBH Ref Nos: 5505/APP/2014/1499

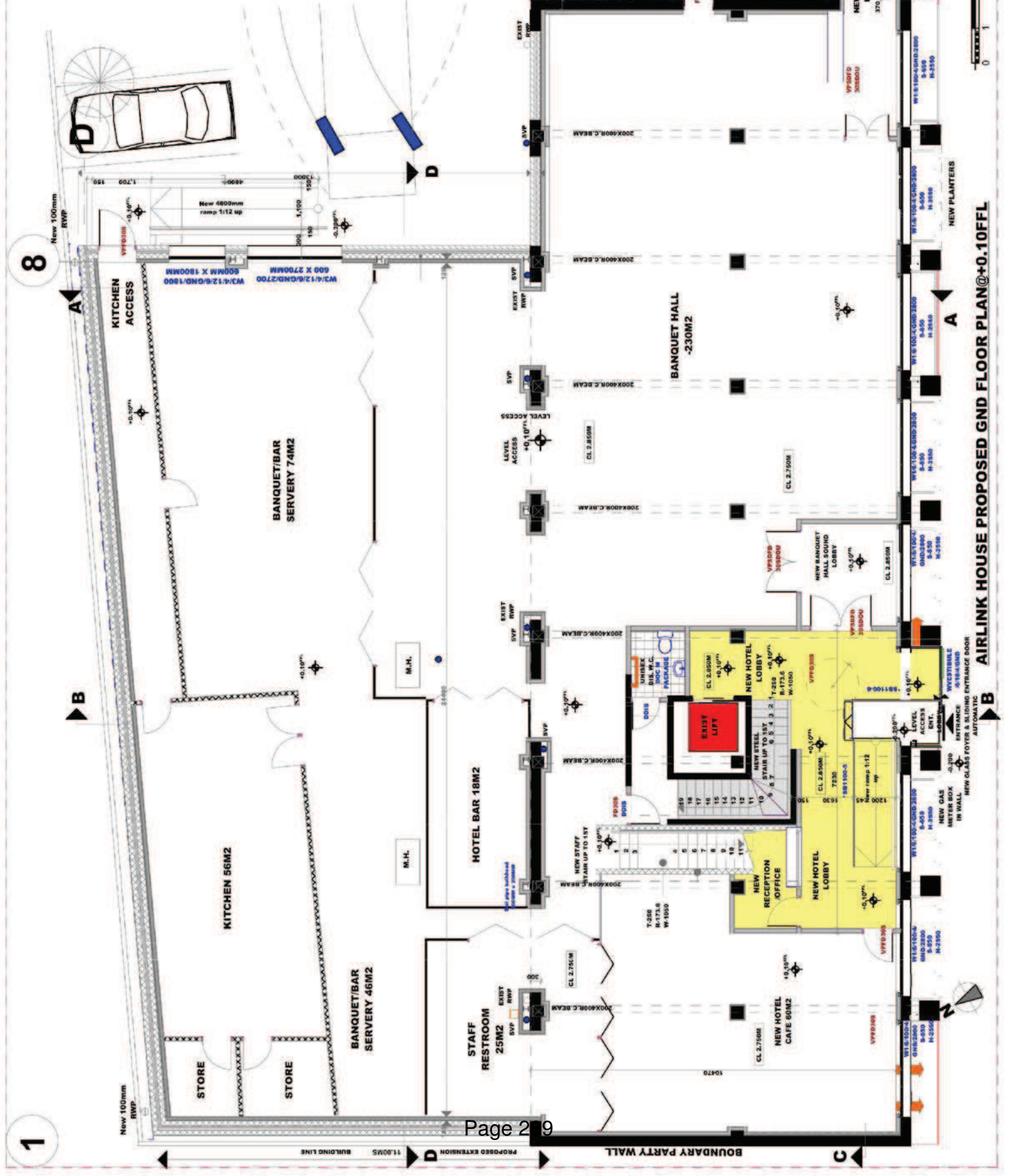
Date Plans Received: 29/04/2014

Date(s) of Amendment(s):

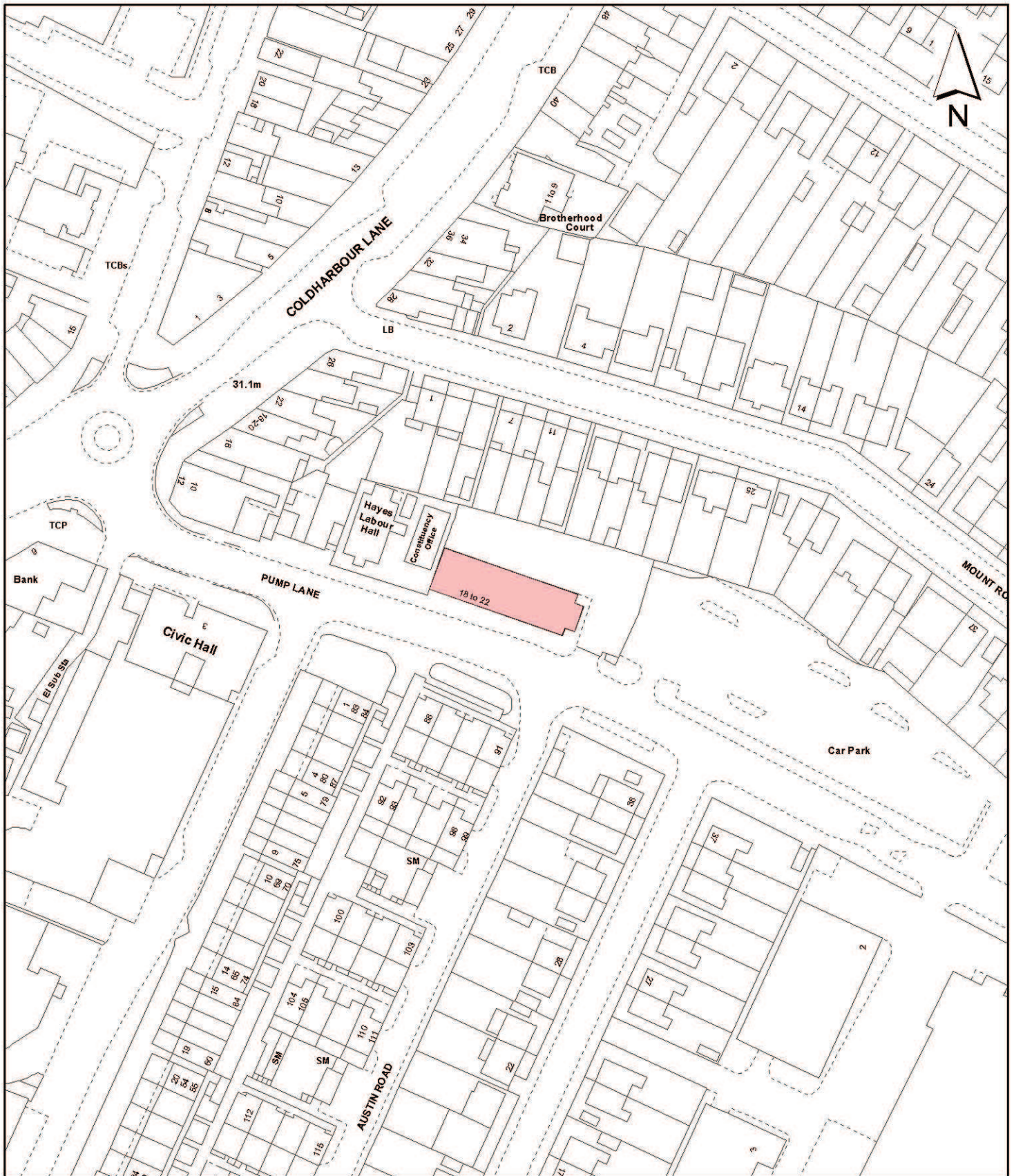
Date Application Valid: 30/04/2014

REVISION	DESCRIPTION	DATE	CHECKED BY
ASH DESIGN ASSOCIATES 141 LEAMAN ST E1 8EY LONDON			
CONSTRUCTION OF BANQUET HALL AND 23 BEDROOM HOTEL			
CLIENT Mr S. Singh PROJECT ADDRESS 18-22 PUMPLANE, HAYES, UB3 3NB			
SCALE	DATE	DRAWN BY	ISSUE
1:100@A3	20th JAN 2012	OAA	
STAGE	CHECKED BY		
-CONSTRUCTION	OAA		
DRAWING No.	AIRLINK/04/PRO	PROJECT NO.	PUMPHOTEL00-006
DRAWING TITLE	100P01/FEB12		
PROPOSED GROUND FLOOR PLAN@+0.00FFL-1:100 SCALE @A3			


AMENDMENTS
 *REV 26/04/12



AIRLINK HOUSE PROPOSED GND FLOOR PLAN@+0.10FFL



Notes

 Site boundary

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Site Address	
Airlink House 18-22 Pump Lane Hayes	
Planning Application Ref:	Scale
5505/APP/2014/1499	1:1,250
Planning Committee	Date
Major Page 290	July 2014

LONDON BOROUGH OF HILLINGDON

Residents Services Planning Section

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



Report of the Head of Planning, Sport and Green Spaces

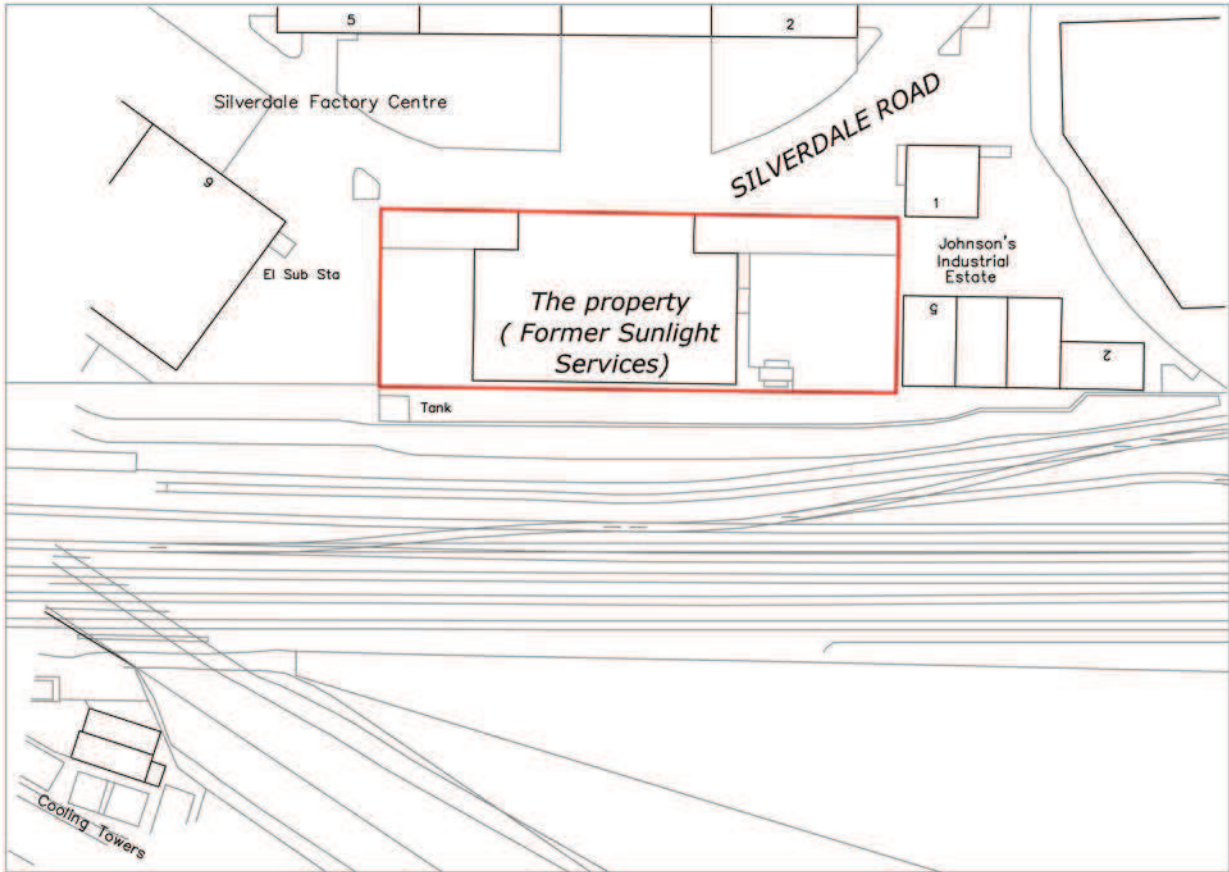
Address FORMER SUNLIGHT SERVICES, SILVERDALE INDUSTRIAL ESTATE
SILVERDALE ROAD HAYES

Development: Change of use from B1c/B2 (Light/General Industry) to B1c/B2/B8 (Light
/General Industry and Storage and Distribution)

LBH Ref Nos: 36529/APP/2014/1450

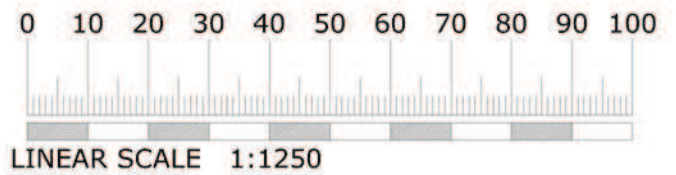
Date Plans Received: 25/04/2014 **Date(s) of Amendment(s):** 08/05/2014

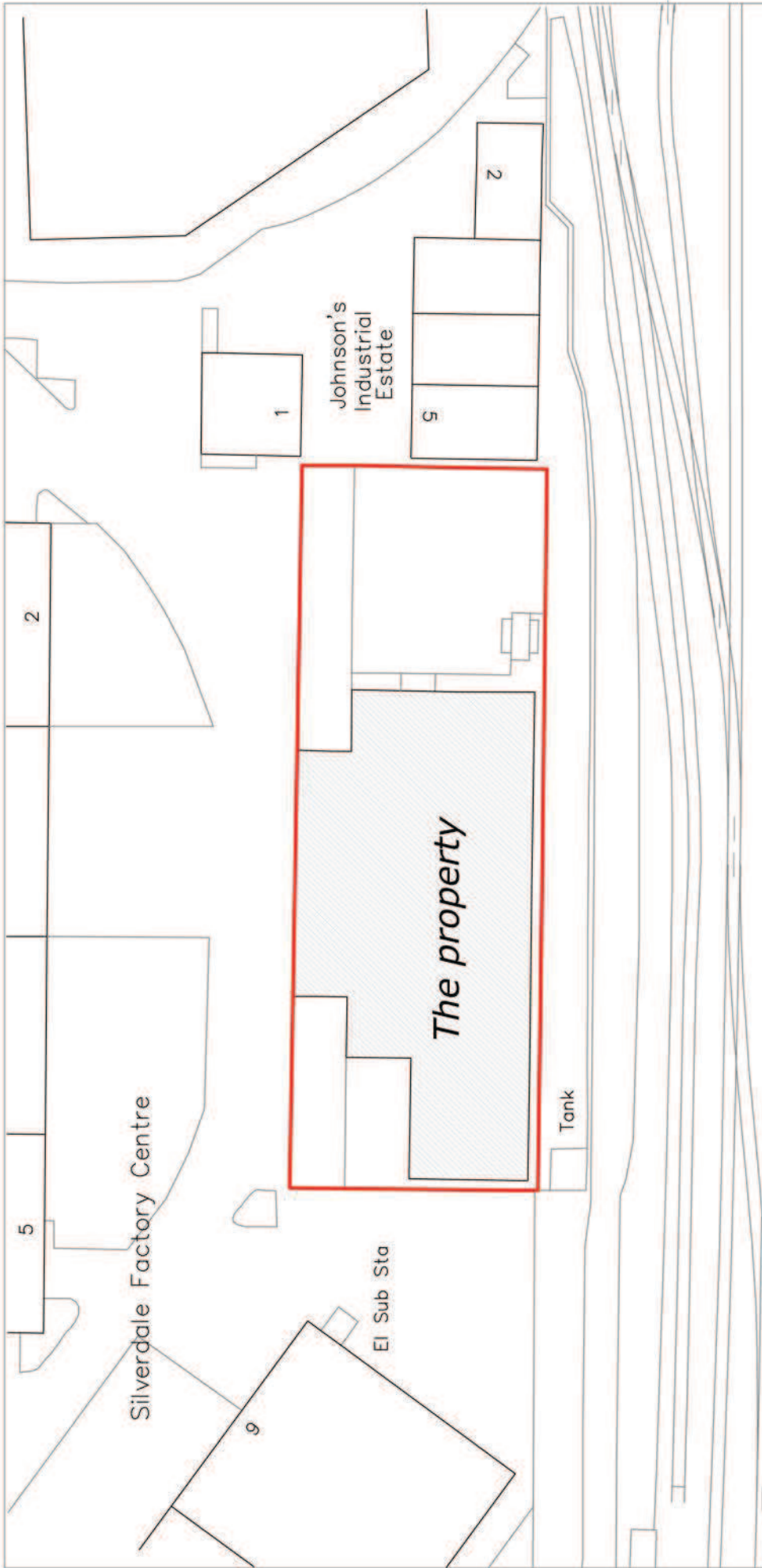
Date Application Valid: 08/05/2014



Location Plan Scale 1: 1250

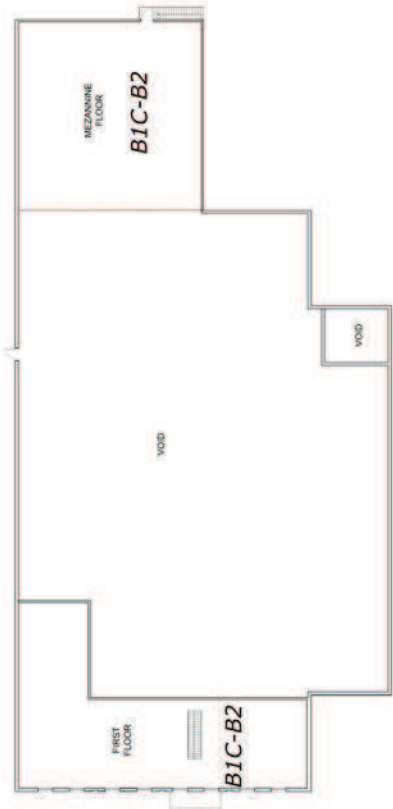
SUNLIGHT SERVICES, SILVERDALE INDUSTRIAL ESTATE, SILVERDALE ROAD, HAYES, UB3 3BL



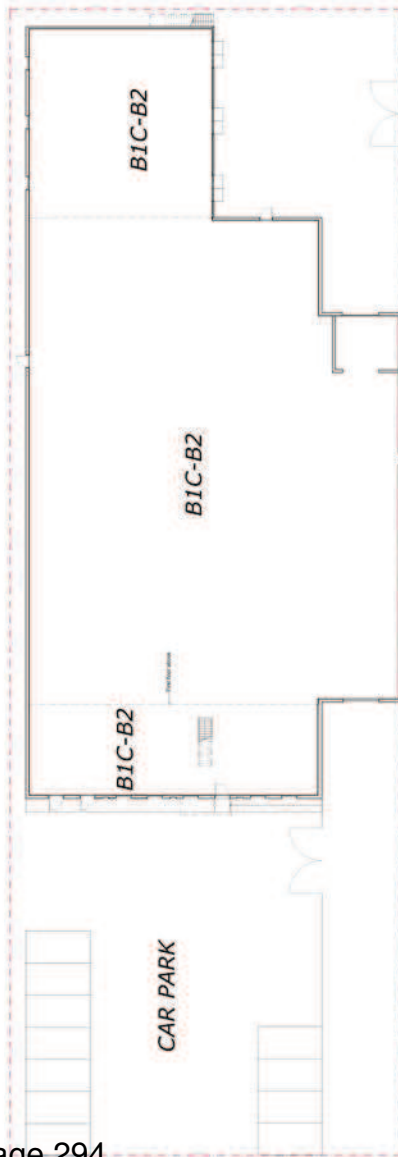


Proposed Site Plan

PROJECT SUNLIGHT SERVICES, SILVERDALE INDUSTRIAL ESTATE SILVERDALE ROAD, HAYES, UB3 3BL PROPOSED ADDITIONAL USE	DWG NO.	SCALE	DETAIL	16.04.2014	A 22.04.2014	B 23.04.2014	C 08.05.2014	D	E	F	PROJECT NO.
	01C	1:500 @ A3	SITE PLAN	ISSUED FOR DISCUSSION	ISSUED FOR DISCUSSION	ISSUED TO PLANNING DEPT.	INFORMATION ADDED	HILLINGDON			14.10
PR Architecture Ltd. Chartered Architect 120, Pinner Road, Pinner, HA1 4JD. Tel: 0208 387 2204											

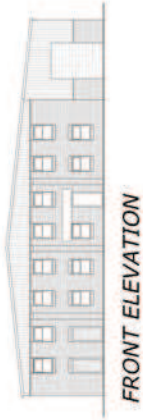


FIRST FLOOR (Gross Internal Area 340 m²)



GROUND FLOOR (Gross Internal Area 1300 m²)

EXISTING USE CLASSES B1C-B2
Total Internal Gross Area : 1640 m²



FRONT ELEVATION



REAR ELEVATION

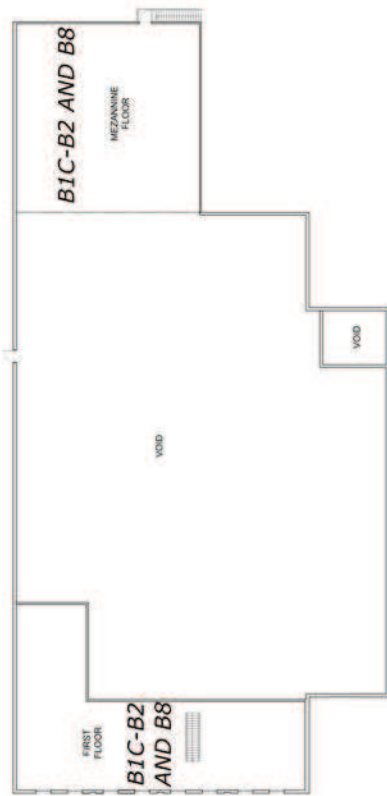


SIDE ELEVATION

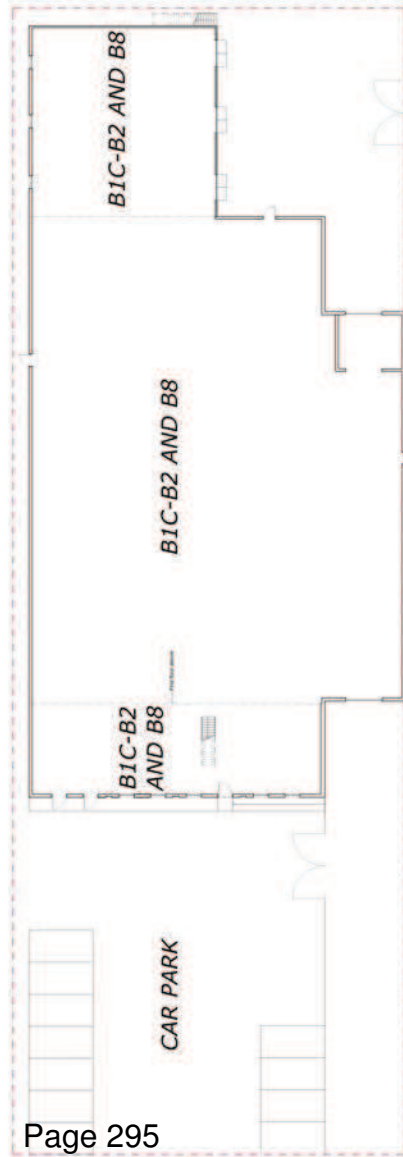


SIDE ELEVATION

PROJECT SUNLIGHT SERVICES, SILVERDALE INDUSTRIAL ESTATE SILVERDALE ROAD, HAYES, UB3 3BL PROPOSED ADDITIONAL USE	DWG NO. SCALE 02C @ A1	DETAIL PLANS AND ELEVATIONS	16-04-2014 ISSUED FOR DISCUSSION	A 22-04-2014 ISSUED FOR DISCUSSION	B 23-04-2014 ISSUED TO PLANNING DEPT. HILLINGDON	C 08-05-2014 INFORMATION ADDED	D	E	PROJECT NO. 14.10	PR Architecture Ltd. Chartered Architect 120, Pinner Road, Harrow, HA1 4JD. Tel: 0208 357 2304
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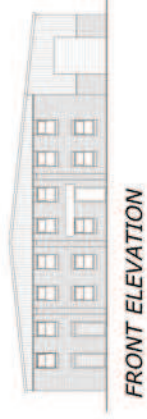
FIRST FLOOR (Gross Internal Area 340 m²)



GROUND FLOOR (Gross Internal Area 1300 m²)

ADDITIONAL USE CLASS B8

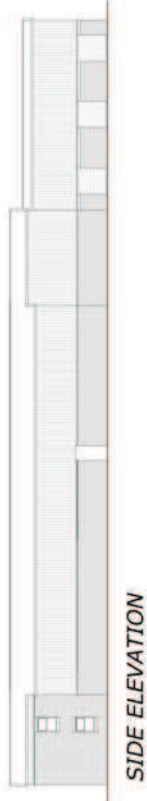
Total Internal Gross Area : 1640 m²



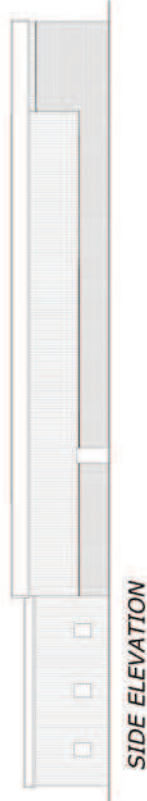
FRONT ELEVATION



REAR ELEVATION

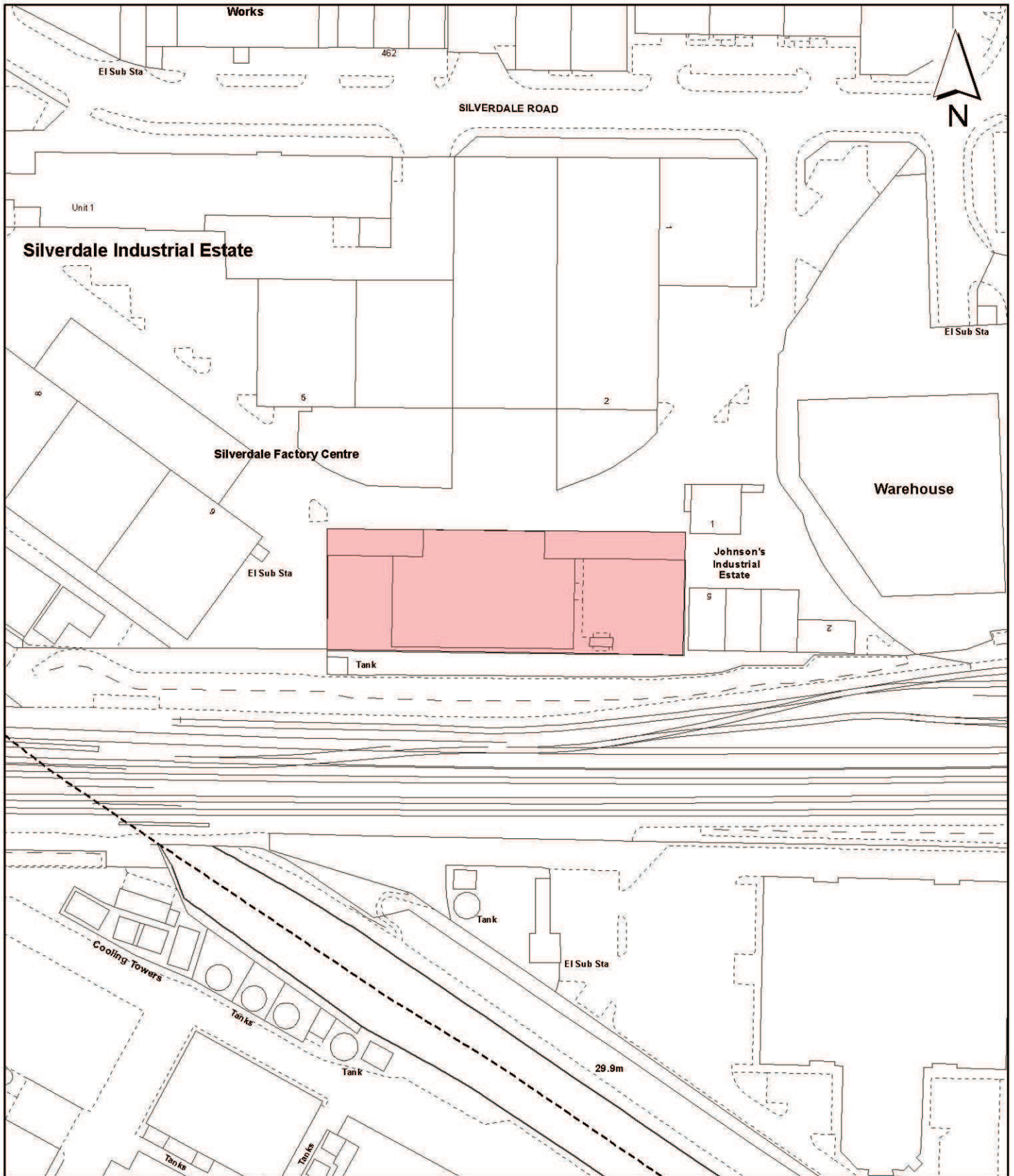




SIDE ELEVATION



SIDE ELEVATION

PROJECT SUNLIGHT SERVICES, SILVERDALE INDUSTRIAL ESTATE SILVERDALE ROAD, HAYES, UB3 3BL PROPOSED ADDITIONAL USE	DWG NO. SCALE	DETAIL	PROPOSED PLANS AND ELEVATIONS		16-04-2014	A	22-04-2014	B	23-04-2014	C	08-05-2014	D	E	PROJECT NO.	PR Architecture ltd. Chartered Architect 120, Pinner Road, Harrow, HA1 4JD. Tel: 0208 357 2304
	03C @ A1	1:200	ISSUED FOR DISCUSSION	ISSUED FOR DISCUSSION	ISSUED TO PLANNING DEPT. HILLINGDON	INFORMATION ADDED	14.10								



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	<p>Planning Application Ref:</p> <p>36529/APP/2014/1450</p>	<p>Scale</p> <p>1:1,250</p>	 <p>HILLINGDON LONDON</p>
	<p>Planning Committee</p> <p>Major Page 296</p>	<p>Date</p> <p>July 2014</p>	

Report of the Head of Planning, Sport and Green Spaces

Address CHARTER PLACE VINE STREET UXBRIDGE

Development: Refurbishment and extension of existing office building (Class B1a) with up to 1000sqm of ancillary Class A1, A3, D2 uses, including a 6-storey extension to the Vine Street elevation, a 3-storey extension to the Windsor Street elevation and an extension at roof level, together with revised parking and servicing arrangements, enhanced landscaping and associated public realm improvements.

LBH Ref Nos: 30675/APP/2014/1345

Date Plans Received: 17/04/2014

Date(s) of Amendment(s): 23/06/2014

Date Application Valid: 17/04/2014

17/04/2014

29/05/2014

09/06/2014

01/05/2014

16/05/2014



505700m

505600m

505500m

505400m



184100m

184000m

183900m

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CP UXBRIDGE LTD



CHARTER PLACE, UXBRIDGE

FOR APPROVAL

LOCATION PLAN

Drawn By	Created By	Approved By	Revision By	Rev. Auth.
MK	JS	SMC		
Date	Scale	Drawing No.	Rev. Date	Rev.
17/04/2014	1:1250 @ A3	1189 / PL / 1000		

EXISTING AREAS		
CAR PARK LEVELS 3&4	PLANTROOM & ANCILLARY	900.00m ²
CAR PARK LEVELS 1&2	PLANTROOM & ANCILLARY	1873.80m ²
LOWER GROUND	OFFICE & RECEPTION	601.20m ²
	MARKETING OFFICE	56.00m ²
	GROUND	4153.00m ²
	1st	3991.00m ²
	2nd	3988.00m ²
	3rd	3305.00m ²
	4th	2568.00m ²
	TOTAL	21436.00m ²



EXISTING SITE PLAN

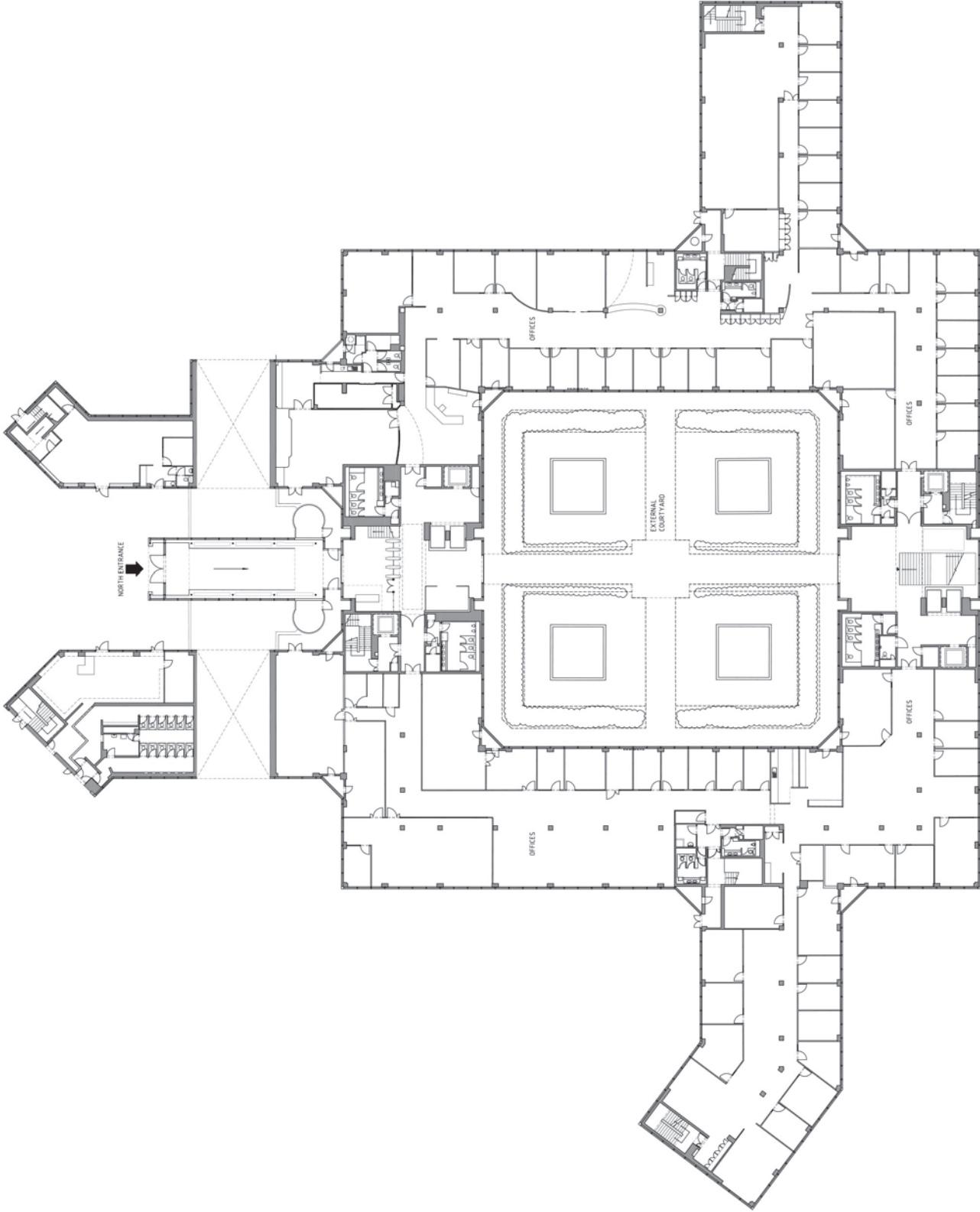
Drawn By: MK
 Checked By: JIS
 Approved By: SMC
 Date: 17/04/2014
 Scale: 1:500 @ A1
 Project No: 1189 / PL / 1001
 Client: Uxbridge Borough Council
 Project: Uxbridge Station
 E-mail: info@dra.co.uk
 Tel: +44 (0) 20 8152 1901
 Fax: +44 (0) 20 8152 1901
 www.dra.co.uk
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CHARTER PLACE, UXBRIDGE

FOR APPROVAL

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EXISTING GROUND FLOOR PLAN

Drawn By: HS
 Checked By: MK
 Authorised By: JS
 Reason For: 1189 / PL / 1102
 Date: 17/04/2014
 Scale: 1:200 @ A1
 Project No: 1189 / PL / 1102
 Rev: 1
 1 Castle Yard, Richmond
 Surrey TW9 1DL
 T: +44 (0) 20 8332 3900
 F: +44 (0) 20 8332 3901
 www.dra.co.uk
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CHARTER PLACE, UXBRIDGE

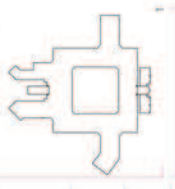
FOR APPROVAL

CP UXBRIDGE LTD

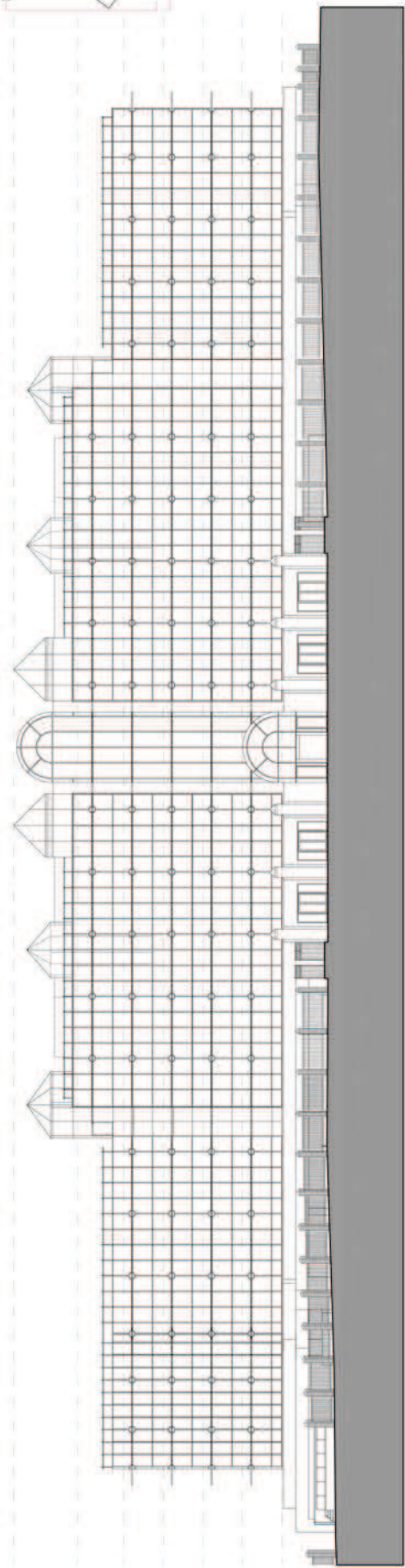




KEY PLAN

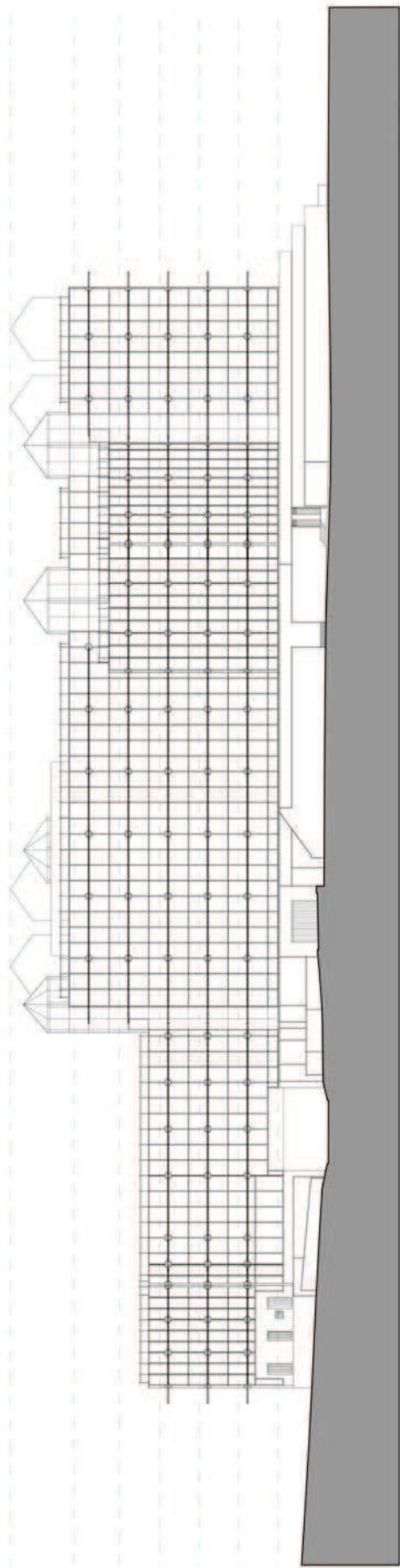


NOTE:
REPRODUCED FROM
HARRIS SURVEY'S LTD
WITH PERMISSION



ROOF LEVEL 76.47m
ROOF 75.90m
FOURTH FLOOR 66.55m
THIRD FLOOR 63.30m
SECOND FLOOR 60.05m
FIRST FLOOR 56.80m
GROUND FLOOR 53.55m

1. EXISTING SOUTH ELEVATION



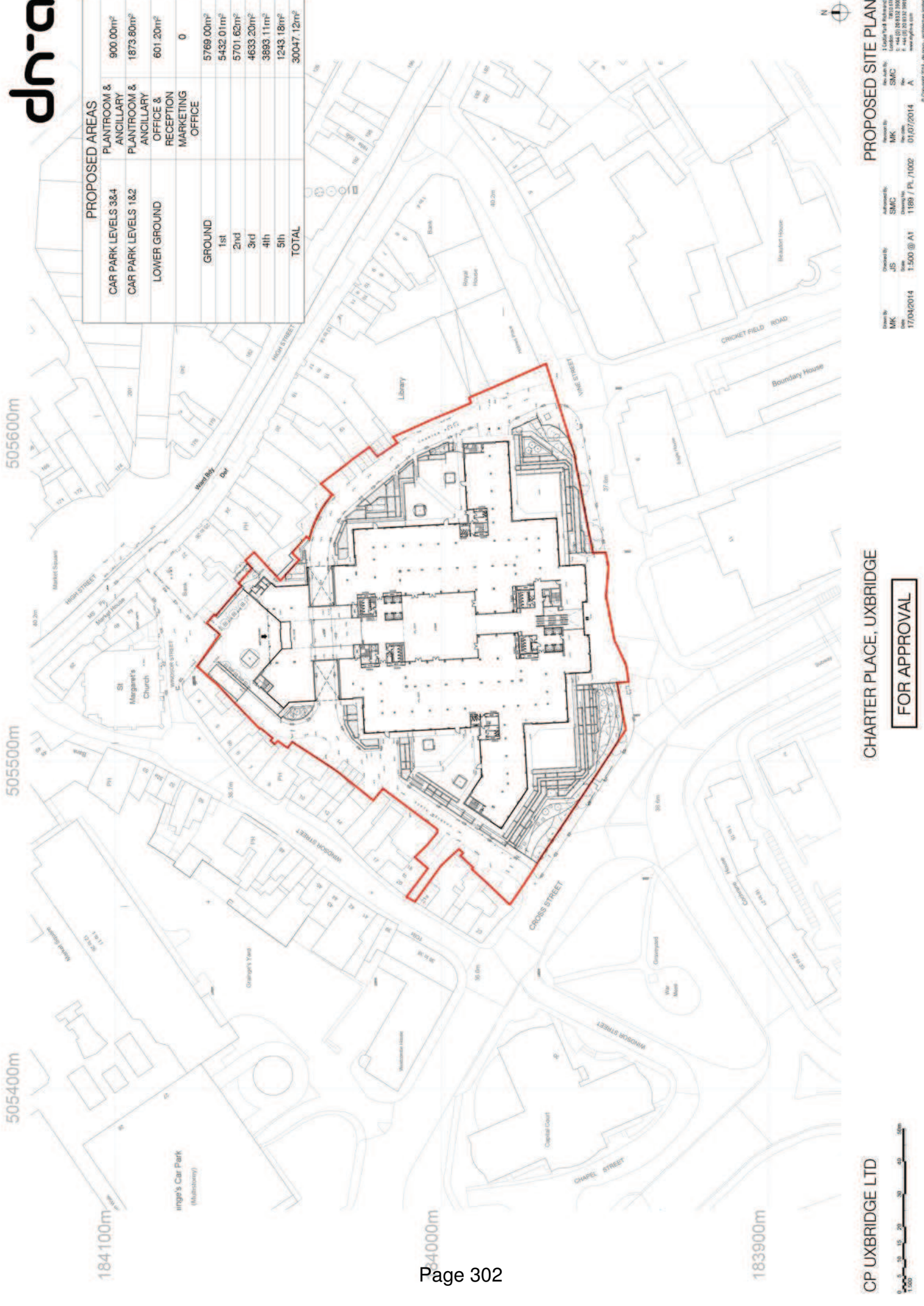
ROOF LEVEL 76.47m
ROOF 75.90m
FOURTH FLOOR 66.55m
THIRD FLOOR 63.30m
SECOND FLOOR 60.05m
FIRST FLOOR 56.80m
GROUND FLOOR 53.55m

2. EXISTING WEST ELEVATION



FOR APPROVAL

PROPOSED AREAS		
CAR PARK LEVELS 3&4	PLANTROOM & ANCILLARY	900.00m ²
CAR PARK LEVELS 1&2	PLANTROOM & ANCILLARY	1873.80m ²
LOWER GROUND	OFFICE & RECEPTION	601.20m ²
	MARKETING OFFICE	0
GROUND		
	1st	5769.00m ²
	2nd	5432.01m ²
	3rd	5701.62m ²
	4th	4633.20m ²
	5th	3893.11m ²
	TOTAL	30047.12m ²



PROPOSED SITE PLAN

Drawn By: MK
 Checked By: JIS
 Date: 17/04/2014
 1:500 @ A1

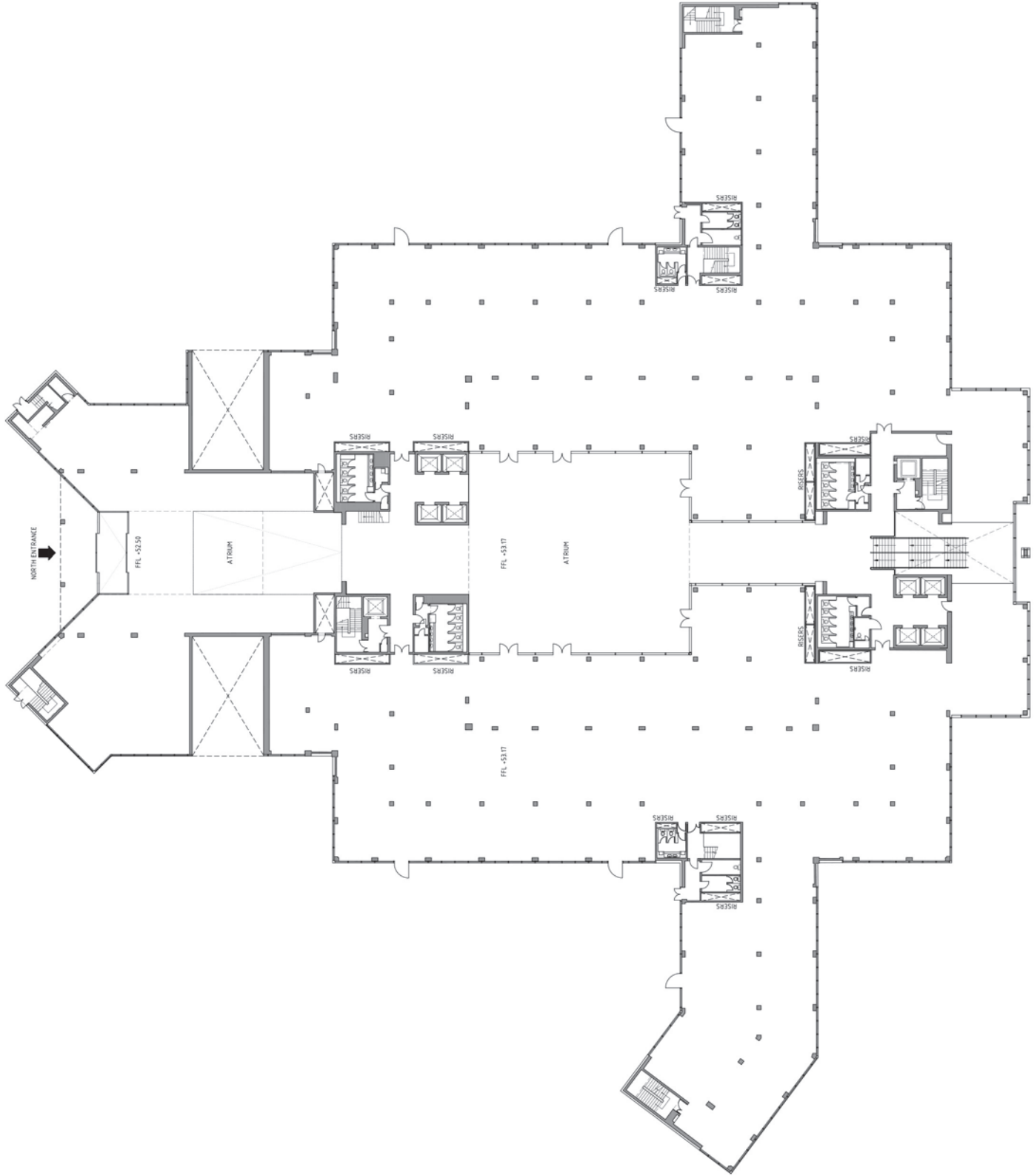
Approved By: SMC
 Drawing No: 1189 / PL / 1002

Client: 1 Local Path Building
 Project: SMC
 No: 1-444 (0) 20 812 3000
 Fax: 444 (0) 20 812 3001
 www.dra.co.uk

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CHARTER PLACE, UXBRIDGE
FOR APPROVAL

CP UXBRIDGE LTD



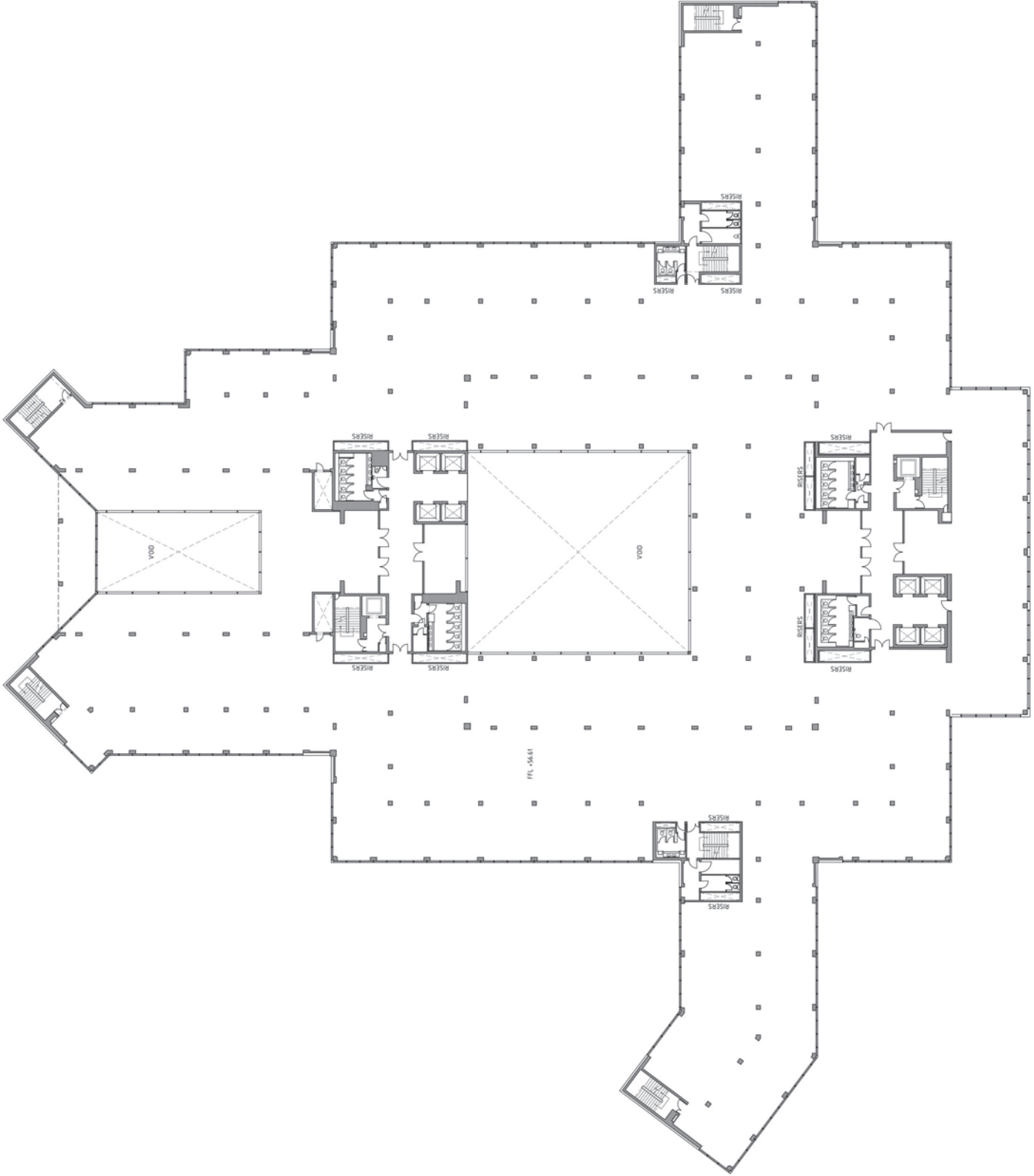
PROPOSED GROUND FLOOR PLAN
 1 Charter Place, Uxbridge
 Rev. Auth. By: JS
 Rev. Date: 17/04/2014
 Checked By: MK
 Date: 17/04/2014
 Drawn By: JS
 Scale: 1:200 @ A1
 Rev. No: 1189 / PL / 2102
 www.english.com
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CHARTER PLACE, UXBRIDGE

FOR APPROVAL

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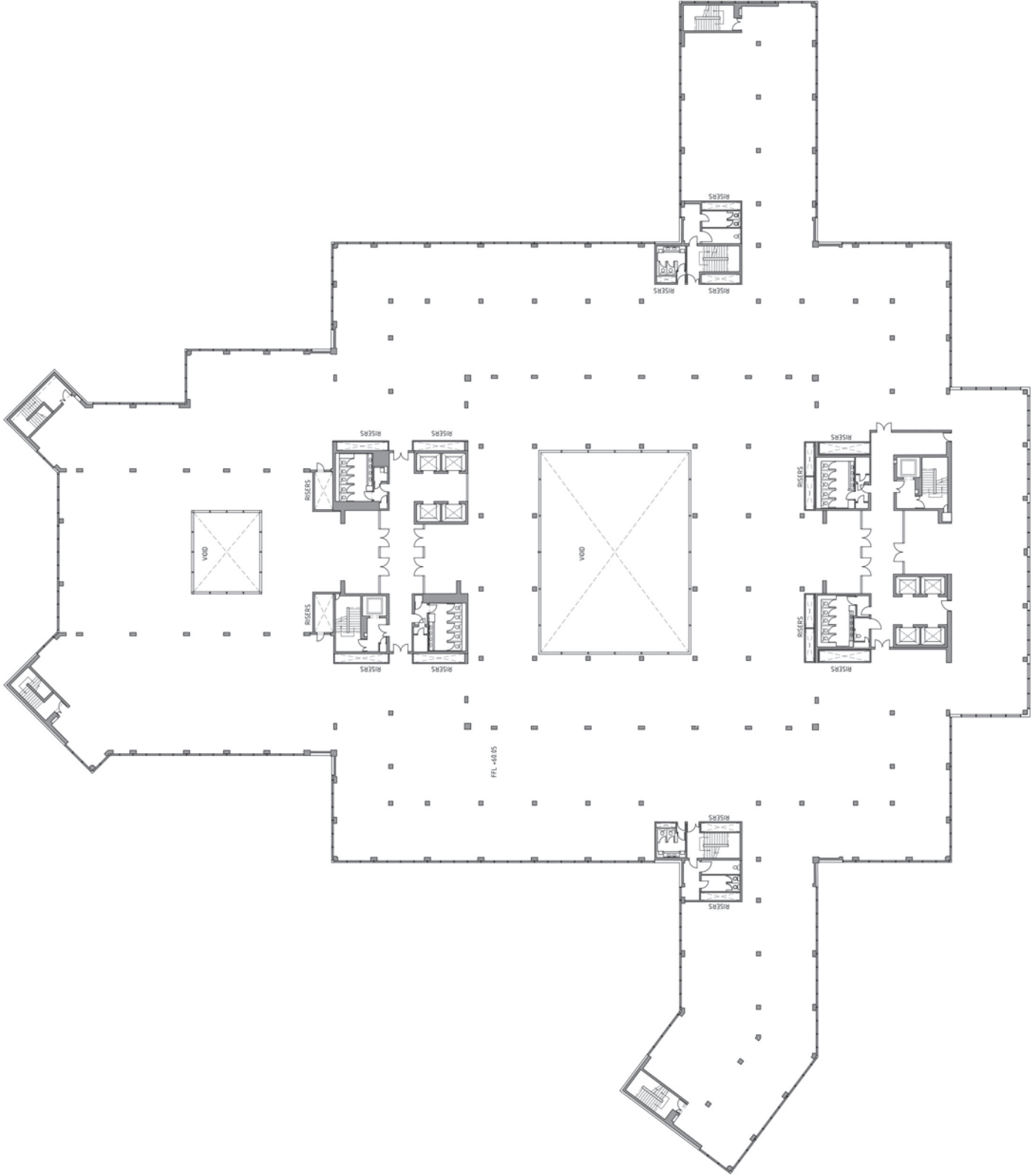


CHARTER PLACE, UXBRIDGE

FOR APPROVAL

CP UXBRIDGE LTD

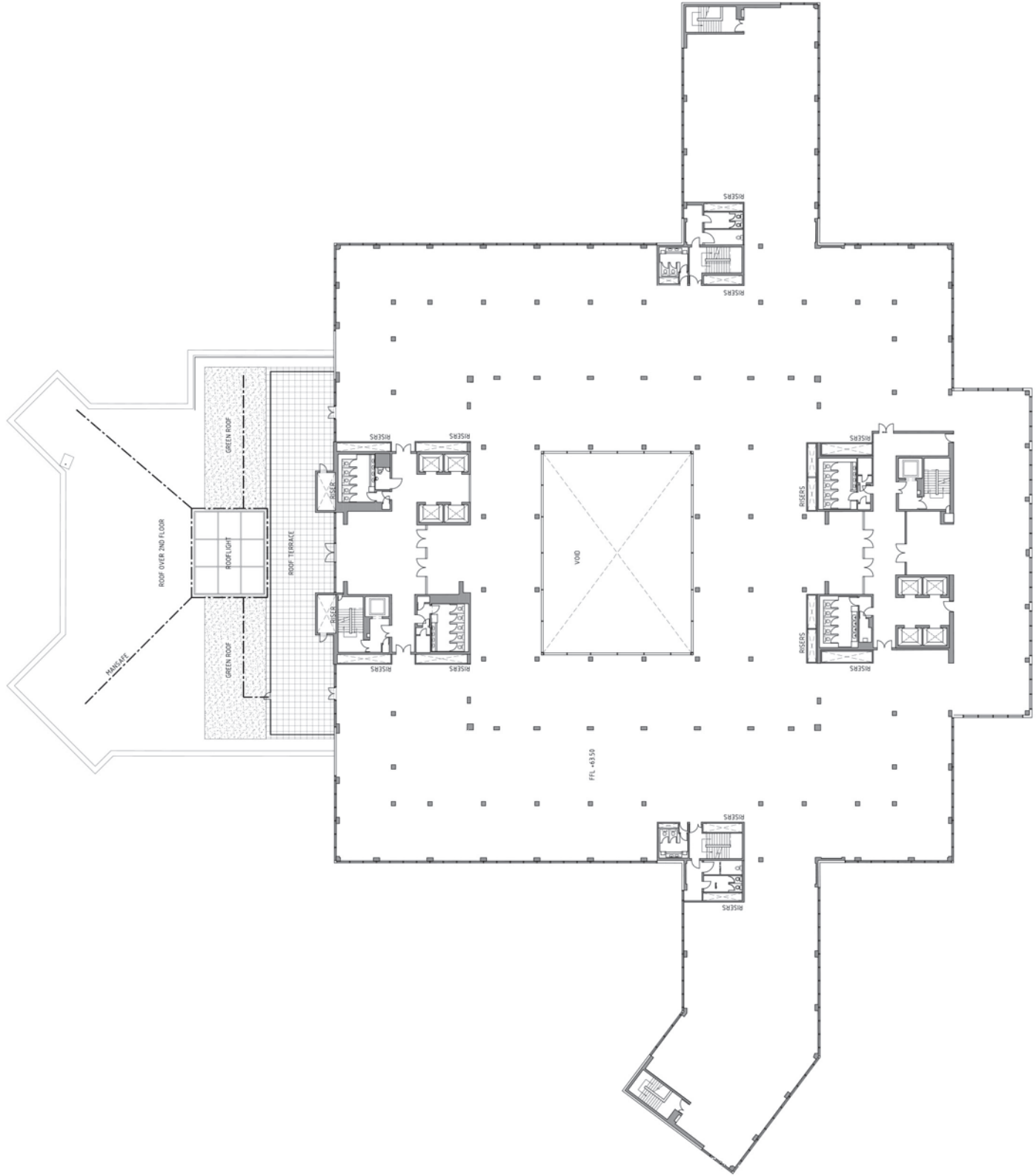




CHARTER PLACE, UXBRIDGE

PROPOSED SECOND FLOOR PLAN
 1 Charter Place, Uxbridge
 Rev. Auth. By: JS
 Rev. Date: 17/04/2014
 Checked By: MK
 Date: 17/04/2014
 Drawing No: 1189 / PL / 2/104
 Scale: 1:200 @ A1
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PROPOSED THIRD FLOOR PLAN

1 Castle Yard, Richmond
 Rev: 17/04/2014
 MK
 L: +44 (0) 20 8332 3900
 F: +44 (0) 20 8332 3901
 www.english.com

Checked By: HS
 Date: 17/04/2014
 Scale: 1:200 @ A1

Authorised By: JS
 Drawing No: 1189 / FL / 2105

Reason By: FM
 Rev: 20/06/2014

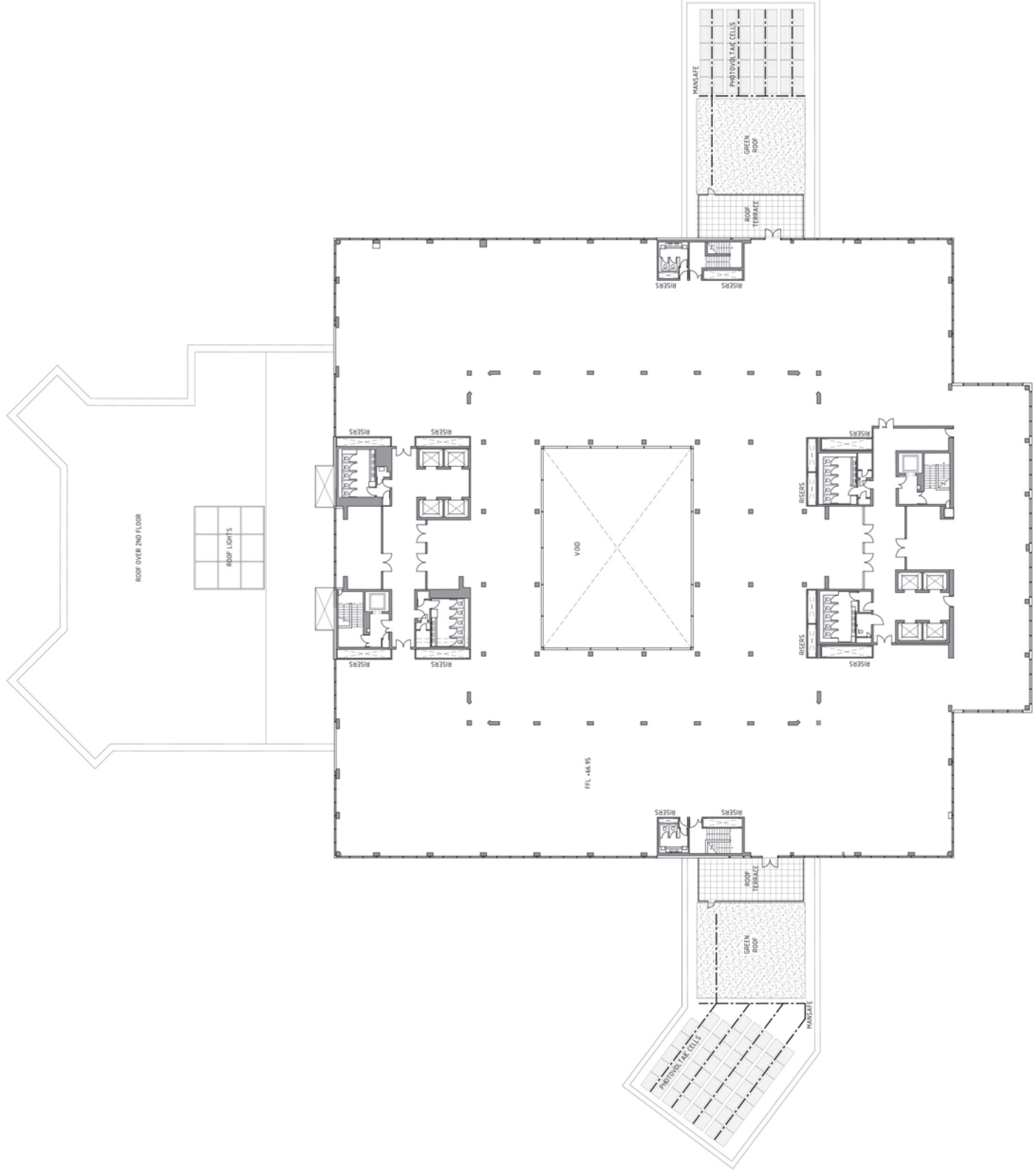
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PROPOSED FOURTH FLOOR PLAN

1 Castle Yard Richmond
 Rev. Auth. By: MK
 Date: 17/04/2014
 Scale: 1:200 @ A1

Reason: FM
 Rev. Date: 20/06/2014

Checked By: MK
 Date: 17/04/2014

Drawn By: HS
 Date: 17/04/2014

Authorised By: JS
 Drawing No: 1189 / FL / 2/106

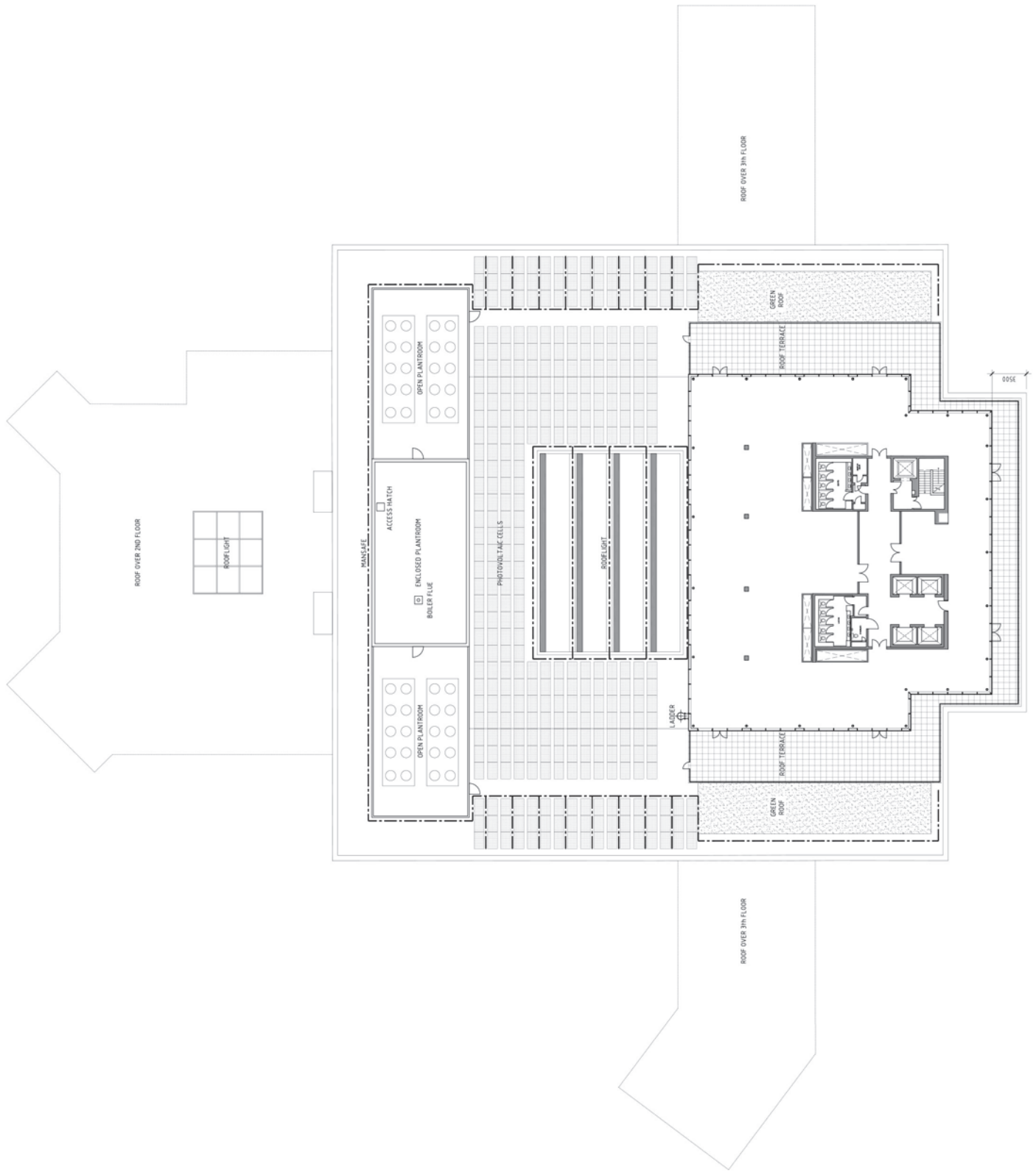
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CHARTER PLACE, UXBRIDGE

FOR APPROVAL

CP UXBRIDGE LTD





Drawn By: HS
 Date: 17/04/2014
 Checked By: MK
 Scale: 1:200 @ A1
 Authorised By: JS
 Drawing No: 1189 / PL / 2107
 Revision By: FM
 Revision: 20/06/2014
 1 Castle Yard, Richmond
 Surrey TW9 1DL
 T: +44 (0) 20 8332 9900
 F: +44 (0) 20 8332 9901
 www.dra.co.uk
 B

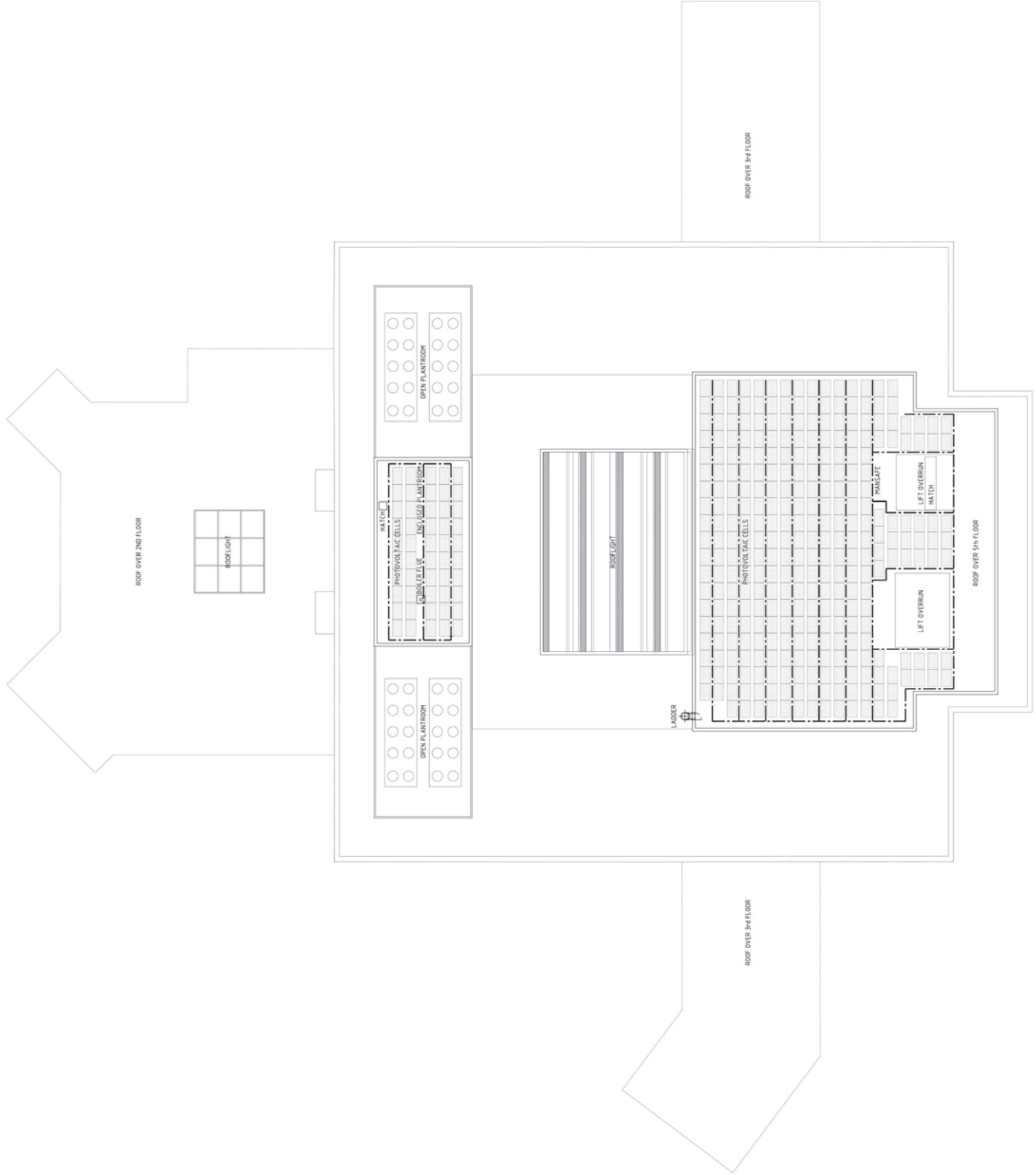
PROPOSED FIFTH FLOOR PLAN

CP UXBRIDGE LTD



FOR APPROVAL

CHARTER PLACE, UXBRIDGE



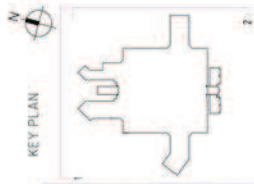
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 Reason By: FM
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 Drawing No: 1189 / PL / 2/108
 Author: MK
 Project: 1 Charter Place Richmond
 Ref: 44 (0) 20 8132 3900
 Tel: 44 (0) 20 8132 3901
 Fax: 44 (0) 20 8132 3901
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CHARTER PLACE, UXBRIDGE

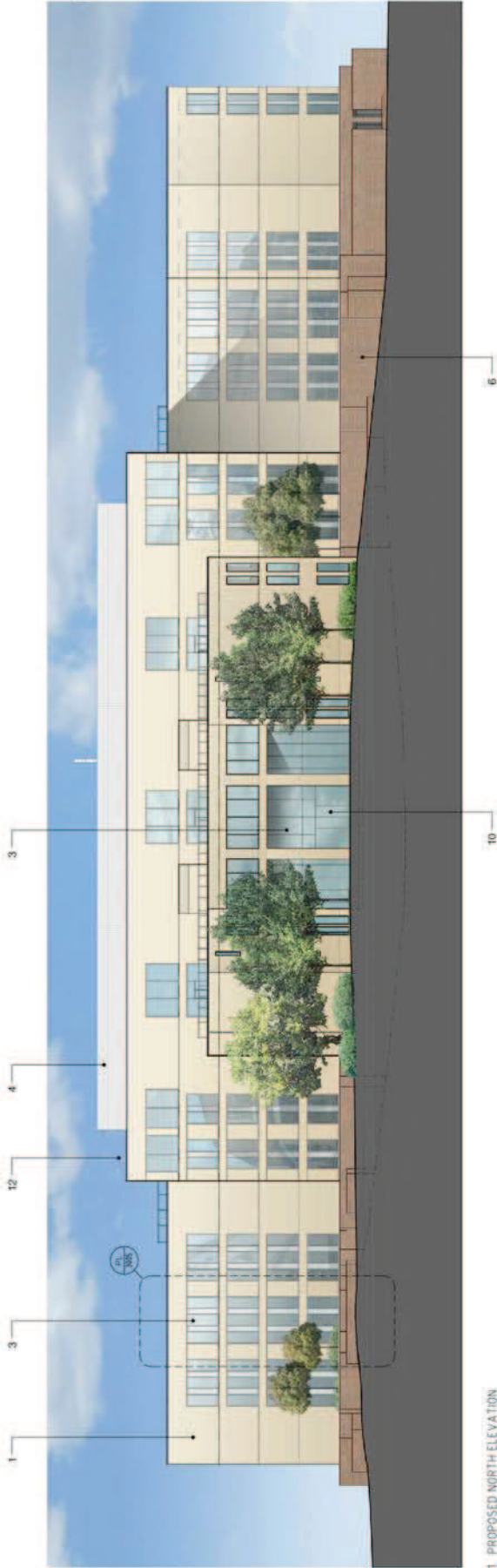
FOR APPROVAL

CP UXBRIDGE LTD



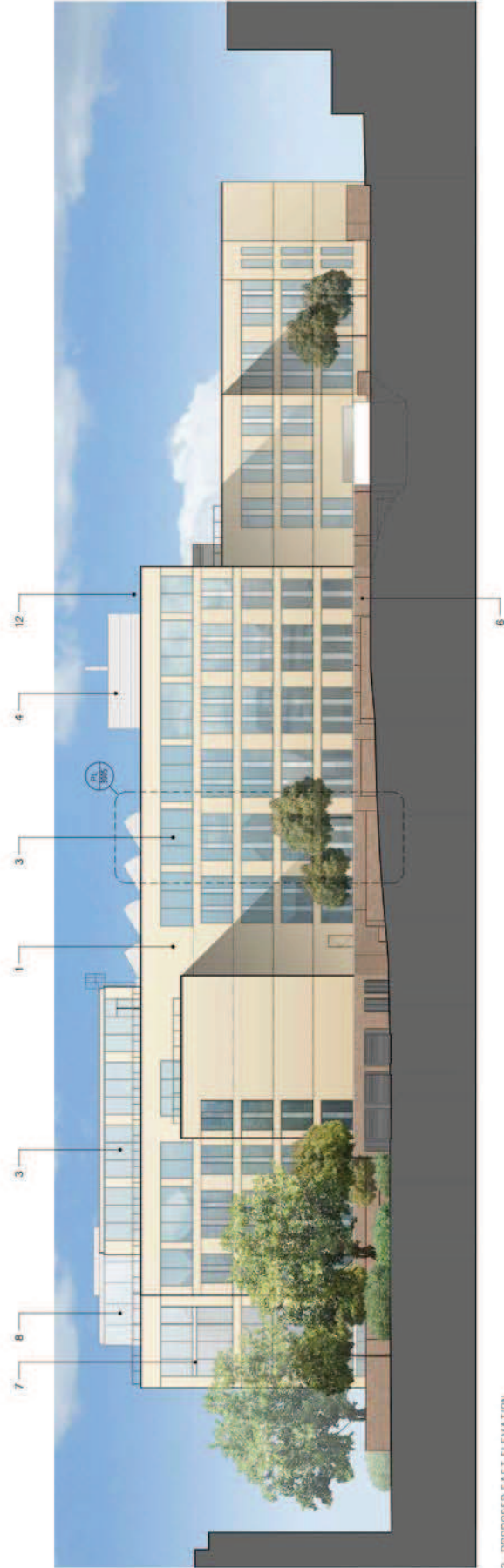


KEY TO MATERIALS
REFER TO DRAWING
189/PL/3009



1. PROPOSED NORTH ELEVATION

ROOF	75.30m
FIFTH FLOOR	79.90m
FOURTH FLOOR	68.95m
THIRD FLOOR	63.55m
SECOND FLOOR	60.25m
FIRST FLOOR	56.15m
GROUND FLOOR	53.10m

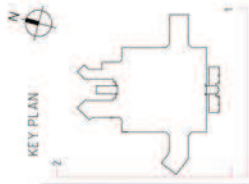


2. PROPOSED EAST ELEVATION

ROOF	75.30m
FIFTH FLOOR	79.90m
FOURTH FLOOR	68.95m
THIRD FLOOR	63.55m
SECOND FLOOR	60.25m
FIRST FLOOR	56.15m
GROUND FLOOR	53.10m



CHARTER PLACE, UXBRIDGE
FOR ILLUSTRATIVE PURPOSES ONLY

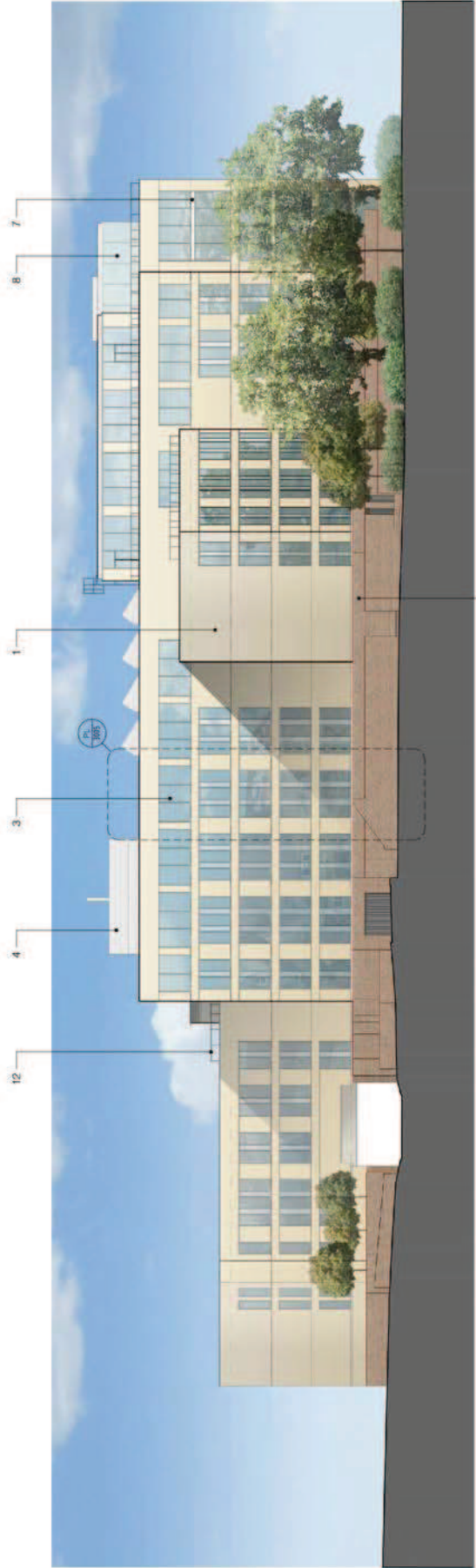


KEY TO MATERIALS
REFER TO DRAWING
189/PL/3009



1. PROPOSED SOUTH ELEVATION

- ROOF 75.90m
- FIFTH FLOOR 70.50m
- FOURTH FLOOR 66.50m
- THIRD FLOOR 63.50m
- SECOND FLOOR 60.50m
- FIRST FLOOR 56.50m
- GROUND FLOOR 53.70m



2. PROPOSED WEST ELEVATION

- ROOF 75.90m
- FIFTH FLOOR 70.50m
- FOURTH FLOOR 66.50m
- THIRD FLOOR 63.50m
- SECOND FLOOR 60.50m
- FIRST FLOOR 56.50m
- GROUND FLOOR 53.70m

CP UXBRIDGE LTD



CHARTER PLACE, UXBRIDGE
FOR ILLUSTRATIVE PURPOSES ONLY

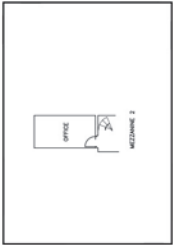
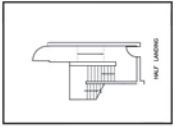
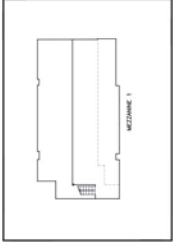
PROPOSED SOUTH AND WEST ELEVATIONS

Client No: 1189 / PL / 3004
 Drawn By: JES
 Checked By: JES
 Approved By: JES
 Date: 06/06/2014
 Scale: 1:200 @ A1

Client No: 1189 / PL / 3004
 Drawn By: JES
 Checked By: JES
 Approved By: JES
 Date: 06/06/2014
 Scale: 1:200 @ A1

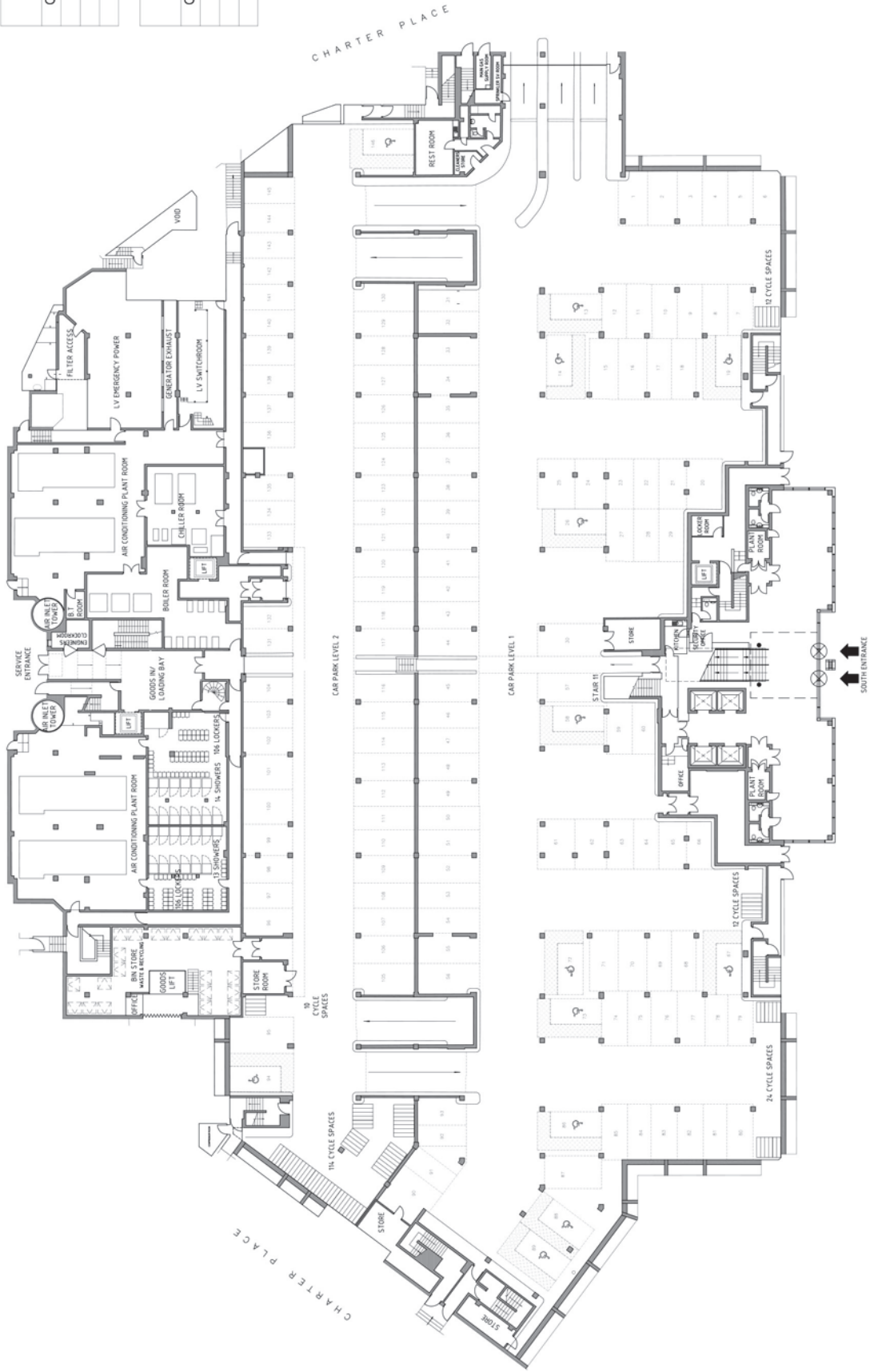
Client No: 1189 / PL / 3004
 Drawn By: JES
 Checked By: JES
 Approved By: JES
 Date: 06/06/2014
 Scale: 1:200 @ A1

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VEHICLE NUMBERS	
LEVEL 1	
CARS (standard)	82
ELECTRIC (e)	0
DISABLED	11
BIKES	48

VEHICLE NUMBERS	
LEVEL 2	
CARS (standard)	51
ELECTRIC (e)	0
DISABLED	2
BIKES	124



PROPOSED CAR PARK LEVELS 1 & 2

Client: CP Uxbridge Ltd
 Reason By: MK
 Checked By: FM
 Date: 17/04/2014

Author: JS
 Drawing No: 1189 / PL / 2101
 Scale: 1:200 @ A1

1 Clarity Ltd, Richmond
 1 Clarity Way, Richmond
 Surrey TW9 1AB
 T: +44 (0) 20 8132 3900
 F: +44 (0) 20 8132 3901
 www.english.com

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CHARTER PLACE, UXBRIDGE

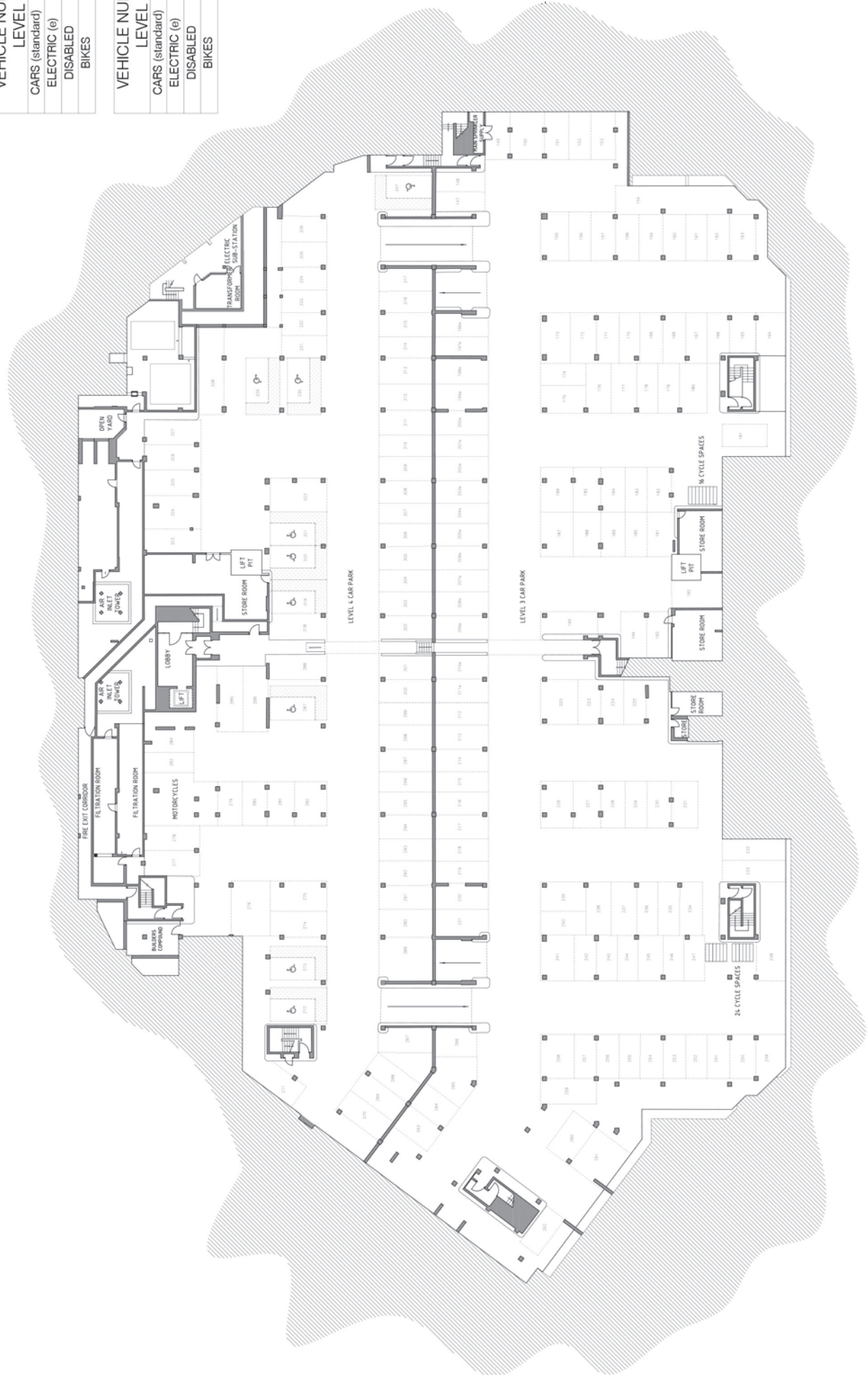
FOR APPROVAL

CP UXBRIDGE LTD



VEHICLE NUMBERS	
LEVEL 3	
CARS (standard)	104
ELECTRIC (e)	16
DISABLED	0
BIKES	40

VEHICLE NUMBERS	
LEVEL 4	
CARS (standard)	62
ELECTRIC (e)	0
DISABLED	9
BIKES	0



PROPOSED CAR PARK LEVELS 3 & 4

Checked By: HS
 Drawn By: MK
 Date: 17/04/2014
 Scale: 1:200 @ A1
 Revision: MK
 Author: JIS
 1189 / PL / 2100
 03/07/2014
 D
 1 Castle Yard, Richmond
 Surrey TW9 1DL
 T: +44 (0) 20 8332 3900
 F: +44 (0) 20 8332 3901
 www.typlio.com

CHARTER PLACE, UXBRIDGE

FOR APPROVAL

CP UXBRIDGE LTD





- 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 Turkington Martin Landscape Architects in writing before construction. Any discrepancies are to be brought to the attention of Turkington Martin Landscape Architects 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 brought to the attention of Turkington Martin Landscape Architects in writing before commencing on site.
 3. All dimensions in mm, unless otherwise stated.
 4. Do not scale from this drawing.
 5. All of the above are approximate design and specification to engineer's details. All dimensions provided here are only for information.
 6. Workmanship of any element to be subject to others.
 7. All proprietary products shall be installed in accordance with manufacturers written instructions.
 8. Plant numbers and all installation data and details should be entered to suit the above in accordance with relevant plant schedules.
 9. Any proposed plant substitution shall be agreed with the landscape architect prior to planting.

DATE	DESCRIPTION OF REVISION	REVISED BY	DATE

turkington martin

38-42 York Way, London, N1 9AB
 T: (+44) 20 7943 3170
 E: studio@turkingtonmartin.com

DRAWING STATUS:
FOR INFORMATION

CLIENT:
 CP Unbridge Ltd

PROJECT TITLE:
 Charter Place, Unbridge

DRAWING TITLE:
 Landscape General Arrangement
 Illustrated Plan

DESIGNER	DATE	DESIGNED BY	DATE
TJM	MS	MS	01/04/2014
AP	IT	IT	01/04/2014

DRAWING NUMBER:
 155-L03

REVISION:
 B





CP UXBRIDGE LTD

CHARTER PLACE, UXBRIDGE

PROPOSED VIEW 1 - NORTH ENTRANCE FROM WINDSOR STREET

FOR ILLUSTRATIVE PURPOSES ONLY

Drawn By	Checked By	Approved By	Revision By	Rev. Auth. By
MK	JS	SMC		Rev
Date	Scale	Drawing No	Rev. Date	
20/06/2014	NTS @ A3	1189 / PL / 0011		

1 Castle View Richmond London T: +44 (0) 20 8332 3800 F: +44 (0) 20 834 3961 www.dn-a.com



Drawn By	MK	Created By	JS	Approved By	SMC	Revision By		Rev. Auth. By	
Date	20/06/2014	Scale	NTS @ A3	Drawing No	1189 / PL /0012	Rev. Date		Rev	

FOR ILLUSTRATIVE PURPOSES ONLY





Drawn By	Checked By	Approved By	Revision By	Rev. Auth. By
MK	JS	SMC		Rev
Date	Scale	Drawing No	Rev. Date	
20/06/2014	NTS @ A3	1189 / PL / 0014		





1. EXISTING VIEW



2. PROPOSED VIEW
CP UXBRIDGE LTD

CHARTER PLACE, UXBRIDGE

FOR ILLUSTRATIVE PURPOSES ONLY

PROPOSED VIEW 6 - VINE STREET / CRICKET FIELD ROAD

Drawn By	Checked By	Approved By	Rev. Auth. By
MK	J.S	SMC	
Date	Scale	Drawing No	Rev
02/07/2014	NTS @ A3	1189 / PL / 0016	
		Rev. Date	



1. EXISTING VIEW



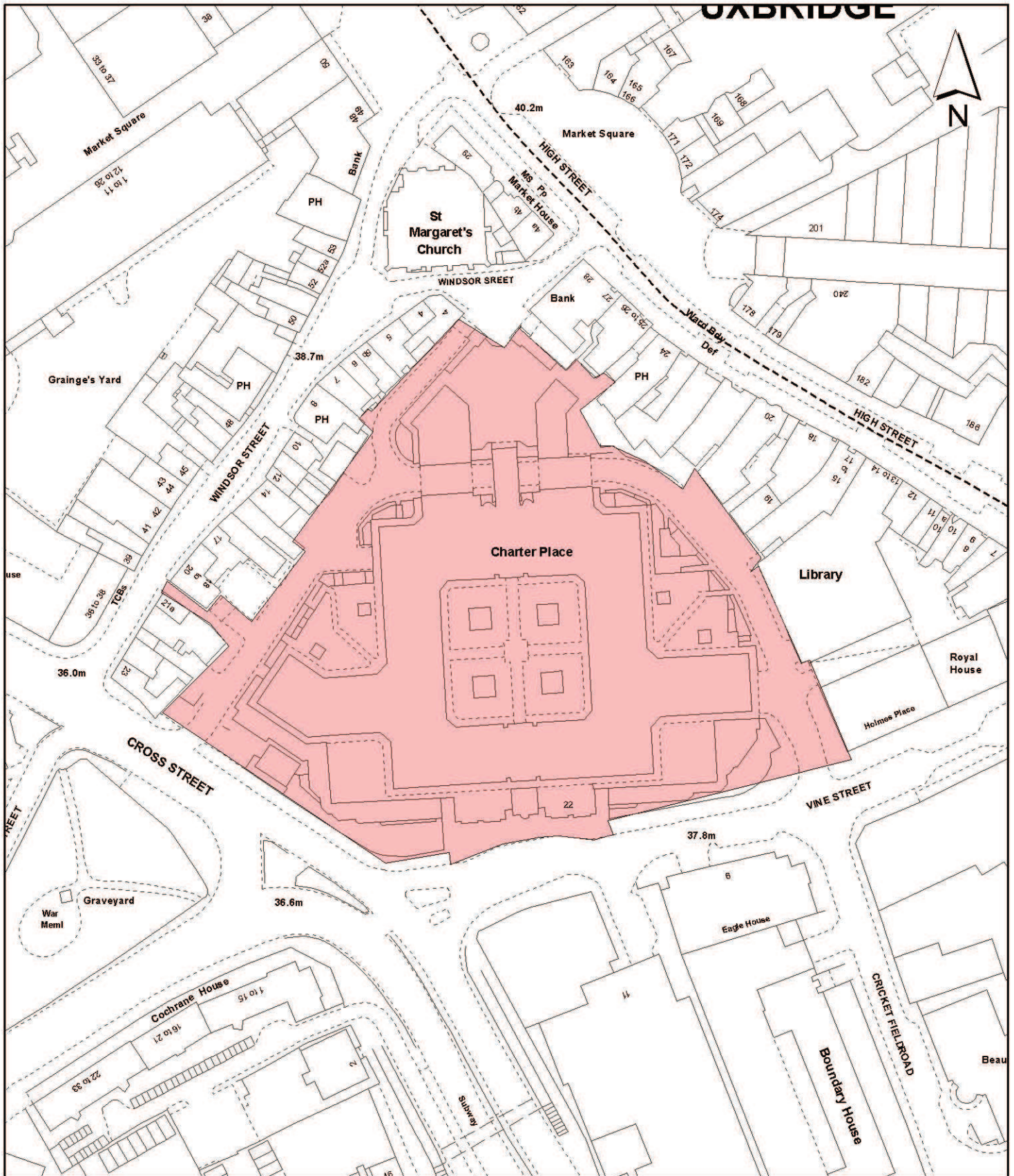
2. PROPOSED VIEW
CP UXBRIDGE LTD

CHARTER PLACE, UXBRIDGE

FOR ILLUSTRATIVE PURPOSES ONLY

PROPOSED VIEW 7 - CROSS STREET

Drawn By	MK	Date	02/07/2014	Created By	JS	Scale	NTS @ A3	Revision By	SMC	Revision No	1189 / PL / 0017
Author	JS	Check	SMC	Drawn By	SMC	Drawn No	1189 / PL / 0017	Rev		Rev	



Notes

 Site boundary

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Site Address

**Charter Place
 Vine Street
 Uxbridge**

**LONDON BOROUGH
 OF HILLINGDON**

**Residents Services
 Planning Section**

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

Planning Application Ref:
30675/APP/2014/1345

Scale
1:1,250

Planning Committee
Major Page 322

Date
July 2014



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address 21 HIGH STREET YIEWSLEY

Development: Erection of part 4, part 5 storey building to provide 51 self-contained residential units (22 x 1 bedroom and 29 x 2 bedroom) and three ground floor retail units Use Class A1 (217sqm) with 47 car parking spaces, 4 motorcycle spaces and 52 cycle parking spaces, communal and private amenity areas and landscaping works.

LBH Ref Nos: 26628/APP/2014/675

Date Plans Received: 28/02/2014

Date(s) of Amendment(s):

Date Application Valid: 24/03/2014

H. M. LAND REGISTRY GENERAL MAP

© NATIONAL GRID PLAN TQ 0580 SECTION D
GREATER LONDON

Scale 1:1250

BOROUGH OF HILLINGDON



Old Reference MIDDLESEX XIV II I

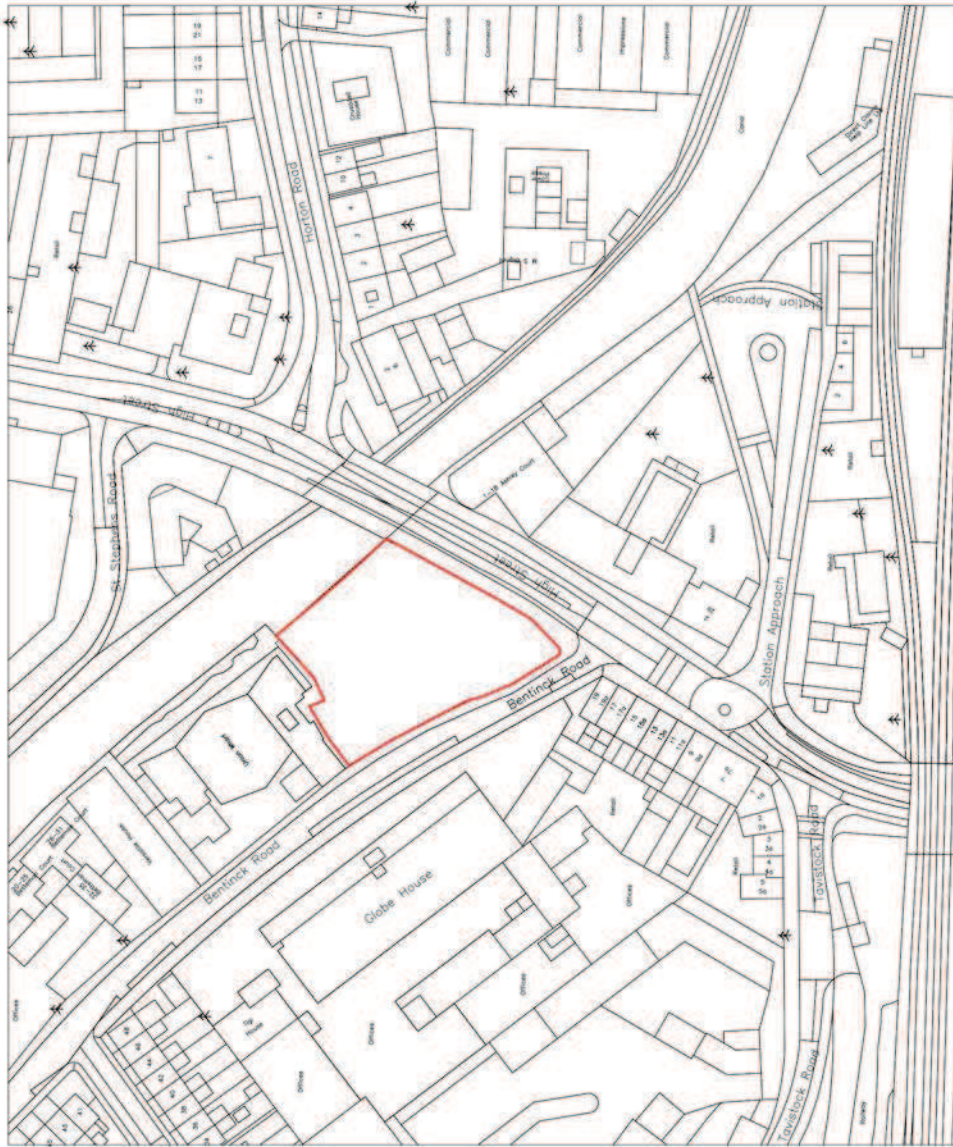
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TITLE No. NGL 406352

Page 324



NOTES



REV	DATE	DESCRIPTION	DRAWN
00			

CLIENT
WEST DRAYTON LIMITED
 PROJECT
21 HIGH STREET
 WEST DRAYTON
 DRAWING TITLE
LOCATION PLAN

STATUS	DATE	DRAWN	CHECKED
FOR APPROVAL	JAN 2014	SM	BW

PROJECT NO	DWG NO	REV
2281	010	00

WE warrant that the drawings are our original work and that we have the right to use the drawings for the purposes of the project. We do not warrant that the drawings are free from errors or omissions. The drawings are provided for your information only and do not constitute an offer of any financial product. You should seek professional advice before making any investment decisions. Lewandowski Wilcox is a registered company in England and Wales. Registered office: 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 513, 515, 517, 519, 521, 523, 525, 527, 529, 531, 533, 535, 537, 539, 541, 543, 545, 547, 549, 551, 553, 555, 557, 559, 561, 563, 565, 567, 569, 571, 573, 575, 577, 579, 581, 583, 585, 587, 589, 591, 593, 595, 597, 599, 601, 603, 605, 607, 609, 611, 613, 615, 617, 619, 621, 623, 625, 627, 629, 631, 633, 635, 637, 639, 641, 643, 645, 647, 649, 651, 653, 655, 657, 659, 661, 663, 665, 667, 669, 671, 673, 675, 677, 679, 681, 683, 685, 687, 689, 691, 693, 695, 697, 699, 701, 703, 705, 707, 709, 711, 713, 715, 717, 719, 721, 723, 725, 727, 729, 731, 733, 735, 737, 739, 741, 743, 745, 747, 749, 751, 753, 755, 757, 759, 761, 763, 765, 767, 769, 771, 773, 775, 777, 779, 781, 783, 785, 787, 789, 791, 793, 795, 797, 799, 801, 803, 805, 807, 809, 811, 813, 815, 817, 819, 821, 823, 825, 827, 829, 831, 833, 835, 837, 839, 841, 843, 845, 847, 849, 851, 853, 855, 857, 859, 861, 863, 865, 867, 869, 871, 873, 875, 877, 879, 881, 883, 885, 887, 889, 891, 893, 895, 897, 899, 901, 903, 905, 907, 909, 911, 913, 915, 917, 919, 921, 923, 925, 927, 929, 931, 933, 935, 937, 939, 941, 943, 945, 947, 949, 951, 953, 955, 957, 959, 961, 963, 965, 967, 969, 971, 973, 975, 977, 979, 981, 983, 985, 987, 989, 991, 993, 995, 997, 999.



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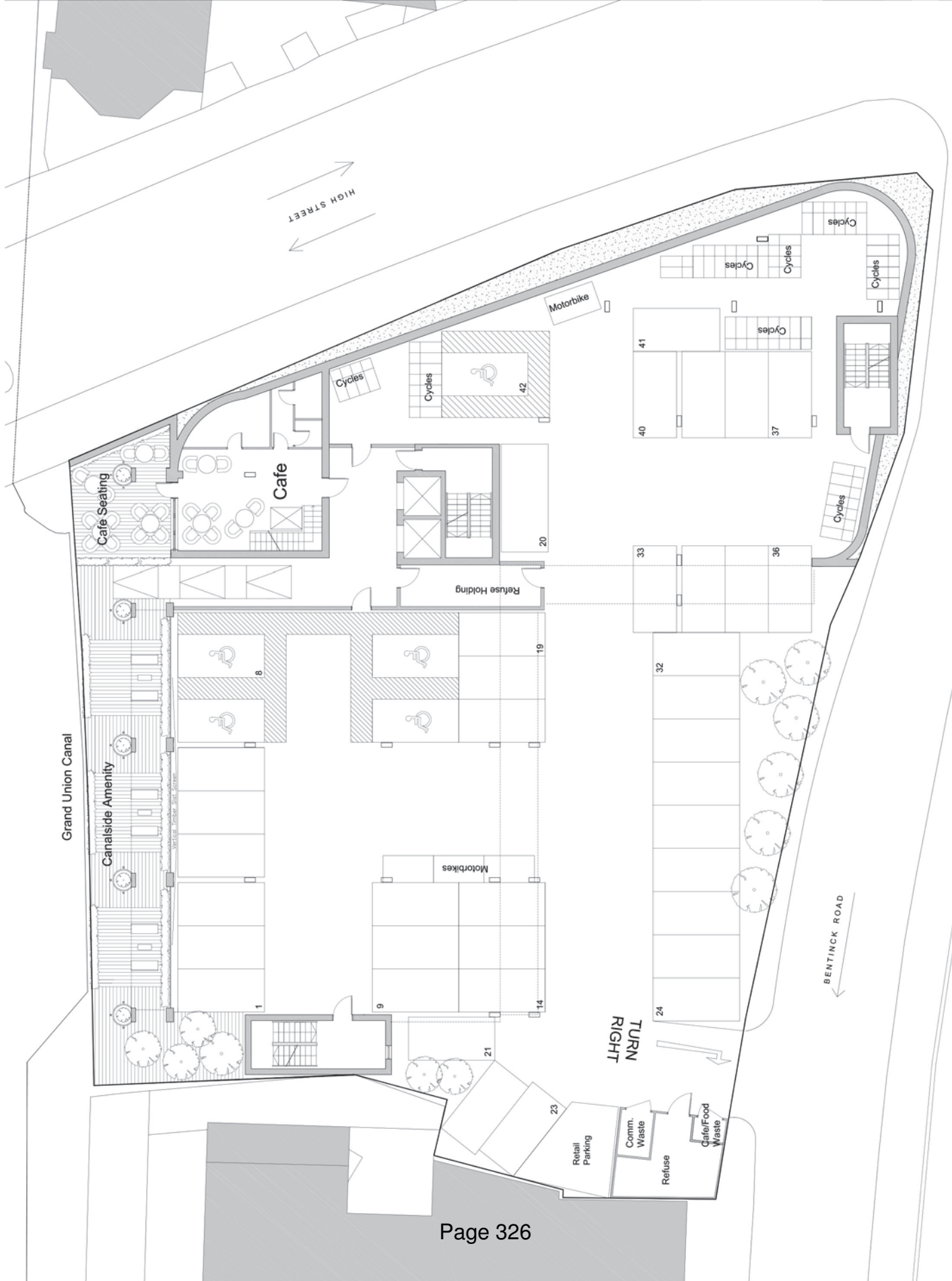


01	Rev	00	PL	209	01
00	PL	209	01		

REV	DATE	DESCRIPTION	DRAWN

CLIENT	WEST DRAYTON LTD
PROJECT	21 HIGH STREET
DRAWING TITLE	WEST DRAYTON LEVEL 0 FLOOR PLAN
STATUS	FOR APPROVAL
PROJECT No	2281
DWG No	209
PL	01
DATE	JAN 2014
DRAWN	SM
CHECKED	BW

100% STREET FURNITURE AND LANDSCAPE PROVISION. ALL WORK TO BE COMPLETED BY 31/03/2014. ALL WORK TO BE COMPLETED BY 31/03/2014. ALL WORK TO BE COMPLETED BY 31/03/2014.



NOTES



02	DATE	DESCRIPTION	DRAWN
01	DATE	DESCRIPTION	DRAWN
00	DATE	DESCRIPTION	DRAWN

CLIENT
WEST DRAYTON LTD

PROJECT
21 HIGH STREET

WEST DRAYTON

DRAWING TITLE
LEVEL 1 FLOOR PLAN

STATUS FOR APPROVAL			
PROJECT No	DWG TYPE	DWG No	REV
2281	PL	200	02
SCALE	DATE	DRAWN	CHECKED
1:100	JAN 2014	SM	BW

101 BENTINCK STREET, WEST DRAYTON, WIRREDDALE, GLAMORGANSHIRE, S.W.A.S.

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NOTES



01	DATE	DESCRIPTION	DRAWN
00			

CLIENT
WEST DRAYTON LTD

PROJECT
**21 HIGH STREET
WEST DRAYTON**

DRAWING TITLE
LEVEL 2 FLOOR PLAN

STATUS FOR APPROVAL			
PROJECT No	DWG TYPE	DWG No	REV
2281	PL	201	01
SCALE	DATE	DRAWN	CHECKED
1:100	JAN 2014	SM	BW

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BENTINCK ROAD

HIGH STREET



NOTES



01	DATE	DESCRIPTION	DRAWN
00			

CLIENT
WEST DRAYTON LTD
PROJECT
21 HIGH STREET
WEST DRAYTON
DRAWING TITLE
LEVEL 3 FLOOR PLAN

STATUS FOR APPROVAL			
PROJECT No	DWG TYPE	DWG No	REV
2281	PL	202	01
SCALE	DATE	DRAWN	CHECKED
1:100	JAN 2014	SM	BW

100% COMPLETE
100% APPROVED
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NOTES



REV	DATE	DESCRIPTION	DRAWN
01			
00			

CLIENT
WEST DRAYTON LTD

PROJECT
21 HIGH STREET

WEST DRAYTON

DRAWING TITLE
LEVEL 4 FLOOR PLAN

STATUS	FOR APPROVAL		
PROJECT No	2281		
DWG TYPE	PL		
DWG No	203		
REV	01		
SCALE	DATE	DRAWN	CHECKED
1:100	JAN 2014	SM	BW

15000
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15000 STREET ETON ROAD, ETON, MIDDLESEX, SL4 6AA
Lewandowski willcox
www.lw-willcox.co.uk



NOTES



01	DATE	DESCRIPTION	DRAWN
00			

CLIENT
WEST DRAYTON LTD
PROJECT
21 HIGH STREET
WEST DRAYTON
DRAWING TITLE
LEVEL 5 FLOOR PLAN

STATUS FOR APPROVAL			
PROJECT No	DWG TYPE	DWG No	REV
2281	PL	204	01
SCALE	DATE	DRAWN	CHECKED
1:100	JAN 2014	SM	BW

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NOTES



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00			

CLIENT
WEST DRAYTON LTD

PROJECT
21 HIGH STREET

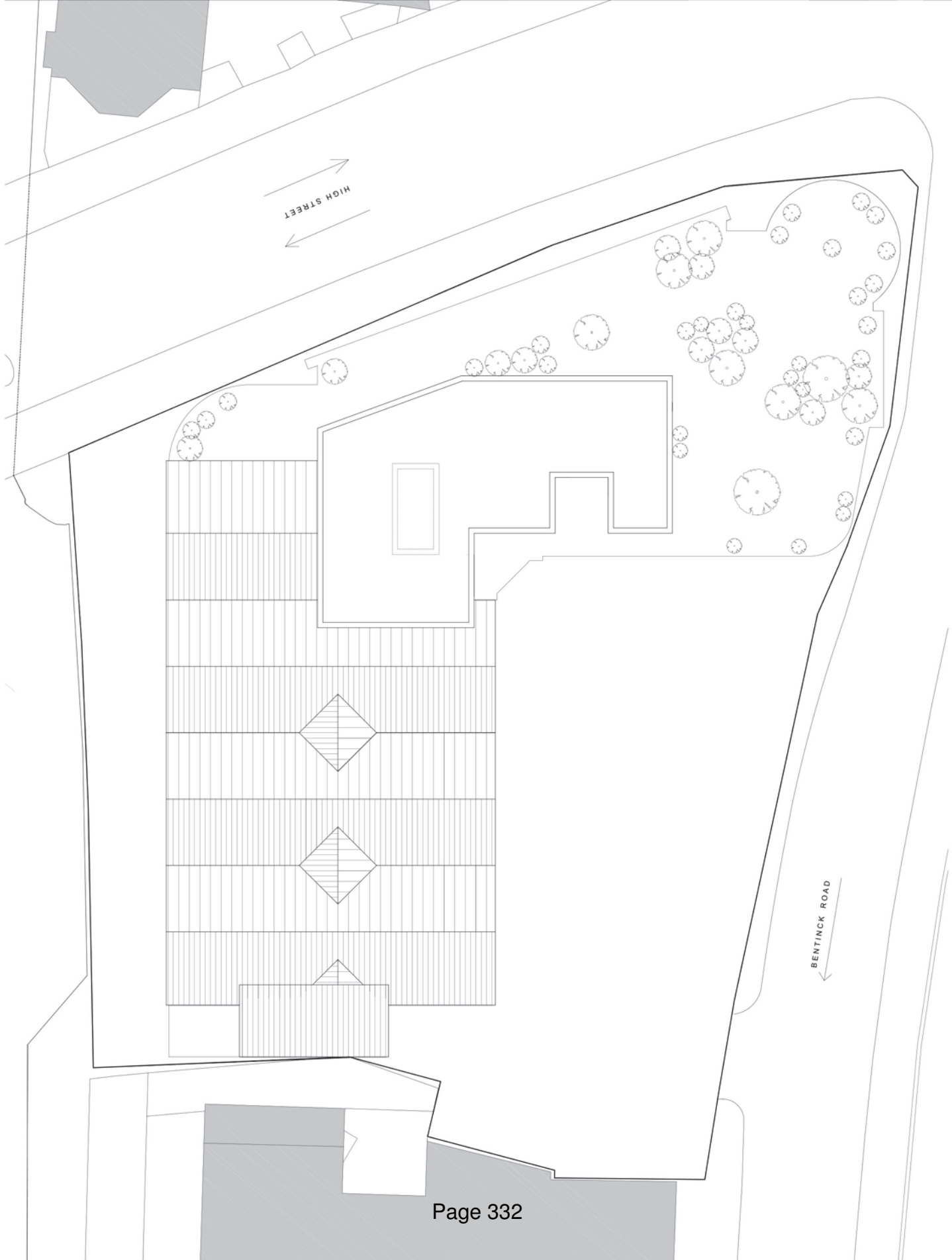
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DRAWING TITLE
ROOF PLAN

STATUS	FOR APPROVAL	DWG No	REV
PROJECT No	PL	205	01
SCALE	DATE	DRAWN	CHECKED
1:100	JAN 2014	SM	BW

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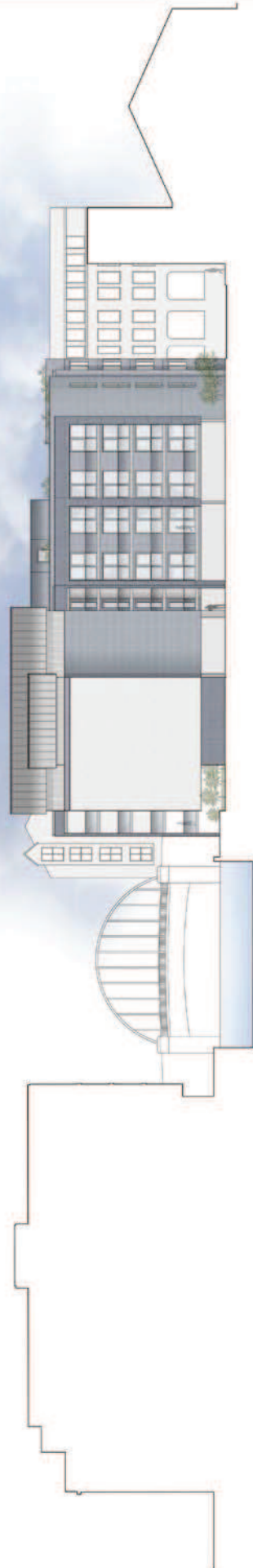
151 CHICHESTER STREET, WEST DRAYTON, MIDDLESEX, M20 9BA
T: 0181 606 2000
WWW.LEWANDOWSKI-WILLCOX.COM

NOTES



Bentinck Road Elevation



Union Wharf Elevation



REV	DATE	DESCRIPTION	DRAWN
01		ISSUED FOR PERMITS	
00		ISSUED FOR PERMITS	

CLIENT
WEST DRAYTON LTD
PROJECT
21 HIGH STREET
WEST DRAYTON
DRAWING TITLE
ELEVATIONS 3 & 4

STATUS			
FOR APPROVAL			
PROJECT No	DWG TYPE	DWG No	REV
2281	PL	301	01
SCALE	DATE	DRAWN	CHECKED
1:200	JAN 2014	SM	BMW

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NOTES

- Canalside Amenity- 149.9 sqm 1613.5 sq ft
- Roof Garden- 349.0 sqm 3756.6 sq ft
- Private Balconies Total- 669.7 sqm 7208.7 sq ft
- Total Amenity Areas- 1168.6 sqm 12578.8 sq ft**

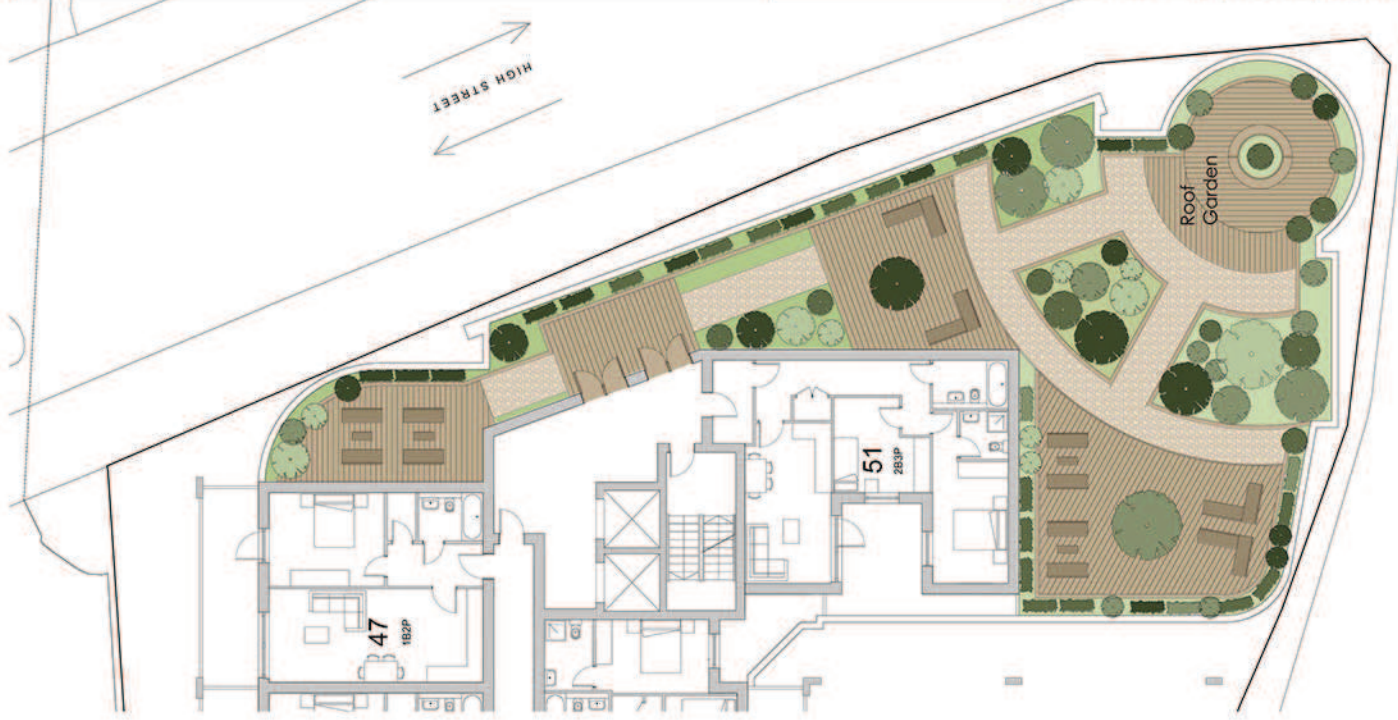
REV	DATE	DESCRIPTION	DRAWN
01			
00			

CLIENT
WEST DRAYTON LTD
PROJECT
21 HIGH STREET
WEST DRAYTON
DRAWING TITLE
AMENITY AREAS

STATUS	FOR APPROVAL	DWG No	REV
2281	PL	270	01
SCALE	DATE	DRAWN	CHECKED
VARIES	JAN 2014	SM	BW

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10, STATIONARY & CIVIL ENGINEERING, 11, ALBERT ROAD, WEST DRAYTON, MIDDLESEX, U.K. LEWANDOWSKI WILLCOX LTD.



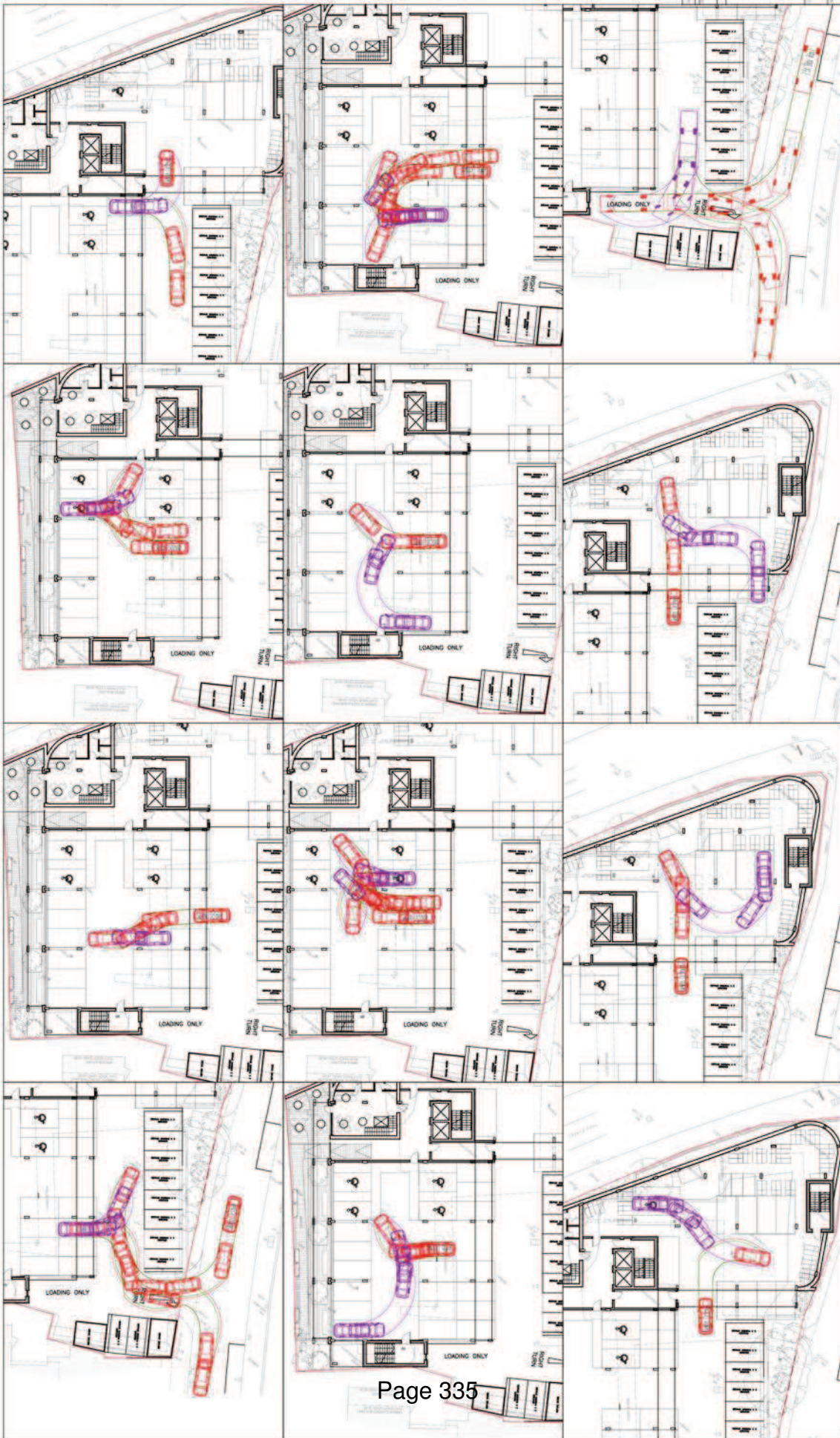
Roof Top Amenity Area - 1:100



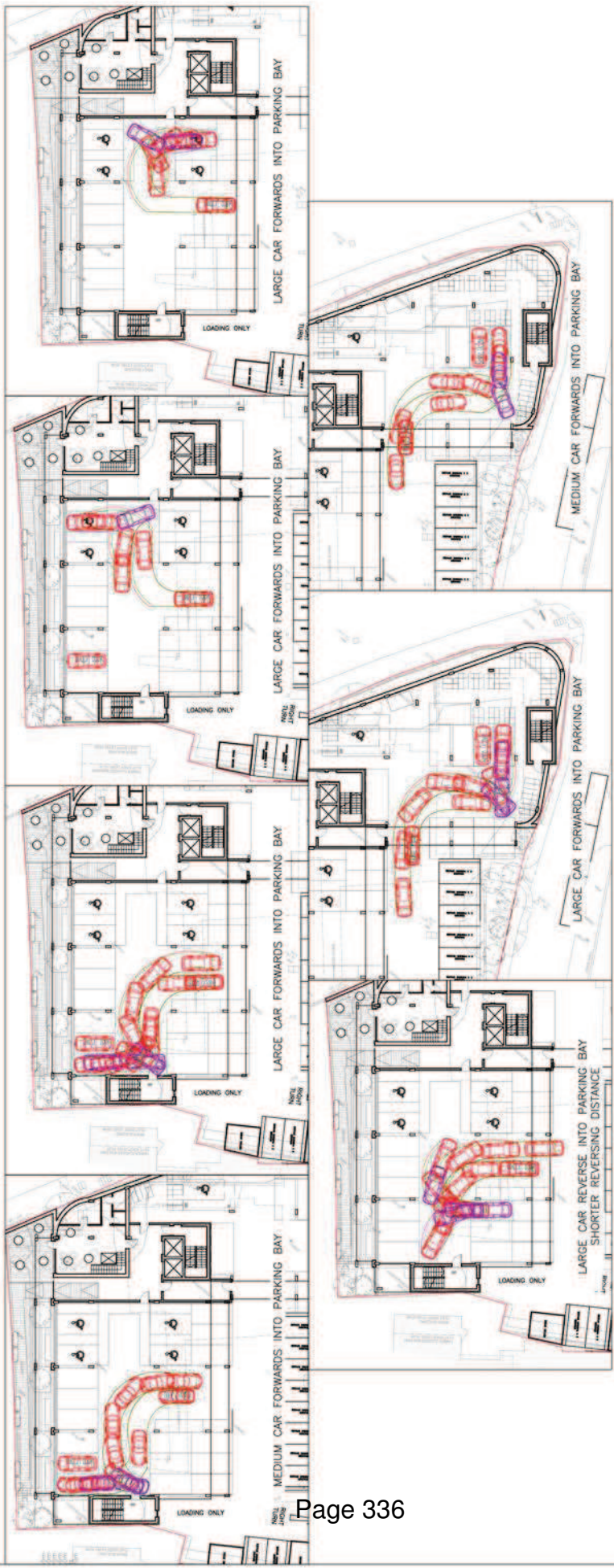
Canalside Amenity Area - 1:100



Car Parking / Canalside Amenity Section - 1:50



FOR INFORMATION	
	
WEST DRAYTON LTD 21 HIGH STREET WEST DRAYTON MIDDLESEX UB8 3JY Tel: 0181 617777 Fax: 0181 617778 www.westdrayton.co.uk	
21 HIGH STREET WEST DRAYTON	
SHEET PATH ANALYSIS ALTERNATIVE PARKING ARRANGEMENT	
Scale: 1:500	Date: 12.08.2014
Sheet No: 453	Sheet Count: 50/59



FOR INFORMATION	
 E.A.S. 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000	
WEST DRAYTON LTD	
21 HIGH STREET WEST DRAYTON	
SLEEP PATH ANALYSIS MEDIUM AND LARGE CARS	
Scale: 1:500	Date: 13.08.2014
Sheet No: 453	Sheet Total: 507

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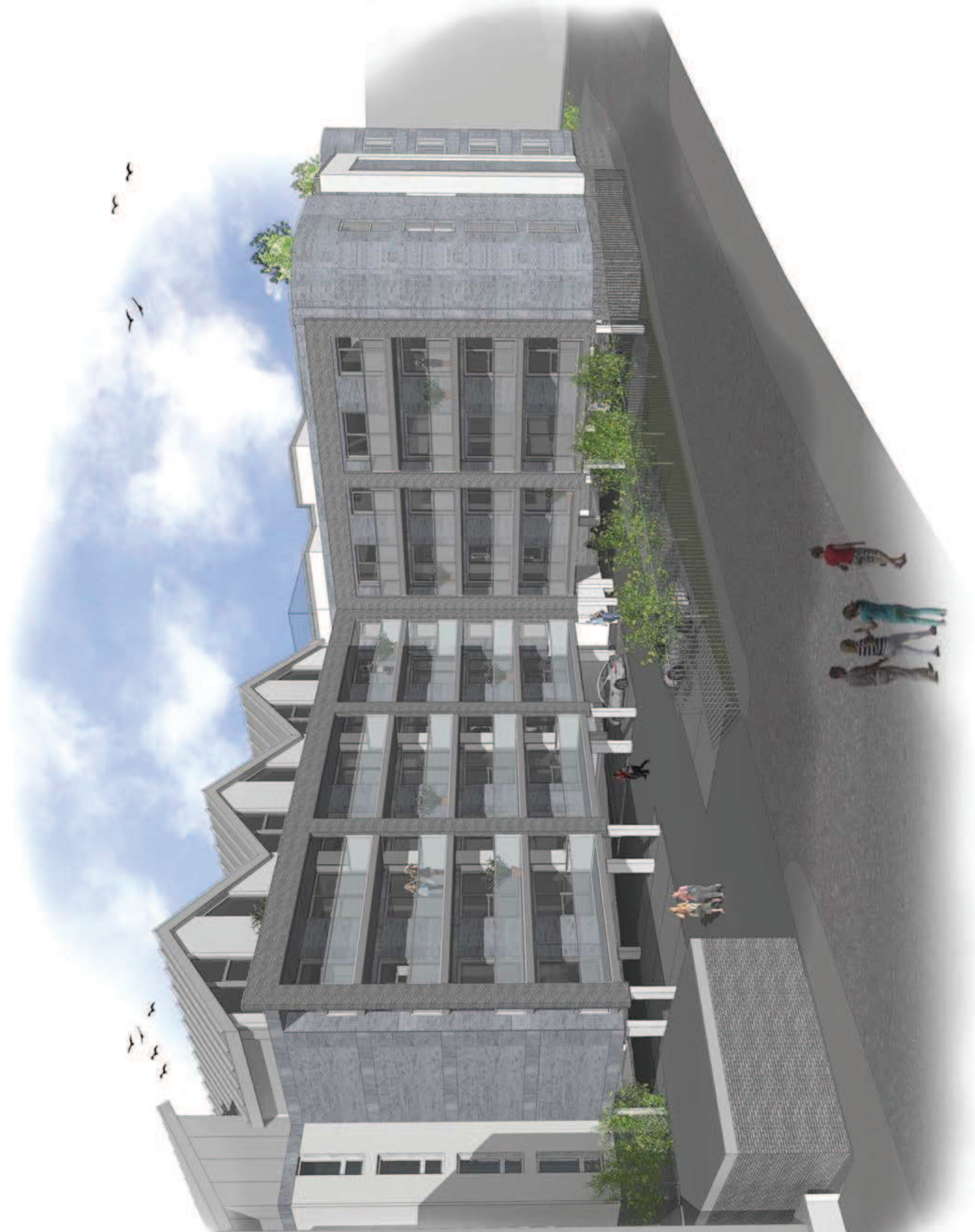
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CLIENT
WEST DRAYTON LTD
PROJECT
21 HIGH STREET
WEST DRAYTON
DRAWING TITLE
BENTINCK ROAD VIEW

STATUS	FOR APPROVAL	DWG No	REV
		2281	01

SCALE	DATE	DRAWN	CHECKED
	JAN 2014	SM	BW

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NOTES



REV	DATE	DESCRIPTION	DRAWN
01			
00			

CLIENT
WEST DRAYTON LTD

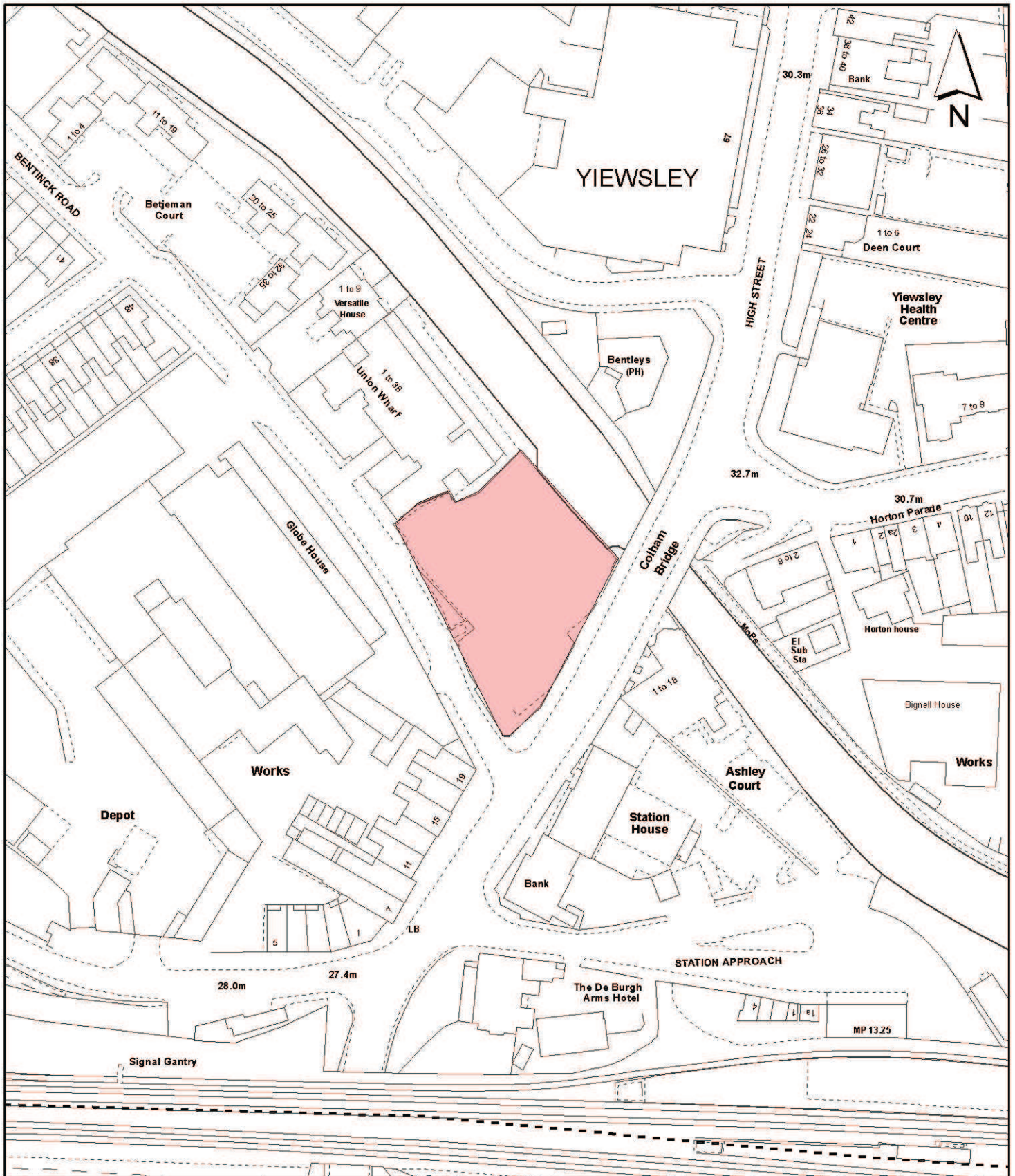
PROJECT
21 HIGH STREET
WEST DRAYTON

DRAWING TITLE
COLHAM BRIDGE VIEW

STATUS	FOR APPROVAL	PROJECT No	DWG TYPE	SCALE	DATE	DRAWN	CHECKED
		2281	PL	700	JAN 2014	SM	BW

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Notes

 Site boundary

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Site Address

**21 High Street
 Yiewsley**

**LONDON BOROUGH
 OF HILLINGDON**

**Residents Services
 Planning Section**

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

Planning Application Ref:
26628/APP/2014/675

Scale
1:1,250

Planning Committee
Major Page 339

Date
July 2014



HILLINGDON
 LONDON

Report of the Head of Planning, Sport and Green Spaces

Address CAXTON HOUSE TROUT ROAD YIEWSLEY

Development: Erection of 44 Residential Apartments with associated access, car parking, landscaping, and associated works (involving demolition of existing buildings)

LBH Ref Nos: 3678/APP/2013/3637

Date Plans Received: 06/12/2013

Date(s) of Amendment(s):

Date Application Valid: 23/12/2013

CAXTON HOUSE, LONDON.

AS EXISTING SITE LOCATION PLAN.

SCALE BAR 1:1250



- Majesty House
200 Avenue West
Great Notely
Essex. CM77 7AA
- Anstey Court
Caroline Street
Birmingham
B3 1UD

t. (01376) 332570
e. studio@dpa.uk.net
www.dpa.uk.net

PROJECT TITLE

RESIDENTIAL SCHEME

DRAWING TITLE

As Existing: Application Drawings
Site Location Plan.

PROJECT NAME AND ADDRESS.

Caxton House
Trout Road, West Drayton
London. UB7 7RN

DWG. NO.

193.001

SCALE.

1:1250 @ A4

DATE

14.06.2013

CAXTON HOUSE, WEST DRAYTON

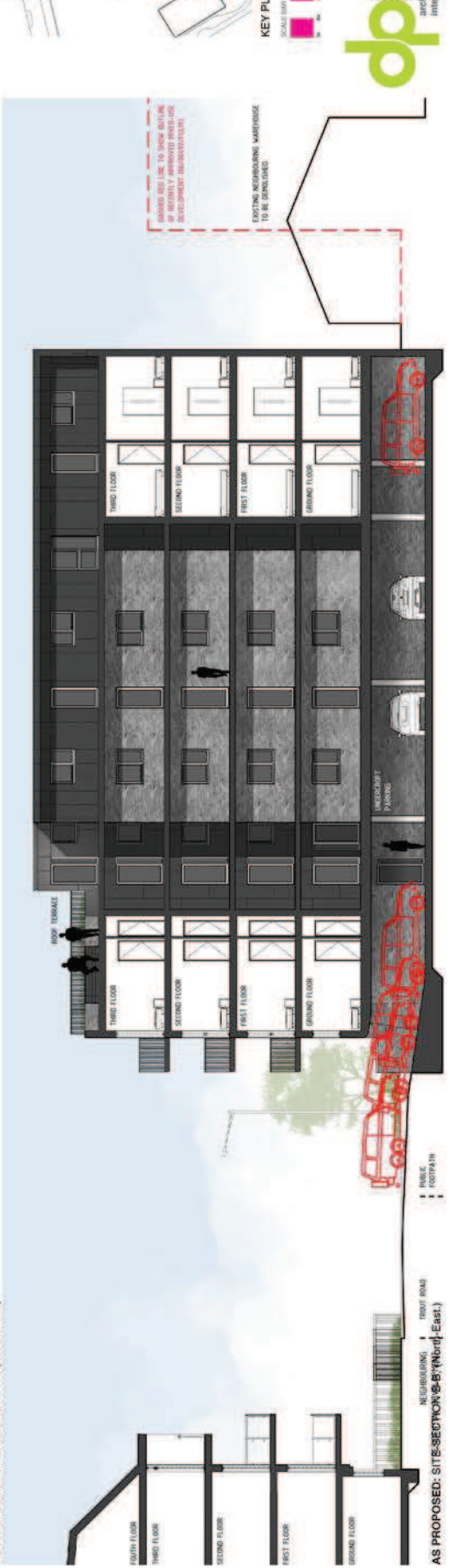
RESIDENTIAL SCHEME - 44 NO. AFFORDABLE APARTMENTS



AS PROPOSED: REAR ELEVATION C-C (North-West)



AS PROPOSED: SITE SECTION A-A (North-West)



KEY PLAN

- MAJESTY HOUSE
- 200 AVONDALE WEST
- 20 TRENEY STREET
- 250000
- 0 100 200 300
- 1:1000 @ A3
- www.opa.co.uk

RESIDENTIAL SCHEME

- All Proposed Application Drawings
- Site Sections
- Consult Hours
- Trent House West Drayton
- London UB7 7JH
- 020 894 1100
- 11.00 AM - 5.00 PM

opa
architecture + interior design

APARTMENT 1	APARTMENT 2	APARTMENT 3	APARTMENT 4
APARTMENT 5	APARTMENT 6	APARTMENT 7	APARTMENT 8
APARTMENT 9	APARTMENT 10	APARTMENT 11	APARTMENT 12
APARTMENT 13	APARTMENT 14	APARTMENT 15	APARTMENT 16
APARTMENT 17	APARTMENT 18	APARTMENT 19	APARTMENT 20
APARTMENT 21	APARTMENT 22	APARTMENT 23	APARTMENT 24
APARTMENT 25	APARTMENT 26	APARTMENT 27	APARTMENT 28
APARTMENT 29	APARTMENT 30	APARTMENT 31	APARTMENT 32
APARTMENT 33	APARTMENT 34	APARTMENT 35	APARTMENT 36
APARTMENT 37	APARTMENT 38	APARTMENT 39	APARTMENT 40
APARTMENT 41	APARTMENT 42	APARTMENT 43	APARTMENT 44
APARTMENT 45	APARTMENT 46	APARTMENT 47	APARTMENT 48
APARTMENT 49	APARTMENT 50	APARTMENT 51	APARTMENT 52
APARTMENT 53	APARTMENT 54	APARTMENT 55	APARTMENT 56
APARTMENT 57	APARTMENT 58	APARTMENT 59	APARTMENT 60
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APARTMENT 77	APARTMENT 78	APARTMENT 79	APARTMENT 80
APARTMENT 81	APARTMENT 82	APARTMENT 83	APARTMENT 84
APARTMENT 85	APARTMENT 86	APARTMENT 87	APARTMENT 88
APARTMENT 89	APARTMENT 90	APARTMENT 91	APARTMENT 92
APARTMENT 93	APARTMENT 94	APARTMENT 95	APARTMENT 96
APARTMENT 97	APARTMENT 98	APARTMENT 99	APARTMENT 100



CAXTON HOUSE, WEST DRAYTON.

RESIDENTIAL SCHEME 44 NO. AFFORDABLE APARTMENTS



RESIDENTIAL SCHEME
44 Affordable Apartments
Architect: dpa architecture + interior design
1000 Head West Drayton
London UB7 7JH
020 899 6000
www.dpa.co.uk



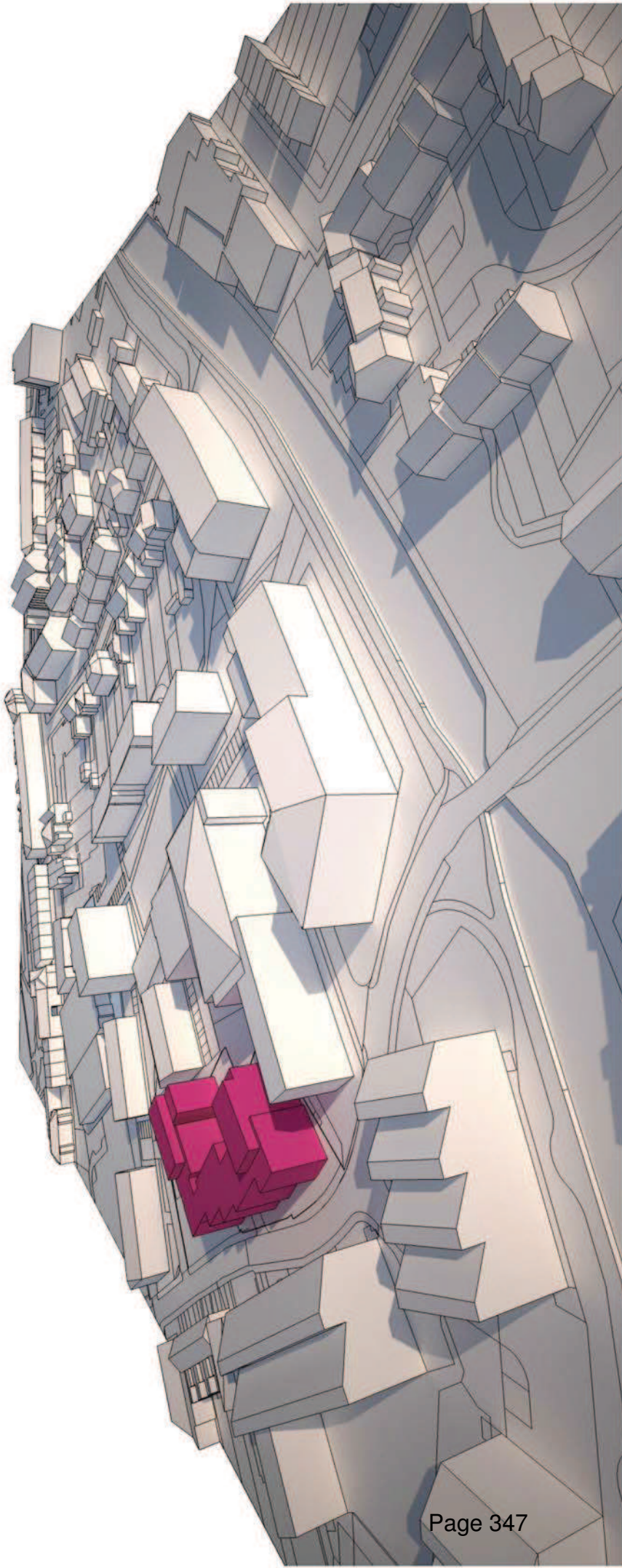
RESIDENTIAL SCHEME
 All Feedback Application Drawings
 Fourth Floor/Plot
 London UB7 7JH
 020 891 1000
 www.opa.co.uk



RESIDENTIAL SCHEME
 44 No. Affordable Apartments
 200 Aston, West Drayton, Uxbridge, Middlesex, UB7 7AA
 01895 833121
 www.dpa.co.uk

CAXTON HOUSE, WEST DRAYTON.

RESIDENTIAL SCHEME: 44 NO. AFFORDABLE APARTMENTS



MASSING VISUAL 3.

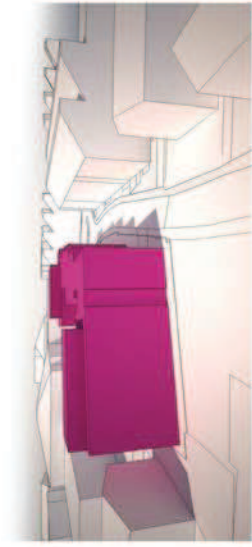
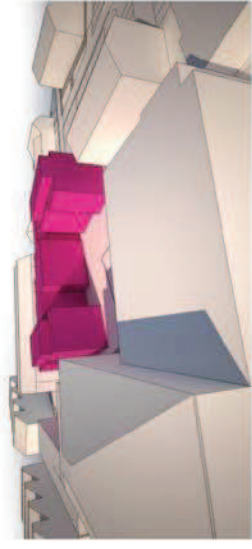
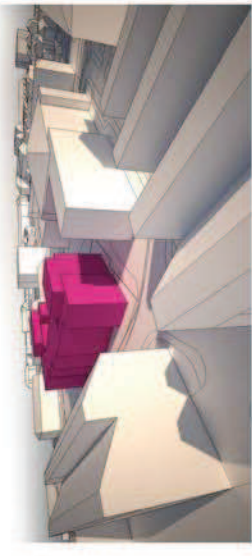
MASSING VISUAL 2.

MASSING VISUAL 1.



KEY PLAN

SCALE BAR 1:1250



WORKS TITLE
RESIDENTIAL SCHEME

As Proposed: Application Drawings
Missing Diagram.

PROJECT NAME AND ADDRESS
Caxton House
Trout Road, West Drayton
London, UB7 7RN

DATE
19.05.2014

Client
Majesty House
200 Avenue West
Great Noidly
Essex, CM77 7AA

Architect
20 Tonby Street
North
Birmingham
B3 3EN

Phone
+44 (0)843 854 8007

Email
studio@dpa.uk.net

Website
www.dpa-uk.net



CAXTON HOUSE, WEST DRAYTON.

RESIDENTIAL SCHEME 44 NO. AFFORDABLE APARTMENTS



RESIDENTIAL SCHEME
 All Practical Application Drawings
 Underwritten Planning Layout Plans
 Caxton House
 Trowbridge, West Drayton
 London UB7 7JH
 01895 816 000
 www.dpa.co.uk

CAXTON HOUSE, WEST DRAYTON.

RESIDENTIAL SCHEME 44 NO. AFFORDABLE APARTMENTS



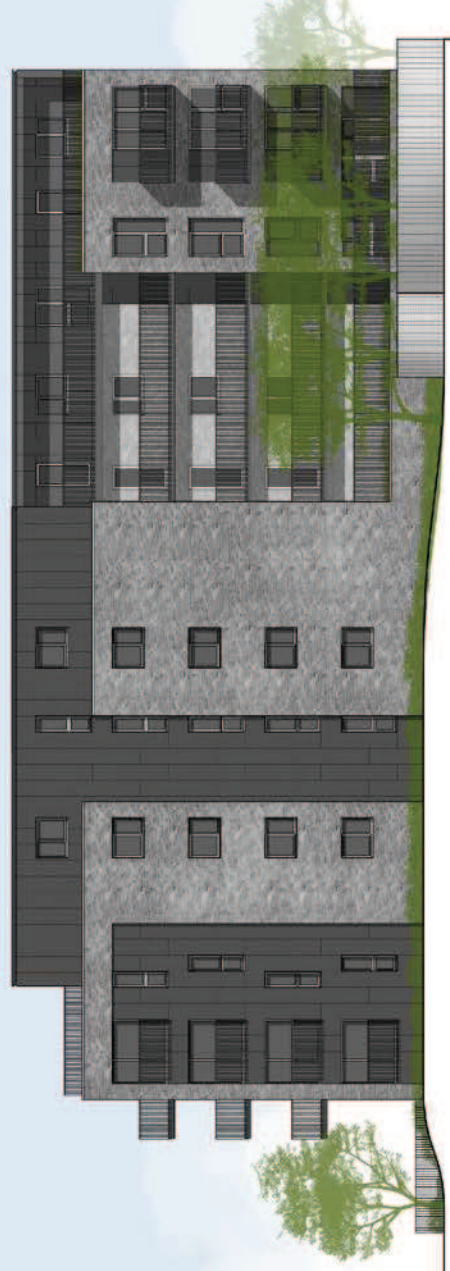
NEIGHBOURHOOD COMMERCIAL ONE REPAIR CENTRE

INDICATED DECLINE TO SHOW EXTENT OF PRESENTLY APPROVED DEVELOPMENT (RECONSTRUCTION)

AS PROPOSED: FRONT ELEVATION A-A, street-scene along Trout Road.



AS PROPOSED: SIDE ELEVATION B-B, (South-West.)

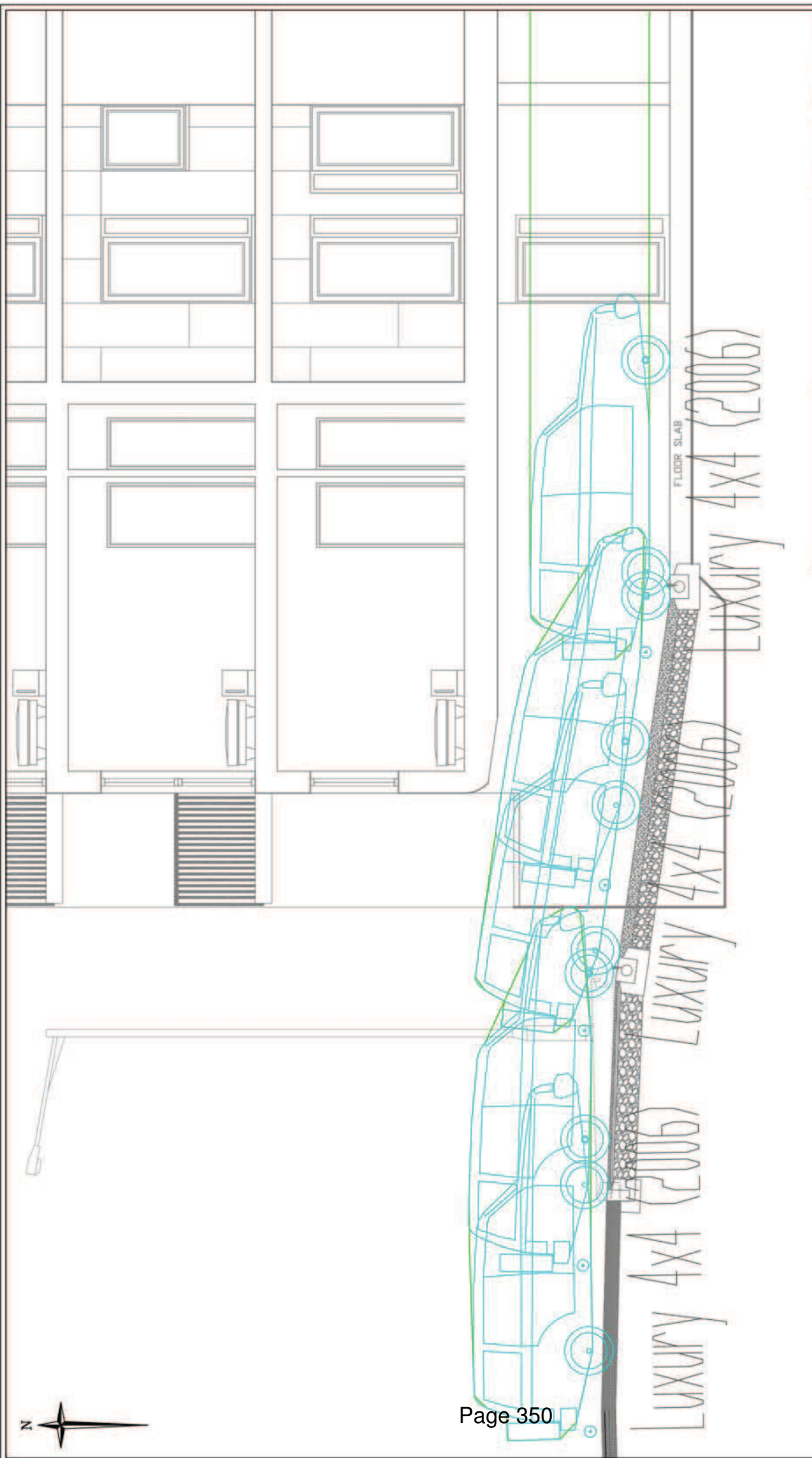


AS PROPOSED: SIDE ELEVATION C-C, (North-East.)



opa
 architecture +
 interior design
 200 Avenue West
 15th Floor, West Tower
 Essex, CM7 7AA
 20 Trinity Street
 Birmingham
 B3 3EN
 0121 634 9000
 www.opa.uk
 1 100 8 811 20.08.2018

RESIDENTIAL SCHEME
 All Proposed Application Drawings
 Shaded Scenes + Elevations
 Caxton House
 Trout Road, West Drayton
 London UB7 7JN
 10/2/2018

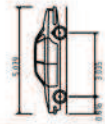


Intermodal TRANSPORTATION
 Hunters Court
 Debdon Road
 Salford Walsden
 Essex CB11 4AA

Tel: +44 (0)1799 529529
 Fax: +44 (0)1799 529530
 e: enquiries@inter-modal.co.uk

Project	CAXTON HOUSE, TROUT ROAD, WEST DRAYTON	Date	JULY 2014
Drawing No.	IT1399/SK/03	Scale	1:50
Description	SECTION THROUGH ACCESS RAMP	Author	EC
Client	SAMMI DEVELOPMENTS	Approved By	SW
Sheet 1 of 1			Scale A3





Large Car (2006)
 Overall Length 5.079m
 Overall Width 1.872m
 Overall Height 1.525m
 Min Body Ground Clearance 0.310m
 Max Track Width 1.831m
 Lock to Lock Time 5.005s
 Refs to Kerb Turning Radius 5.900m

Rev	Description	Date
E	Tracks added to revised Layout	03/07
B	Adjusts Adjusted for New Layout	28/06
A	Range with Approved	15/04

IT Project
PROPOSED MIXED USE DEVELOPMENT CAXTON HOUSE, TROUT ROAD, WEST DRAYTON
 Rev: **A**

Client:
VEHICLE SWEEP PATH ANALYSIS

Sheet 1 of 4

Drawn By: IT1399/TS/03 Rev: 6.dwg

Date: APRIL 2014

Scale: 1:250

Approved By: SW

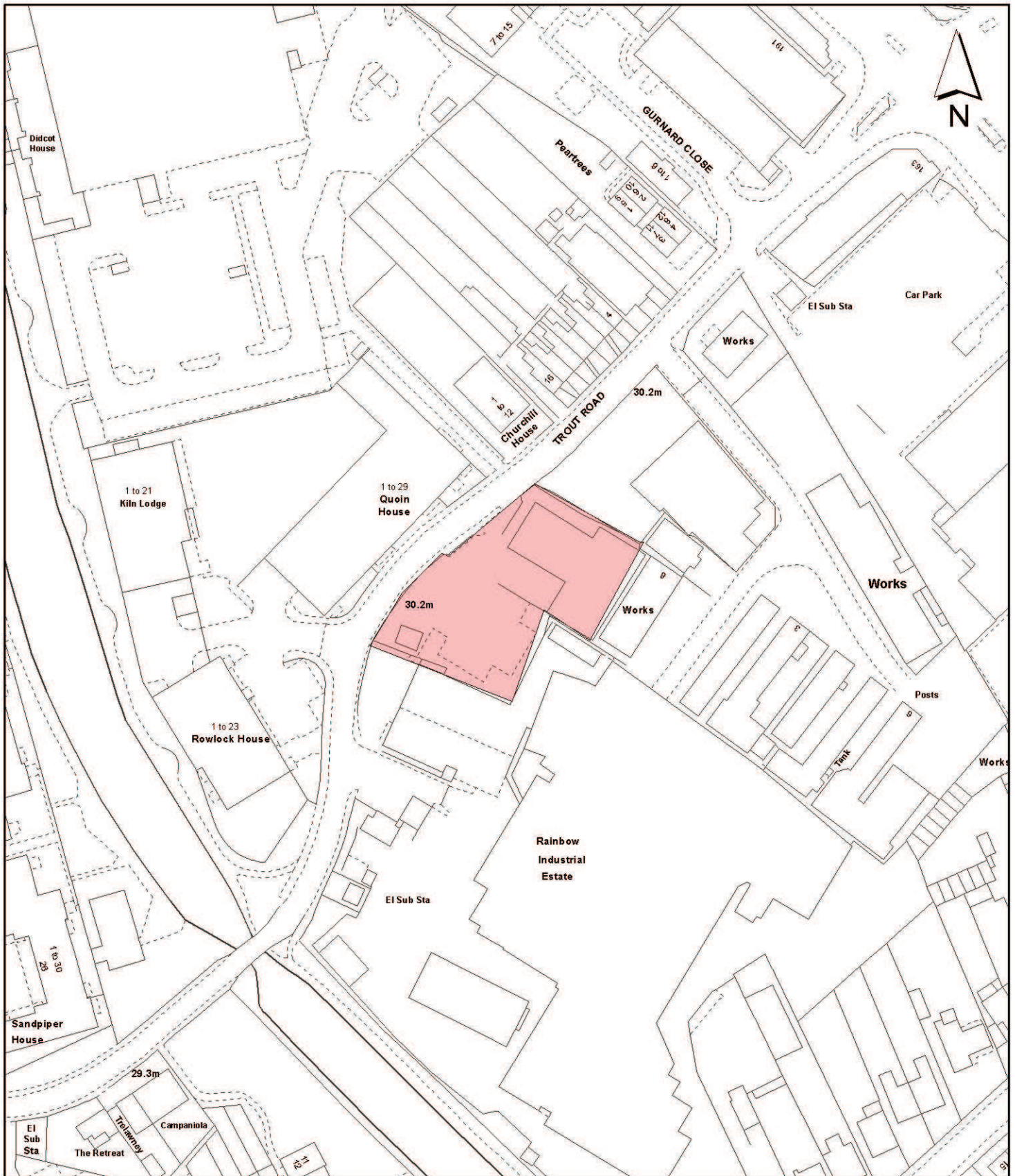
Drawn By: EC

Client: **SAMMI DEVELOPMENTS**

A3

Intermodal TRANSPORTATION
 Station House
 Station Road
 Essex CB11 4JA
 Tel: +44 (0)1709 529539
 Fax: +44 (0)1709 529538
 e: enquiries@inter-modal.co.uk





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Site Address

**Caxton House
 Trout Road
 Yiewsley**

**LONDON BOROUGH
 OF HILLINGDON**

**Residents Services
 Planning Section**

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

Planning Application Ref:

3678/APP/2013/3637

Scale

1:1,250

Planning Committee

Major Page 352

Date

July 2014



HILLINGDON
 LONDON



RevB: Extra care footprint altered to work with proposed highway widening of Trout Road (04/07/2014)
 RevA: Ambulance and minibus bay indicated; blocks 82, 83 and 84 moved to provide landscape buffer along SE Boundary

PROPOSED HIGHWAYS WIDENING
 PLANNING APPLICATION BOUNDARY



SCALE



dwg no AA1832.1/02/IR.B drawn by SDT/AP scale 1:500 @ A1
 RevA 18/12/2013 checked TR date 04/07/2013



MAXIMUM BUILDING HEIGHTS BY BLOCK

C1	9.9m	A1	15.5m	B1	12.0m	H1	16.0m
C2	9.9m	A2	15.5m	B2	12.0m	H2	16.0m
C3	9.9m	A3	15.5m	B3	12.0m	H3	16.0m
C4	9.9m	A4	15.5m	B4	12.0m	H4	16.0m

PROPOSED BUILDING HEIGHTS BASED ON:

- RESIDENTIAL FLOOR TO FLOOR HEIGHT 2.8m
- COMMERCIAL FLOOR TO FLOOR HEIGHT 3.5m
- ROOF HEIGHTS UP TO 3.5m (12" PITCH)

ADD HEIGHTS

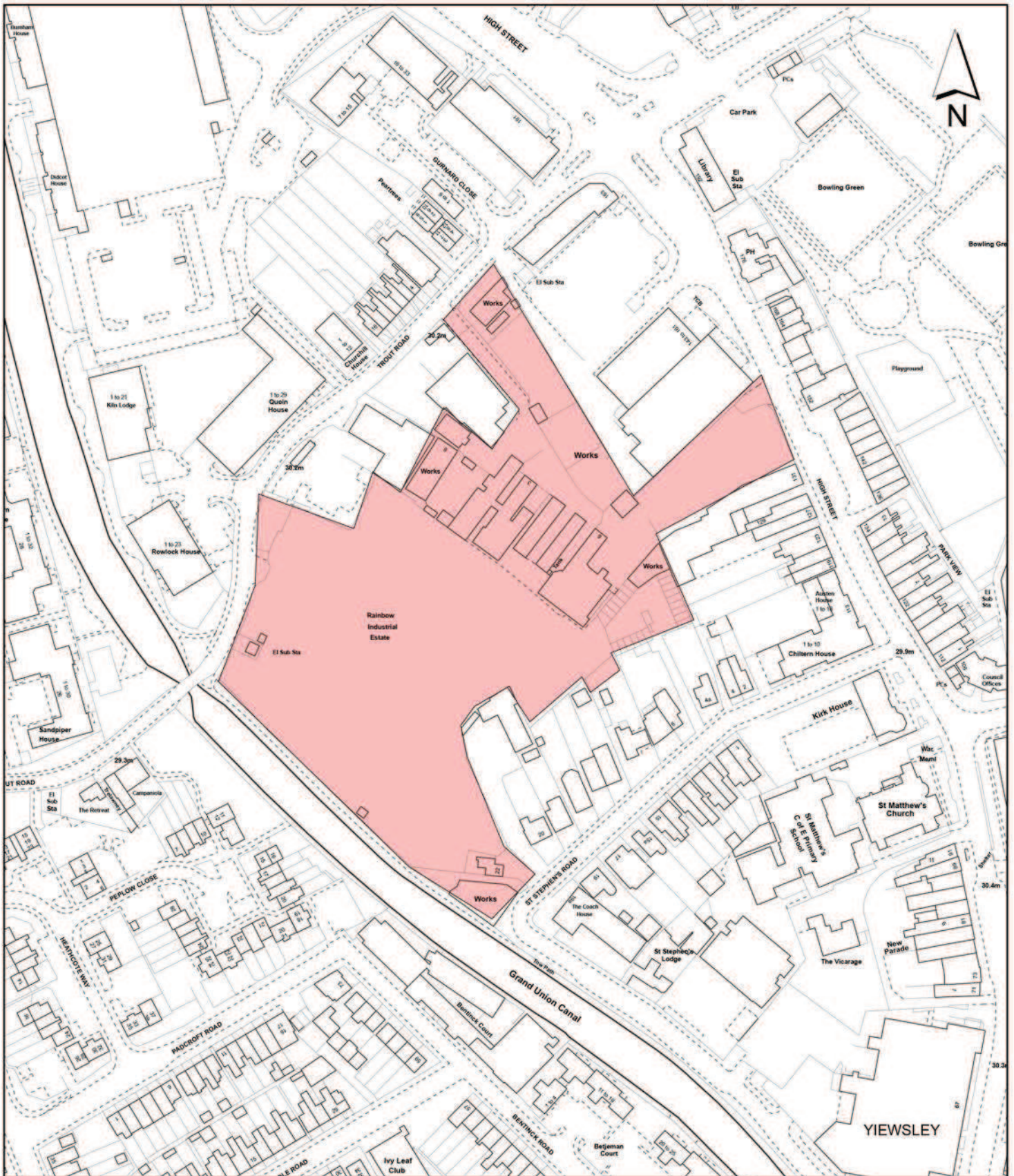
- PROPOSED MAXIMUM BUILDING HEIGHTS
- EST. EXISTING BUILDING HEIGHTS
- EST. GROUND LEVELS




RevB: Extra care footprint altered to work with proposed new access - widening of Trout Road (14/07/2013)

RevA: Ambulance and minibus bay indicated; blocks R2, R3 and R4 moved to provide landscape buffer along SE Boundary





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Site Address

Rainbow & Kirby Industrial Estate
Trout Road
Yiewsley

LONDON BOROUGH
OF HILLINGDON
Residents Services
Planning Section
 Civic Centre, Uxbridge, Middx. UB8 1UW
 Telephone No.: Uxbridge 250111

Planning Application Ref:
38058/APP/2013/1756

Scale
1:2,000

Planning Committee
Major Page 356

Date
July 2014

